APPENDIX X: TRAFFIC IMPACT ANALYSIS

Traffic Impact Analysis

Horse Heaven Wind Farm
Benton County, Washington
EFSEC Docket Number: EF-210011

Submitted to:

Ms. Amy Moon
Siting and Compliance Lead
Washington State Energy Facility Site Evaluation Council
P.O. Box 43172
Olympia, WA 98504-3172
Amy.Moon@efsec.wa.gov

September 22, 2023

Prepared for:

Horse Heaven Wind Farm, LLC

TABLE OF CONTENTS

EXECUTIVE SUMMARY **ES-1**

1.0 INTRODUCTION **1**

1.1 Project Description 1

1.2 Study Methodology 2

2.0 EXISTING CONDITIONS **2**

2.1 Study Area Roadways 3

2.2 Study Area Intersections 3

2.3 Existing Traffic Volumes 8

2.3.1 Daily Traffic Volumes 9

2.3.2 Peak Hour Traffic Volumes 11

2.4 Pedestrian and Bicycle Accommodations 11

2.5 Traffic Safety Analysis 11

2.5.1 Highway Safety Manual Safety Performance Summary 14

2.5.2 Sight Distance Analysis 21

3.0 FUTURE CONDITIONS **22**

3.1 Future No Build Conditions 22

3.1.1 General Background Traffic Growth 22

3.1.2 Background Development 22

3.1.3 Planned Roadway Improvements 23

3.1.4 Future 2025/2026 No Build Traffic Volumes 23

3.2 Future Build Conditions 23

3.2.1 Project-Generated Trips 23

3.2.2 Trip Distribution 26

3.2.3 Build (With Project) Peak Hour Traffic Volumes 27

3.2.4 Construction Traffic Impacts to High Frequency Crash Intersections 27

4.0 TRAFFIC OPERATIONS ANALYSIS **30**

4.1 Methodology 30
4.2 Roadway Segment Capacity Analysis Results 31
4.3 Unsignalized Intersection Capacity Analysis Results 34
4.4 Truck Haul Routes – Oversized Loads 45
5.0 TRAFFIC MITIGATION 45
5.1 Traffic Safety Plan 45
5.1.1 Objectives and Strategies 45
5.1.2 Construction Traffic Management Plan 47
5.2 Transportation Demand Management (TDM) Program 47
6.0 CONCLUSIONS 48

LIST OF TABLES

Table 1. Weekday Daily Traffic Volume Summary 10
Table 2. Crash Data Summary (2018-2022) 12
Table 3. Highway Safety Manual Predictive/Expected Safety Performance Summary 15
Table 4. Highway Safety Manual Predictive/Expected Safety Performance Summary – Key Locations 18
Table 5. Predicted Effectiveness of Potential Safety Improvements 20
Table 6. Sight Distance Summary 21
Table 7. Construction Trip Generation Summary 25
Table 8. Trip Distribution Summary 26
Table 9. Auxiliary Turn Lane Warrant Analysis 28
Table 10 Intersection Level of Service Criteria 30
Table 11. Segment Capacity Analysis Summary – Weekday AM Peak Hour 32
Table 12. Segment Capacity Analysis Summary – Weekday PM Peak Hour 33
Table 13. Unsignalized Intersection Capacity Analysis Summary – Weekday AM Peak Hour 35
Table 14. Unsignalized Intersection Capacity Analysis Summary – Weekday PM Peak Hour 40

LIST OF FIGURES

Figure 1 – Proposed Horse Heaven Wind Farm
Figure 2 – Study Area Intersections
Figure 3 – 2023 Existing Weekday Morning Peak Hour Traffic Volumes
Figure 4 - 2023 Existing Weekday Evening Peak Hour Traffic Volumes
Figure 5 – Potential Traffic Mitigation – Peak Construction Workforce
Figure 6 – Stopping Sight Distance Observations – Route 221 and Sellards Road
Figure 7 – Stopping Sight Distance Observations – Route 221 and Route 14
Figure 8 – Stopping Sight Distance Observations – Route 14 and S. Plymouth Road
Figure 9 – Stopping Sight Distance Observations – Webber Canyon Road and Badger Road
Figure 10 – 2025 Phase 1 No Build Weekday Morning Peak Hour Traffic Volumes
Figure 11 – 2025 Phase 1 No Build Weekday Evening Peak Hour Traffic Volumes
Figure 12 – 2026 Phase 2 No Build Weekday Morning Peak Hour Traffic Volumes
Figure 13 – 2026 Phase 2 No Build Weekday Evening Peak Hour Traffic Volumes
Figure 14 – Laydown Yard #1 Entering Trip Distribution Pattern
Figure 15 – Laydown Yard #1 Exiting Trip Distribution Pattern
Figure 16 – Laydown Yard #2 Entering Trip Distribution Pattern
Figure 17 – Laydown Yard #2 Exiting Trip Distribution Pattern
Figure 18 – Phase 1 to Laydown Yard #1 Weekday Morning Peak Hour Traffic Volumes
Figure 19 – Phase 1 to Laydown Yard #1 Weekday Evening Peak Hour Traffic Volumes
Figure 20 – Phase 1 to Laydown Yard #2 Weekday Morning Peak Hour Traffic Volumes
Figure 21 – Phase 1 to Laydown Yard #2 Weekday Evening Peak Hour Traffic Volumes
Figure 22 – Phase 2 to Laydown Yard #2 Weekday Morning Peak Hour Traffic Volumes
Figure 23 – Phase 2 to Laydown Yard #2 Weekday Evening Peak Hour Traffic Volumes
Figure 24 – 2025 Build Phase 1 to Laydown Yard #1 Weekday Morning Peak Hour Traffic Volumes
Figure 25 – 2025 Build Phase 1 to Laydown Yard #1 Weekday Evening Peak Hour Traffic Volumes
Figure 26 – 2025 Build Phase 1 to Laydown Yard #2 Weekday Morning Peak Hour Traffic Volumes
Figure 27 – 2025 Build Phase 1 to Laydown Yard #2 Weekday Evening Peak Hour Traffic Volumes
Figure 28 – 2026 Build Phase 2 to Laydown Yard #2 Weekday Morning Peak Hour Traffic Volumes
Figure 29 – 2026 Build Phase 2 to Laydown Yard #2 Weekday Evening Peak Hour Traffic Volumes
Figure 30 – Entering Truck Routes – Oversized Loads
Figure 31 – Exiting Truck Routes – Oversized Loads
Figure 32 – Entering Truck Route – Tower Transfer Yard

Figure 33 – Exiting Truck Route – Tower Transfer Yard

Figure 34 – Potential Traffic Mitigation Locations – Oversized Loads

Figure 35 – Potential Temporary Construction Warning Signage

LIST OF APPENDICES

Appendix A Traffic Scoping Letter
Appendix B Traffic Count Data
Appendix C Crash Data
Appendix D Sight Distance Calculations
Appendix E Background Traffic Growth Rate
Appendix F Project Trip Distribution Calculations
Appendix G Auxiliary Lane Warrant Analysis
Appendix H Roadway Segment Capacity Worksheets
Appendix I Unsignalized Intersection Capacity Analysis Worksheets
Appendix J Detailed Draft Safety Plan

(Technical Appendix Available Upon Request)

EXECUTIVE SUMMARY

Tetra Tech has reviewed the potential traffic impacts associated with the proposed peak construction activity of the Horse Heaven Wind Farm, LLC project (the Project) to be located in the Horse Heaven Hills area on unincorporated land in Benton County, Washington. Horse Heaven Wind Farm, LLC (Applicant) is proposing to construct and operate a renewable energy generation facility that would have a maximum grid injection capacity of up to 1,150 megawatts for a combination of wind and solar facilities, battery energy storage systems (BESS), and other Project components, including underground and overhead electrical collection lines, underground communication lines, new Project substations, access roads, operations and maintenance facilities, and meteorological towers.

At its closest point, the Project would be located approximately four miles south/southwest of the City of Kennewick and the larger Tri-Cities urban area, along the Columbia River. The Project's Lease Boundary (approximately 72,428 acres) incorporates all of the parcels for which the Applicant has executed a lease to construct the wind turbines, solar arrays, and associated facilities. The Project's Wind Energy Micrositing Corridor encompasses 11,850 acres within the Lease Boundary and consists of the areas where the turbines and supporting facilities would be sited during the final design. The Applicant seeks authorization for an original scope of up to 244 turbine locations and a maximum of three solar arrays, with all possible turbine locations and solar arrays cumulatively reviewed to analyze potential resource impacts.

There are two options for the wind turbines currently under consideration (Option 1 and Option 2). The final number and location of turbines within the proposed Wind Energy Micrositing Corridor would reflect the final engineering design, model selection, and any additional avoidance and mitigation identified in the Final Environmental Impact Statement (FEIS). The specific model used would depend on the commercial availability and technology at the time of construction. The number of turbines would not exceed 244, and the maximum turbine height (at blade tip) would not exceed 671 feet. The Draft Environmental Impact Statement (DEIS) previously prepared for the Project assumed that the road disturbance associated with Turbine Option 1 and Turbine Option 2 would be identical.

As currently proposed, the Project would be built in two construction phases (Phase 1 and Phase 2). Phase 1 construction could generate power via wind and solar. Phase 1 could also include a BESS capable of storing energy. Phase 2 construction has two alternatives (Phase 2a and Phase 2b). Phase 2a could consist of the construction of both wind and solar facilities. The Applicant's Phase 2a scenario also includes the construction of a BESS. Phase 2b could increase power generation via the construction of additional wind turbines, but construction would not include a BESS or solar array.

During peak construction of each phase, a typical day would include the transportation of workers, materials, and movement of heavy equipment. Numerous on-site roadways are proposed to support the Project as well as two laydown areas. The laydown areas would facilitate the delivery and assembly of materials and equipment. They would also serve as parking areas for the construction workforce. An additional tower transfer yard will be used to support the delivery of tower components prior to construction.

Preliminary transportation assessments were previously included in the December 2022 DEIS and February 2021 (as revised December 2022) updated Application for Site Certification (ASC) for the Project. Pending approval of the Site Certification Agreement (SCA), the Applicant now anticipates beginning construction of the first phase of the Project in late 2024 or early 2025 with commercial operation approximately 11 months following start of construction. A second phase of the Project would begin

construction in 2025 and begin operation in 2026. The construction schedule would be revised according to the actual approval of the Site Certification Agreement and implementation of commercial agreements for power purchase, and a copy provided to EFSEC at least 60 days prior to the start of construction or as required under the SCA.

Based on comments received on the DEIS, EFSEC has requested that a more detailed Traffic Impact Analysis be provided the Project.

A summary of the study methodology and key findings is presented below.

Study Methodology

The study methodology for the detailed Traffic Impact Analysis was developed in consultation with representatives from the Washington Department of Transportation (WSDOT) South Central Region at a traffic scoping meeting for the Project that was held virtually on June 7, 2023. The purpose of the meeting was to discuss the initial assumptions documented in the Project Traffic Scoping Letter (TSL) dated May 24, 2023, which identified key aspects of the traffic study methodology including the study area roadways and intersections to be reviewed, consideration of other possible area developments and background traffic growth, and anticipated vehicle trip generation and trip distribution characteristics of the Project and the analysis required to evaluate the potential Project-related traffic impacts.

The study evaluates existing and future traffic operations (with and without the proposed Project) at 29 existing intersections, and the proposed site driveways serving two laydown areas and 10 roadway segments for key roadways serving the Project site. The study provides a detailed analysis of roadway and intersection capacity during the weekday morning and weekday evening peak hours, when the combination of existing traffic on the surrounding area roadways and new traffic associated with peak construction activity of the Project would be greatest.

The 2023 Existing traffic volumes were developed based on intersection Turning Movement Counts (TMCs) collected at the 29 existing study area intersections on Tuesday June 13th and Wednesday June 14th 2023. Construction hours of operation are anticipated to generally occur from 7:00 AM to 7:00 PM. For the purposes of the study, the TMCs were collected at the study area intersections from 5:00 AM to 8:00 AM and 4:00 PM to 8:00 PM to establish the weekday morning and evening commuter peak hour conditions. In addition, Automatic Traffic Recorder (ATR) counts collected over a 24-hour weekday period in June 2023 for eight study area roadways. The ATR data collected as part of this study was then supplemented with daily and peak period traffic count data for two additional study area roadways obtained from the WSDOT permanent traffic count stations located on Route 221 and I-82 in the vicinity of the Project site.

As part of the assessment of existing traffic conditions, Tetra Tech conducted extensive field observations, which included photos of the study area intersections, and dash cam video footage along all of the principal roadways in the vicinity of the Project site. Field observations were used to document existing roadway and intersection lane geometry, posted speed limits and traffic control. Tetra Tech obtained crash data from WSDOT for the most recent five-year period available to identify possible existing traffic safety deficiencies at the study area intersections.

Tetra Tech contacted WSDOT and Benton County planning staff to identify what, if any, planned roadway improvements (implemented by others) would be constructed either before or during the construction of the Horse Heaven Wind Farm Project. Based on these discussions, there are currently no planned projects

that would result in changes in future traffic operations at the study area roadways and intersections within the anticipated time frame of the construction of the proposed Project.

As currently proposed, the Project would be constructed in two phases, which would occur in successive 11-month periods, with Phase 1 beginning in late 2024/early 2025. As a conservative measure, the future design year chosen for analysis in the TIA was the year 2025 for Phase 1 and the year 2026 for Phase 2.

The 2023 Existing peak hour traffic volumes were projected to the future design years of 2025 and 2026, by which time the Project's peak construction activity is expected to occur. The 2023 Existing traffic volumes were grown by 1.0 percent per year for the two design year forecast periods (2025 and 2026) and the traffic volumes adjusted to reflect the 2025 No Build (Without Project) and 2026 (Without Project) conditions.

It is expected that Phase 1 will begin construction on the eastern side of Interstate 82 (I-82). As Phase 1 construction continues, it is expected that peak construction activity will move westward across the Project lease area. To be conservative with our analysis, peak construction activity for Phase 1 was analyzed travelling to Laydown Yard 1 and Laydown Yard 2. It is expected that Phase 2 will only occur on the western side of the Project lease area. Peak construction activity for Phase 2 was only analyzed heading to Laydown Yard 2.

The traffic increases associated with the Project's peak construction activity during Phase 1 were then added to the 2025 No Build (Without Project) weekday peak hour traffic volumes to reflect the 2025 Phase 1 Build peak hour traffic volumes, and the traffic increases associated with Phase 2 were added to the 2026 No Build (Without Project) peak hour traffic volumes to reflect the 2026 Build (With Phase 2 Peak Construction) conditions.

Roadway and intersection capacity analyses were then conducted at each of the study intersections for the following scenarios to identify potential existing and projected traffic deficiencies near the Project site:

- 2023 Existing AM/PM Peak Hours
- 2025 No Build (Without Project) AM/PM Peak Hours
- 2026 No Build (Without Project) AM/PM Peak Hours
- 2025 Phase 1 Build to Laydown Yard #1 AM/PM Peak Hours
- 2025 Phase 1 Build to Laydown Yard #2 AM/PM Peak Hours
- 2026 Phase 2 Build to Laydown Yard #2 AM/PM Peak Hours

Future Site-Generated Traffic

The Project will consist of three stages: construction, O&M, and decommissioning. The highest volume of site-related trips will occur during the peak construction phase of the Project. Consequently, the traffic impact analysis in this report is based on the vehicle trip generation associated with the peak construction phase workforce levels. Preliminary vehicle trip generation estimates were included in the Project's ASC. These estimates were further refined as part of the previously prepared TSL to inform the study area and be used as the basis for analysis in the TIA.

Construction of the proposed energy facility is expected to include site grading, construction of temporary access roads, wind turbine and solar panel installation, inspections, and equipment deliveries. It is anticipated that, at peak operations, the site could experience construction workforce levels of up to 467 construction workers at one time. There are no public transportation services in the vicinity of the Project site that are anticipated to be used for the Project. Therefore, for the purposes of this assessment, it was assumed that no construction workers would use public transit to access the site. However, it is anticipated that some construction workers would arrive and depart the site together (carpooling). For purposes of this assessment, it was assumed that the average vehicle would have 1.25 occupants to represent carpooling to/from the site.

Construction hours of operation are assumed to generally be 7:00 AM to 7:00 PM with the majority of construction workers arriving prior to 7:00 AM and departing after 7:00 PM. Since the peak hours of the adjacent street traffic are expected to occur sometime during the peak commuting periods of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, it is expected that the majority of construction workers would arrive and depart the site outside of the typical weekday morning and weekday evening commuter peak hours of the adjacent streets. However, to present a conservative assessment of potential traffic increases associated with the Project, it is assumed that all of the construction workers would arrive during the weekday morning peak hour and depart during the weekday evening peak hour. The proposed Project is expected to generate approximately 1,498 weekday daily workforce trips and 374 weekday peak hour workforce trips during Phase 1 peak construction activity.

The peak construction activities are currently anticipated to occur for only a portion of each the two successive 11-month periods. The remainder of the construction period is anticipated to generate fewer vehicle trips. The supporting trip generation calculations and assumptions for the proposed Project's peak construction workforce levels are provided in Section 3.2.1

There are currently two alternatives being considered for Phase 2 of the Project construction. Table 7 presents a summary of the trip generation estimates for the proposed Project's peak construction workforce activities by phase. The more conservative trip generation of the two Phase 2 alternatives (Phase 2a) will be used for the TIA analyses. Phase 2a peak construction activity is expected to generate approximately 1,376 weekday daily workforce trips and 344 weekday peak hour workforce trips.

Project Trip Distribution Patterns

Tetra Tech developed separate Project trip distribution patterns for the Project's peak construction activities at the two proposed laydown areas. The trip distribution patterns were developed based on consideration of the effective population within the anticipated employment workforce (approximate two-hour drivetime zone) and the currently proposed location of the laydown area for each phase.

Intersection Capacity Analysis

To quantify potential traffic impacts associated with the proposed development, Tetra Tech conducted intersection capacity analyses at key intersections near the Project site for the following scenarios.

- 2023 Existing AM/PM Peak Hours
- 2025 No Build (Without Project) AM/PM Peak Hours
- 2026 No Build (Without Project) AM/PM Peak Hours
- 2025 Phase 1 Build to Laydown Yard #1 AM/PM Peak Hours
- 2025 Phase 1 Build to Laydown Yard #2 AM/PM Peak Hours
- 2026 Phase 2 Build to Laydown Yard #2 AM/PM Peak Hours

The capacity analyses indicate that all study area intersections and roadways operate well below capacity at level-of-service (LOS) C or better operations during the weekday peak hours. Therefore, there is ample capacity at the study area intersections and roadways to support the peak construction operations associated with the Project.

Traffic Safety Analysis

Tetra Tech conducted a traffic safety analysis for each of the study area intersections based on procedures outlined in the Safety Analysis Guide published by the Washington State Department of Transportation (WSDOT) using the Highway Safety Manual (HSM) spreadsheet tool, version 9.1 (http://safetyperformance.org/tools/). Tetra Tech obtained Crash Data from WSDOT for the study area roadways and intersections for the most recent five-year period available. Highway Safety Manual (HSM) predictive methods were used to analyze safety at each of the study area intersections in accordance with WSDOT guidelines using Transportation Research Board (TRB) Federal Highway Administration (FHWA) IHSDM software.

The HSM analysis indicates that four of the study area intersections, listed below, could potentially be improved with safety improvements:

- Route 221 at Sellards Road
- Route 221 at Route 14
- Route 14 at S. Plymouth Road
- Webber Canyon Road and Badger Road

The HSM spreadsheet tool was used to calculate the Predicted Crash Frequency and the Expected Crash Frequency for each intersection to determine which intersections had potential for traffic safety improvement. Tetra Tech analyzed the effectiveness of potential safety mitigation measures to address existing safety deficiencies, including the provisions of additional lane geometry (separate left-turn or right-turn lanes on the main road approaching the intersection) and providing street lighting where it is not currently provided.

The HSM spreadsheet tool indicates that the provision of separate left-turn and right-turn lanes and street lighting (where not currently provided) could potentially reduce the crash frequency at these intersections. An auxiliary lane warrant analysis to determine whether or not installation of a turn lane at these four locations would be warranted. Two of the study intersections (Route 14 at S. Plymouth Road and Route 221 at Route 14) meet the traffic volume threshold for implementation of additional turn lanes under existing traffic volume conditions (independent of the Project construction activity). The left-turn lane warrant was not met for any of the analysis scenarios.

In addition, the available Stopping Sight Distance (SSD) for vehicles approaching the high crash frequency intersections is well in excess of the required SSD for the posted speed limit. This indicates that drivers approaching the intersection will have more than sufficient view of potential turning traffic at the intersection to either stop or adjust their speed to avoid a collision.

The proposed Project is not anticipated to materially impact future traffic operations or safety at any of the study area intersections. However, as part of the proposed Project, the Applicant will develop a comprehensive Construction Traffic Management Plan (CTMP) for each phase of the construction to alert drivers of potential increased construction traffic and turning activities at key intersections throughout the study area. The Applicant will also work with the general contractor (once selected) to identify truck haul routes to and from the construction laydown areas to avoid sensitive areas and minimize impacts to local agricultural activity along the study area roadways, to the extent possible. In addition, the Applicant will prepare a Traffic Safety Plan (TSP) for the Project-related construction traffic activity in accordance with WSDOT standards. A detailed description of the draft TSP is provided in the subsequent sections of this report.

Travel Demand Management Measures

There are currently no public transportation services in the vicinity of the proposed laydown areas. However, the Applicant commits to implementing a Transportation Demand Management (TDM) program to reduce automobile travel and traffic impacts associated with the Project construction. Potential TDM measures include the following:

- Encourage carpooling among the construction workforce
- Provide a transportation coordinator who can match workers for carpooling
- Explore the feasibility of providing shuttle bus service between the proposed laydown areas and the construction sites
- Explore the feasibility of coordinating a Vanpool service from select locations within the Tri-Cities area.

Conclusions

The proposed Project is anticipated to generate negligible traffic once constructed. During the peak construction phases of the Project, a workforce of up to 467 construction workers is anticipated. Tetra Tech has evaluated the potential traffic impacts associated with this temporary increase in traffic at 29 existing study area intersections and the proposed site driveways at the two laydown areas. **The analysis indicates that ample capacity is available within the study area to support the peak construction workforce levels associated with the Project with all intersections operating well below capacity at LOS C or better operations.**

The safety analysis conducted as part of this study indicates that four of the existing study intersections would benefit from potential safety mitigation measures to address existing safety deficiencies. An auxiliary lane warrant analysis indicates that two of the study intersections (Route 14 at S. Plymouth Road and Route 221 at Route 14) currently meet the traffic volume threshold for implementation of separate right-turn lanes under existing traffic volume conditions (independent of the Project construction activity). However, **the intersection capacity analysis indicates that these intersections will continue to operate well below capacity during all phases of Project construction**. In addition, **the available sight distances at the high crash rate intersections are well above the required SSD, indicating that motorists approaching these locations will have more than sufficient view of the potential turning movements at the intersections to stop or adjust their speeds as needed to avoid a potential collision**.

Given the temporary nature of the potential traffic increases associated with Project construction, **no additional turn lanes are recommended at these intersections by the Applicant as part of the proposed Project at this time**. However, the Applicant will develop a comprehensive CTMP, for each

phase of the construction, to alert drivers of potential increased construction traffic and turning activities at key intersections throughout the study area. The Applicant will also work with the general Balance of Plant, or construction contractor (once selected) to identify truck haul routes to and from the construction laydown areas to avoid sensitive areas and minimize impacts to local agricultural activity along the study area roadways, to the extent possible. In addition, the Applicant will prepare a TSP for the Project-related construction activity in accordance with WSDOT standards. The Applicant will also work with the contractor to develop a TDM program to minimize reliance on single-occupant vehicles and reduce single-occupancy vehicle trips to and from the site.

Based on the analyses presented in this report and upon implementation of the recommended CTMP and TSP, **the potential traffic increases associated with the proposed Project can be safely accommodated at the laydown area driveways and existing study area intersections and roadways with no significant impact to future traffic operations on the surrounding area roadway network**.

1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION

Horse Heaven Wind Farm, LLC (Applicant) is proposing to construct and operate the Project in unincorporated Benton County, Washington, within the Horse Heaven Hills area. The Project would consist of a renewable energy generation facility that would have a maximum grid injection capacity of up to 1,150 megawatts for a combination of wind and solar facilities, battery energy storage systems (BESS), and other Project components, including underground and overhead electrical collection lines, underground communication lines, new Project substations, access roads, operations and maintenance facilities, and meteorological towers.

At its closest point, the Project would be located approximately four miles south/southwest of the City of Kennewick and the larger Tri-Cities urban area, along the Columbia River. Figure 1 shows the current Project Lease Boundary and Project vicinity. The Project's Lease Boundary (approximately 72,428 acres) incorporates all of the parcels for which the Applicant has executed a lease to construct the turbines, solar arrays, and associated facilities. The Project's Wind Energy Micrositing Corridor encompasses 11,850 acres within the Lease Boundary and consists of the areas where the turbines and supporting facilities would be sited during the final design. The Applicant seeks authorization for an original scope of up to 244 turbine locations and a maximum of three solar arrays, with all possible turbine locations and solar arrays cumulatively reviewed to analyze potential resource impacts.

There are two options for the wind turbines (Option 1 and Option 2). The final number and location of turbines within the proposed Wind Energy Micrositing Corridor would reflect the final engineering design, model selection, and any additional avoidance and mitigation identified in the Final Environmental Impact Statement (FEIS). The specific model used would depend on the commercial availability and technology at the time of construction. The number of turbines would not exceed 244, and the maximum turbine height (at blade tip) would not exceed 671 feet. The Draft Environmental Impact Statement (DEIS) previously prepared for the Project assumed that the road disturbance associated with Turbine Option 1 and Turbine Option 2 would be identical.

As currently proposed, the Project would be built in two construction phases (Phase 1 and Phase 2). Phase 1 construction could generate power via wind and solar. Phase 1 could also include a BESS capable of storing energy. Phase 2 construction has two alternatives (Phase 2a and Phase 2b). Phase 2a could consist of the construction of both wind and solar facilities. The Applicant's Phase 2a scenario also includes the construction of a BESS. Phase 2b could increase power generation via the construction of additional wind turbines, but construction would not include a BESS or solar arrays.

During peak construction of each phase, a typical day would include the transportation of workers, materials, and movement of heavy equipment. Numerous on-site roadways are proposed to support the Project as well as two laydown areas as shown in Figure 1. The laydown areas would facilitate the delivery and assembly of materials and equipment. They would also serve as parking areas for the construction workforce. An additional tower transfer yard will be used to support the delivery of tower components prior to construction.

1.2 STUDY METHODOLOGY

The traffic study methodology was developed in consultation with representatives from the Washington Energy Facility Site Evaluation Council (EFSEC) and the Washington Department of Transportation (WSDOT) South Central Region at a traffic scoping meeting for the Project that was held virtually on June 7, 2023. The purpose of the meeting was to discuss the assumptions from the Traffic Scoping Letter (dated May 24, 2023), which identified key aspects of the traffic study including the study area roadways and intersections to be reviewed, consideration of other possible area developments and background traffic growth, and analysis required to evaluate the potential Project-related traffic impacts. The Traffic Scoping Letter is included in Appendix A.

This Traffic Impact Analysis (TIA) provides a detailed analysis of existing and future traffic operations (both with and without the proposed Project) during the weekday morning and weekday evening peak hours at the study area intersections (including the proposed site driveways at the two laydown areas) identified through consultation with EFSEC and WSDOT officials.

This study was conducted in three phases. The first phase involved an inventory of existing traffic conditions in the vicinity of the site. As part of the existing conditions assessment, peak period traffic counts were collected in June 2023. A field visit was conducted to inventory roadway and intersection geometries and traffic control as well as to observe the general operational characteristics for each of the study area intersections. WSDOT crash data was also reviewed.

The second phase of the study builds upon the data collected in the first phase and establishes the framework for evaluating potential traffic impacts associated with the Project. The following scenarios were developed to analyze these impacts.

- 2023 Existing AM/PM Peak Hours
- 2025 No Build (Without Project) AM/PM Peak Hours
- 2026 No Build (Without Project) AM/PM Peak Hours
- 2025 Phase 1 Build to Laydown Yard #1 AM/PM Peak Hours
- 2025 Phase 1 Build to Laydown Yard #2 AM/PM Peak Hours
- 2026 Phase 2 Build to Laydown Yard #2 AM/PM Peak Hours

In the third phase of this study, the existing and projected future traffic operations at each of the study intersections were analyzed to identify potential traffic operational deficiencies and, if warranted, potential improvements to mitigate the Project's peak construction traffic impacts.

2.0 EXISTING CONDITIONS

The effective evaluation of potential transportation impacts associated with the Project requires a thorough understanding of the existing traffic conditions on the roadways and intersections in the vicinity of the Project site. The existing conditions assessment consists of an inventory of the roadway and intersection geometries and traffic control devices; projection of peak period traffic volumes; field observations; safety analysis; review of pedestrian, bicycle; and analysis of existing traffic operations.

2.1 STUDY AREA ROADWAYS

The site is located within unincorporated Benton County, in an area known as the Horse Heaven Hills. The Project site is bisected by regional travel routes, the majority of which are owned and operated by the Washington Department of Transportation (WSDOT) and Benton County. The Project-generated construction traffic will travel to and from the site via the following key study area roadways.

Interstate 82. Interstate 82 (I-82) is classified as a US Interstate Highway and is under WSDOT jurisdiction. It generally runs east to west with two travel lanes in each direction between Exit 82 and Exit 113. I-82 runs north to south from Exit 113 to Exit 131. The posted speed limit is 70 miles per hour (mph) between exit 82 and exit 131. I-82 is a rural interstate. Interchanges provide access to nearby communities and cities including Prosser, Benton City, Richland, and Kennewick.

WSDOT Route 221. Route 221 is classified as a rural minor arterial and is under WSDOT jurisdiction. Within the study area, Route 221 provides one travel lane in each direction. The posted speed limit along Route 221 in the study area is 65 mph. Land use along this roadway is primarily agricultural with some residential and commercial uses near the intersection with Route 14.

WSDOT Route 397. Route 397 is classified as an urban minor arterial and is WSDOT jurisdiction. Within the study area, Route 397 provides one travel lane in each direction. The posted speed limit along Maple Street in the study area is 60 mph. Limited commercial and residential activity is found along Route 397 within the study area. Route 397 is signed as a truck route, providing access between I-82 and industrial uses in Finley and south Kennewick.

Bofer Canyon Road. Bofer Canyon Road is classified as a rural local access roadway and is under local jurisdiction (Benton County). Within the study area, Bofer Canyon Road provides one travel lane in each direction. Bofer Canyon Road generally runs in a north-south direction and runs parallel to I-82. The posted speed limit along North Avenue is 50 mph. Land uses along Bofer Canyon Road in the vicinity of the Project is limited to agriculture.

Locust Grove Road. Locust Grove Road is classified as a rural minor collector under local jurisdiction (Benton County). Within the study area, Locust Grove Road typically consists of one travel lane in each direction. Locust Grove Road runs in an east-west direction and has a generally straight alignment. The posted speed limit along Locust Grove Road is 50 mph. Land uses along Locust Grove Road include agriculture, religious and commercial uses.

Sellards Road. Sellards Road is classified as a rural major collector under local jurisdiction (Benton County). Within the study area, Sellards Road typically consists of one travel lane in each direction. Sellards Road runs in an east-west direction and has a generally straight alignment. The posted speed limit along Sellards Road is 50 mph. Land uses along Sellards Road consist of nearly all agricultural uses.

2.2 STUDY AREA INTERSECTIONS

The study area intersections chosen for detailed analysis were determined in consultation with the Washington Energy Facility Site Evaluation Council (EFSEC) and WSDOT. All study area intersections chosen are unsignalized. The study area intersections are shown in Figure 1 and are listed below:

- Wine Country Road at I-82 NB Ramps
- Wine Country Road at I-82 SB Ramps

- Wine Country Road at Route 22
- Route 22 at Route 221 and Paterson Avenue
- Route 221 at County Well Road
- Route 221 at Cemetery Road
- Route 221 at Sellards Road
- Webber Canyon Road at County Well Road
- Cemetery Road at Travis Road
- S. Plymouth Road at Locust Grove Road
- Route 221 at Route 14
- Route 14 at S. Plymouth Road
- Route 14 at I-82 SB Ramps
- Route 14 at I-82 NB Ramps
- Coffin Road at I-82 SB Ramps
- Coffin Road at I-82 NB Ramps
- Coffin Road at Bofer Canyon Road
- Bofer Canyon Road at Beck Road
- Locust Grove Road at I-82 SB Ramps
- Locust Grove Road at I-82 NB Ramps
- Route 397/Locust Grove Road at Bofer Canyon Road
- Route 397 at S. Owens Road
- Route 397 at S. Nine Canyon Road
- Route 397 at S. Finley Road
- Nine Canyon Road at Kirk Road
- Nine Canyon Road at Beck Road
- Nine Canyon Road at Coffin Road
- Locust Grove Road at S. Clodfelter Road
- Webber Canyon Road at Badger Road

The existing lane geometry and traffic control at each of the study area intersections is documented in the capacity analysis provided in Appendix I of this report and detailed for the key intersections below.

Wine Country Road at I-82 Northbound Ramps. Wine Country Road intersects the I-82 northbound ramps to form a three-way, unsignalized intersection. The Wine Country Road eastbound approach consists of a single through/right lane. The Wine Country Road westbound approach consists of a through lane and a left-turn lane. The I-82 Ramp northbound approach consists of a single shared left/right-turn lane and is under STOP control. There are currently no sidewalks or crosswalks at the intersection. Land uses adjacent to the intersection include agriculture and single-family homes.

Wine Country Road at I-82 Southbound Ramps. Wine Country Road intersects the I-82 southbound ramps to form a three-way, unsignalized intersection. The Wine Country Road eastbound approach consists of a single through/right lane. The Wine Country Road westbound approach consists of a through lane and a left-turn lane. The I-82 Ramp northbound approach consists of a single shared left/right-turn

lane and is under STOP control. There are currently no sidewalks or crosswalks at the intersection. Land adjacent to the intersection remains undeveloped.

Route 22 at Wine Country Road and Chapman Lane. Route 22 intersects Wine Country Road from the south and Chapman Lane from the north to form a four-way, unsignalized intersection. The Wine Country Road eastbound approach to the intersection consists of one left-turn lane and a shared through/right lane. The Wine Country Lane westbound approach consists of one left-turn lane and a shared through/right lane. The Route 22 northbound approach consists of a shared left/through lane and a right-turn lane. The northbound approach is under STOP control. The Chapman Lane southbound approach is opposite the Route 22 northbound approach and provides a single general-purpose lane. Chapman Lane is under STOP control. Sidewalks are located on the south side of Wine Country Road west of the intersection. Adjacent land uses are commercial (Wineries, Assisted Living Center).

Route 22 at Route 221 and Paterson Avenue. Route 221 intersects Route 22 from the east and Paterson Avenue from the west to form a four-way, unsignalized intersection. The Paterson Avenue eastbound approach to the intersection consists of a single general-purpose lane. The Paterson Avenue and Route 221 approaches are under STOP control. The Route 221 westbound approach consists of a single general-purpose lane. The Route 22 northbound approach consists of one left-turn lane and a shared through/right-turn lane. The Route 22 southbound approach one left-turn lane and a shared through/right-turn lane. There are currently no sidewalks or crosswalks at the intersection. Adjacent land uses to the intersection consist of commercial and residential (single family home) uses.

Route 221 at County Well Road. County Well Road approaches Route 221 from the northeast to form a three-way, unsignalized intersection. The Route 221 southeast and northwest approaches each consist of a single general-purpose lane. The County Well Road southwest approach consists of a single general-purpose lane and is under STOP control. There are currently no sidewalks or crosswalks at the intersection. Agricultural land uses surround the study intersection.

Route 221 at Cemetery Road. Route 221 intersects Cemetery Road from the north and south to form a four-way, unsignalized intersection. The Cemetery Road eastbound and westbound approaches consist of a single lane and are under STOP control. The Route 221 northbound and southbound approaches each consist of a single general-purpose lane. There are currently no sidewalks or crosswalks at the intersection. Agricultural land uses surround the study intersection.

Route 221 at Sellards Road. Route 221 intersects Sellards Road from the north and south to form a four-way, unsignalized intersection. The Sellards Road eastbound and westbound approaches consist of a single lane and are under STOP control. The Route 221 northbound and southbound approaches each consist of a single general-purpose lane. There are currently no sidewalks or crosswalks at the intersection. Agricultural land uses surround the study intersection.

Webber Canyon Road at County Well Road. County Well Road approaches Webber Canyon Road from the southwest to form a three-way, unsignalized intersection. The Webber Canyon Road southeast and northwest approaches each consist of a single general-purpose lane. The County Well Road northeast approach consists of a single general-purpose lane and is under STOP control. There are currently no sidewalks or crosswalks at the intersection. Agricultural land uses surround the study intersection.

Cemetery Road at Travis Road. Travis Road intersects Cemetery Road from the north and south to form a four-way, unsignalized intersection. The Cemetery Road eastbound and westbound approaches each consist of a single travel lane under STOP control. The Travis Road northbound and southbound

approaches each consist of a single general-purpose lane. There are currently no sidewalks or crosswalks at the intersection. Agricultural land uses surround the study intersection.

S. Plymouth Road at Locust Grove Road. Locust Grove Road intersects Plymouth Road from the east to form a three-way, unsignalized intersection. The Locust Grove Road westbound approach consists of a single lane and is under STOP control. The Plymouth Road northbound and southbound approaches each consist of a single general-purpose lane. There are currently no sidewalks or crosswalks at the intersection. Agricultural land uses surround the study intersection.

Route 221 at Route 14. Route 221 and Paterson Road intersect Route 14 from the north and south to form a four-way, unsignalized intersection. The Route 14 eastbound approach consists of a single lane general-purpose lane. The Route 14 westbound approach consists of a shared left-turn/through lane and a right-turn lane. The Paterson Road northbound approach consists of a single general-purpose lane under STOP control. The Route 221 southbound approach consists of a single general-purpose lane under STOP control. There are currently no sidewalks or crosswalks at the intersection. Commercial and residential land uses are present north of the intersection.

Route 14 at S. Plymouth Road. S. Plymouth Road intersects Route 14 from the north and south to form a four-way unsignalized intersection. The S. Plymouth Road northbound and southbound approaches each consist of a single general-purpose lane and operate under STOP control. The Route 14 eastbound and westbound approaches each consist of a left-turn lane and a shared thru/right-lane. There are currently no sidewalks or crosswalks at the intersection. Commercial and residential land uses are present north of the intersection.

Route 14 at I-82 Southbound Ramps. The I-82 southbound on- and off-ramps intersect Route 14 from the north and south to form a four-way unsignalized intersection. The southbound off-ramp approach consists of a single general-purpose lane and operate under STOP control. The Route 14 eastbound and westbound approaches each consist of a single general-purpose lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection remains undeveloped.

Route 14 at I-82 Northbound Ramps. The I-82 northbound on- and off-ramps intersect Route 14 from the north and south to form a four-way unsignalized intersection. The northbound off-ramp approach consists of a single general-purpose lane and operate under STOP control. The Route 14 eastbound and westbound approaches each consist of a single general-purpose lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection remains undeveloped.

Coffin Road at I-82 Southbound Ramps. The I-82 southbound on- and off-ramps intersect Coffin Road from the north and south to form a four-way unsignalized intersection. The southbound off-ramp approach consists of a single general-purpose lane and operate under STOP control. The Coffin Road eastbound and westbound approaches each consist of a single general-purpose lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection remains undeveloped.

Coffin Road at I-82 Northbound Ramps. The I-82 northbound on- and off-ramps intersect Coffin Road from the north and south to form a four-way unsignalized intersection. The northbound off-ramp approach consists of a single general-purpose lane and operate under STOP control. The Coffin Road eastbound and westbound approaches each consist of a single general-purpose lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection remains undeveloped.

Coffin Road at Bofer Canyon Road. Bofer Canyon Road intersects Coffin Road from the north and south to form a four-way unsignalized intersection. The Bofer Canyon Road approaches each consist of a single general-purpose lane and operate under STOP control. The Coffin Road eastbound and westbound approaches each consist of a single general-purpose lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection is partially used for agriculture.

Bofer Canyon Road at Beck Road. Bofer Canyon Road intersects Beck Road from the north and south to form a four-way unsignalized intersection. The Bofer Canyon Road approaches each consist of a single general-purpose lane and operate under STOP control. The Beck Road eastbound and westbound approaches each consist of a single general-purpose lane and operate under STOP control. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection is partially used for agriculture.

Locust Grove Road at I-82 Southbound Ramps. The I-82 southbound on- and off-ramps intersect Locust Grove Road from the north and south to form a four-way unsignalized intersection. The southbound off-ramp approach consists of a single general-purpose lane and operate under STOP control. The Locust Grove Road eastbound and westbound approaches each consist of a single general-purpose lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection remains undeveloped.

Locust Grove Road at I-82 Northbound Ramps. The I-82 northbound on- and off-ramps intersect Locust Grove Road from the north and south to form a four-way unsignalized intersection. The northbound off-ramp approach consists of a single general-purpose lane and operate under STOP control. The Locust Grove Road eastbound and westbound approaches each consist of a single general-purpose lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection remains undeveloped.

Route 397/Locust Grove Road at Bofer Canyon Road. Bofer Canyon Road intersects Locust Grove Road/Route 397 from the north and south to form a four-way unsignalized intersection. The Bofer Canyon Road approaches each consist of a single general-purpose lane and operate under STOP control. The Locust Grove Road eastbound and Route 397 westbound approaches each consist of a single general-purpose lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection is partially used for agriculture.

Route 397 at S. Owen Road. S. Owens Road intersects Route 397 from the north to form a three-way unsignalized intersection. The S. Owens Road southbound approach consists of a left-turn lane and a right-turn lane and operates under STOP control. The Route 397 eastbound approach consists of a left-turn lane and a through travel lane. The Route 397 westbound approach consists of a single general-purpose lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection remains undeveloped.

Route 397 at S. Nine Canyon Road. S. Nine Canyon Road intersects Route 14 from the north and south to form a four-way unsignalized intersection. The S. Nine Canyon Road northbound approach consists of a shared left-turn/through lane and a channelized right-turn lane all of which operate under STOP control. The S. Nine Canyon Road southbound approach consists of a single general-purpose travel lane which operates under STOP control. The Route 397 eastbound and westbound approaches each consist of a left-turn lane and a shared thru/right lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection remains undeveloped.

Route 397 at S. Finley Road. S. Finley Road intersects Route 14 from the south to form a three-way unsignalized intersection. The S. Finley Road northbound approach consists of a single general-purpose travel lane which operates under STOP control. The Route 397 westbound approach consists of a left-turn lane and a through travel lane. The Route 397 eastbound approach consists of a shared through/right-turn lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection remains undeveloped.

Nine Canyon Road at Kirk Road. Kirk Road intersects Nine Canyon Road from the east to form a three-way unsignalized intersection. The Kirk Road westbound approach consists of a single general-purpose travel lane which operates under STOP control. The Nine Canyon Road northbound and southbound approaches each consist of a single general-purpose travel lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection is used for agricultural purposes.

Nine Canyon Road at Beck Road. Beck Road intersects Nine Canyon Road from the west to form a three-way unsignalized intersection. The Beck Road eastbound approach consists of a single general-purpose travel lane which operates under STOP control. The Nine Canyon Road northbound and southbound approaches each consist of a single general-purpose travel lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection is used for agricultural purposes.

Nine Canyon Road at Coffin Road. Coffin Road intersects Nine Canyon Road from the west to form a three-way unsignalized intersection. The Coffin Road eastbound approach consists of a single general-purpose travel lane which operates under STOP control. The Nine Canyon Road northbound and southbound approaches each consist of a single general-purpose travel lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection is used for agricultural purposes.

Locust Grove Road at S. Clodfelter Road. A four-way unsignalized intersection is created by the junction of S. Clodfelter Road (from the north and west), Locust grove from the east and C Williams Road from the south. The S. Clodfelter Road southbound approach and the C Williams northbound approach each consist of a single travel lane and operate under STOP control. The eastbound S. Clodfelter Road approach and the westbound Locust Grove Road approach each consist of a single general-purpose travel lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection is used for agricultural purposes.

Webber Canyon Road at Badger Road. Badger Road intersects Webber Canyon Road from the northeast to form a three-way unsignalized intersection. The Badger Road southwest approach consists of a single general-purpose travel lane which operates under STOP control. The Webber Canyon Road north-westbound and south-eastbound approaches each consist of a single general-purpose travel lane. There are currently no sidewalks or crosswalks at the intersection. Land surrounding the intersection is used for agricultural purposes.

2.3 EXISTING TRAFFIC VOLUMES

Peak period intersection turning movement counts (TMCs) and automatic traffic recorder (ATR) counts were collected in collected on June 13th and June 14th 2023 in the vicinity of the Project site. Existing continuous count stations along Route 221 and I-82 under the jurisdiction of WSDOT were used to supplement collected traffic count data.

2.3.1 Daily Traffic Volumes

ATR counts were conducted along following roadway segments within the study area:

1. I-82 (north of Coffin Road)
2. Route 397 (west of Nine Canyon Road)
3. Route 221 (south of Sellards Road)
4. Bofer Canyon Road (north of Coffin Road)
5. Nine Canyon Road (south of Route 397)
6. Locust Grove Road (between Nicosin Road and I-82)
7. Travis Road (north of Sellards Road)
8. Plymouth Road (north of Route 14)
9. Sellards Road (between Route 221 and Tyack Road)
10. Badger Canyon Road (north of Sellards Road)

The ATR data collected provides the basis the Roadway Segment Analysis to be discussed in Section 4.2 A summary of existing daily traffic volumes by direction is provided in Table 1. The ATR traffic volume data is provided in Appendix B.

Table 1. Weekday Daily Traffic Volume Summary

Location		Weekday ADT (vpd)[1]	AM Peak Hour (vph)[2]	PM Peak Hour (vph)
I-82 (North of Coffin Road)	Northbound	12,650	1,056	767
	Southbound	12,345	236	1,420
	Total	**24,995**	**1292**	**2,187**
Route 397 (West of Nine Canyon Road)	Eastbound	670	42	54
	Westbound	696	48	51
	Total	**1,366**	**90**	**105**
Route 221 South of Sellards Road)	Northbound	1,298	32	200
	Southbound	1,359	180	84
	Total	**2,657**	**212**	**284**
Bofer Canyon Road (North of Coffin Road)	Northbound	25	0	5
	Southbound	14	1	0
	Total	**39**	**1**	**5**
Nine Canyon Road (South of Route 397)	Northbound	120	1	14
	Southbound	133	18	10
	Total	**253**	**19**	**24**
Locust Grove Road (Between Nicosin Road and I-82)	Eastbound	349	12	51
	Westbound	242	36	10
	Total	**591**	**48**	**61**
Travis Road (North of Sellards Road)	Northbound	402	13	55
	Southbound	335	35	20
	Total	**737**	**48**	**75**
S. Plymouth Road (North of Route 14)	Northbound	675	21	55
	Southbound	677	52	60
	Total	**1,352**	**73**	**115**
Sellards Road (Between Route 221 and Tyack Road)	Eastbound	566	28	55
	Westbound	482	40	41
	Total	**1,048**	**68**	**96**
Badger Canyon Road (North of Sellards Road)	Northbound	43	2	8
	Southbound	25	1	1
	Total	**68**	**3**	**9**

Based on automatic traffic recorder counts collected on June 13th, 2023. [1]vpd = vehicles per day [2]vph = vehicles per hour

The ATR traffic volume data is provided in Appendix B.

2.3.2 Peak Hour Traffic Volumes

The combined critical peak demand periods of Project-related construction traffic and adjacent street traffic will occur during the weekday morning and weekday evening midday peak hours. The TMC data was collected during the typical weekday from 5:00 AM to 8:00 AM and 4:00 PM to 8:00 PM. The turning movement count data sheets are provided in Appendix B.

2.4 PEDESTRIAN AND BICYCLE ACCOMMODATIONS

Within the study area, limited pedestrian and bicycle infrastructure is provided. Sidewalks exist only on the south side of Wine Country Road west of Route 22. There are no marked or signalized pedestrian crossings within the study area. There are currently no dedicated bike lanes or shared bike lanes (sharrows) along study area routes. The Tri-Cities Bicycle Map, created by the Benton-Franklin Council of Governments, recommends routes which use study area roadways including Route 397, Bofer Canyon Road, S. Clodfelter Road and Travis Road. During construction, roadways should remain open and accessible for all roadway users.

2.5 TRAFFIC SAFETY ANALYSIS

Crash data for the study area intersections was obtained from WSDOT via the crash request center for the most recent five-year period available (2018 through 2022). Crash data summaries received from WSDOT included severity, type of crash, weather conditions, road surface condition, time, and date.

ITE Million Entering Vehicles (MEV) Method. In this analysis crashes are measured based on frequency per million entering vehicles (MEV). This ratio is a function of the average daily traffic entering the intersection and the annual frequency of accidents. This method of analysis is used to identify areas that need further review. A typical review threshold for accidents at an intersection is 1.00 accidents per MEV. Peak Hour TMCs collected as part of this study were grown to estimate entering average daily traffic volumes. A summary of the accident data for the intersections within the study area are shown in Table 2. The crash data, if any, and crash rate calculations for each study intersection are provided in Appendix C. A brief description of the crash history for the five-year study period reviewed for each of the study area intersections is provided below.

$$Rate\ per\ MEV = \frac{number\ of\ crashes\ in\ five\ years\ \times 1\ million}{PM\ Peak\ Hour\ Volume \times PM\ Peak\ Hour\ Factor\ (0.09) \times 365 \times 5\ years}$$

Crashes resulting in fatalities were reported at the following intersections in the study area: Route 221 at Sellards Road & Route 14 at S. Plymouth Road. The fatality at Route 221 and Sellards Road occurred on August 8th, 2021, at approximately 8:15 PM due to a motorist failing to stop while heading westbound on Sellards Road causing an angle collision. The fatality at Route 14 and S. Plymouth Road occurred on July 22nd, 2022 at approximately 4:30 AM due to an angle collision when a motorist failed to stop while travelling on Plymouth Road northbound.

Table 2. Crash Data Summary (2018-2022)

	Wine Country Road at			Route 221 at				Webber Canyon Road at	Cemetery Road at	S. Plymouth Road at	Route 14 at			
	I-82 Northbound Ramps	I-82 Southbound Ramps	Route 22	Route 22 and Paterson Ave	County Well Road	Cemetery Road	Sellards Road	County Well Road	Travis Road	S. Clodfelter Road	Route 221	S. Plymouth Road	I-82 Southbound Ramps	I-82 Northbound Ramps
Year														
2018	0	1	1	1	0	0	1	0	0	0	3	4	0	0
2019	1	2	4	3	0	0	2	0	1	0	3	1	0	0
2020	0	0	1	2	0	0	2	0	0	0	2	2	2	0
2021	0	1	0	2	0	0	3	0	0	0	0	2	1	0
2022	2	1	1	1	0	0	4	0	1	1	2	3	0	0
Total	**3**	**5**	**7**	**9**	**0**	**0**	**12**	**0**	**2**	**1**	**10**	**12**	**3**	**0**
Type														
Angle	1	0	2	5	0	0	6	0	0	0	2	2	1	0
Rear-end	1	1	3	1	0	0	2	0	0	0	1	6	0	0
Head-on	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Sideswipe	0	0	1	0	0	0	1	0	0	0	0	3	0	0
Single Vehicle	1	4	1	3	0	0	2	0	2	1	7	1	2	0
Other/Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**3**	**5**	**7**	**9**	**0**	**0**	**12**	**0**	**2**	**1**	**10**	**12**	**3**	**0**
Severity														
No Apparent Injury	2	3	3	8	0	0	9	0	2	1	8	4	3	0
Suspected Minor Injury	0	1	0	0	0	0	1	0	0	0	1	1	0	0
Possible Injury	1	0	3	1	0	0	0	0	0	0	1	6	0	0
Suspected Serious Injury	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Fatality	0	0	0	0	0	0	1	0	0	0	0	1	0	0
Unknown	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total	**3**	**5**	**7**	**9**	**0**	**0**	**12**	**0**	**2**	**1**	**10**	**12**	**3**	**0**
Weather														
Clear	0	2	0	3	0	0	4	0	1	0	2	5	1	0
Cloudy	2	1	5	6	0	0	7	0	1	0	7	7	0	0
Rain	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Snow	0	0	1	0	0	0	0	0	0	0	0	0	2	0
Fog or Smog or Smoke	1	1	0	0	0	0	1	0	0	1	0	0	0	0
Other/Unknown	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Total	**3**	**5**	**7**	**9**	**0**	**0**	**12**	**0**	**2**	**1**	**10**	**12**	**3**	**0**
Time														
7am to 9am	1	0	0	1	0	0	0	0	0	0	3	0	1	0
9am to 4pm	2	1	4	6	0	0	5	0	0	0	4	4	0	0
4pm to 6pm	0	0	1	1	0	0	2	0	0	1	0	2	1	0
6pm to 12am	0	0	1	0	0	0	2	0	1	0	2	3	1	0
12am to 7am	0	4	1	1	0	0	3	0	1	0	1	3	0	0
Total	**3**	**5**	**7**	**9**	**0**	**0**	**12**	**0**	**2**	**1**	**10**	**12**	**3**	**0**
Crash Rates	**0.31**	**0.33**	**0.41**	**0.76**	**0.00**	**0.00**	**1.84**	**0.00**	**1.23**	**0.34**	**1.61**	**1.03**	**0.28**	**0.00**

1) Based on crash data obtained from WSDOT's online crash data request portal.

Table 2 (Continued) Crash Data Summary (2018-2022)

	Coffin Road at				Bofer Canyon Road at	Locust Grove Road at	Route 397 at				Nine Canyon Road at			Locust Grove Road at	Webber Canyon Road at
	I-82 Southbound Ramps	I-82 Northbound Ramps	Bofer Canyon Road	Beck Road	I-82 Southbound Ramps	I-82 Northbound Ramps	Bofer Canyon Road	S. Olympia Street	S. Nine Canyon Road	S. Finley Road	Kirk Road	Beck Road	Coffin Road	S. Clodfelter Road	Badger Road
Year															
2018	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2019	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
2020	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0
2021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**1**
Type															
Angle	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Rear-end	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Head-on	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Vehicle	0	0	0	0	0	2	1	0	1	1	0	0	0	1	1
Other/Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**1**
Severity															
No Apparent Injury	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0
Suspected Minor Injury	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Suspected Serious Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatality	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Total	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**1**
Weather															
Clear	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Cloudy	0	0	0	0	0	1	0	0	2	0	0	0	0	0	1
Rain	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snow	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fog or Smog or Smoke	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
Other/Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**1**
Time															
7am to 9am	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9am to 4pm	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4pm to 6pm	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
6pm to 12am	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1
12am to 7am	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**1**
Crash Rates	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.43**	**0.16**	**0.00**	**0.59**	**0.50**	**0.00**	**0.00**	**0.00**	**0.54**	**0.25**

1) Based on crash data obtained from WSDOT's online crash data request portal.

2.5.1 Highway Safety Manual Safety Performance Summary

Tetra Tech conducted a traffic safety analysis for each of the study area intersections based on procedures outlined in the Safety Analysis Guide published by WSDOT using the Highway Safety Manual (HSM) spreadsheet tool, version 9.1 (http://safetyperformance.org/tools/). The HSM tool is used to calculate the Predicted Crash Frequency and the Expected Crash Frequency.

The Predicted Crash Frequency is developed based on consideration of the intersection geometry (number of lanes approaching the intersection including turn lanes, if present), intersection layout (angle of the intersecting streets), provision (or absence of) street lighting, and average annual daily traffic (AADT) volumes at the intersection. The Predicted Crash Frequency represents the average safety performance experienced at intersections with similar design characteristics and traffic volumes, expressed in crashes per year.

The Expected Crash Frequency is developed based on the same factors as above but also considers the average reported crash frequency at the intersection (over the past five years). This includes an assessment of the severity of crashes (i.e. crashes involving personal injury and/or fatalities versus crashes that result in property damage only). This analysis is considered a more reliable metric of existing or actual average crash performance, measured in crashes per year.

The Predicted Crash Frequency for each intersection is then subtracted from the Expected Crash Frequency to identify intersections with the highest potential for safety improvement. A net difference greater than zero indicates intersections that are likely to experience more crashes than typical intersections with similar roadway characteristics and traffic volumes, and highest potential to reduction of fatal and serious injury crashes and return the greatest benefit for the cost of a safety Project. The HSM crash frequency calculations are provided in Appendix C of this report. A comparison of the Predicted Crash Frequency and Expected Crash Frequency for each of the study area intersection are presented in Tables 3 and 4.

Table 3. Highway Safety Manual Predictive/Expected Safety Performance Summary

Intersection	Crash Severity	Crash Frequency (Crashes/Year)		
		Predicted (Geometry/ Volume)	Expected (Geometry/Volume/ Crash History)	Potential for Improvement
Wine Country Road at I-82 Northbound Ramps	Fatal & Injury	0.4	0.3	0.0
	PDO	0.6	0.4	0.0
	Total	1.0	0.7	0.0
Wine Country Road at I-82 Southbound Ramps	Fatal & Injury	0.4	0.4	0.0
	PDO	0.6	0.6	0.0
	Total	1.0	1.0	0.0
Wine Country Road at Route 22	Fatal & Injury	1.6	0.8	0.0
	PDO	2.1	1.0	0.0
	Total	3.7	1.8	0.0
Route 22 at Route 221 at Paterson Ave	Fatal & Injury	1.0	0.8	0.0
	PDO	1.3	1.1	0.0
	Total	2.2	1.9	0.0
Route 221 at County Well Road	Fatal & Injury	0.1	0.1	0.0
	PDO	0.2	0.1	0.0
	Total	0.3	0.2	0.0
Route 221 at Cemetery Road	Fatal & Injury	0.0	0.0	0.0
	PDO	0.1	0.0	0.0
	Total	0.1	0.1	0.0
Route 221 at Sellards Road	Fatal & Injury	0.6	0.9	0.3
	PDO	0.8	1.2	0.3
	Total	1.5	2.1	0.6
Webber Canyon Road at County Well Road	Fatal & Injury	0.1	0.0	0.0
	PDO	0.1	0.1	0.0
	Total	0.1	0.1	0.0
Cemetery Road at Travis Road	Fatal & Injury	0.0	0.0	0.0
	PDO	0.1	0.1	0.0
	Total	0.1	0.1	0.0
S. Plymouth Road at Locust Grove Road	Fatal & Injury	0.1	0.1	0.0
	PDO	0.1	0.1	0.0
	Total	0.2	0.2	0.0
Route 221 at Route 14	Fatal & Injury	0.7	0.8	0.1
	PDO	1.0	1.1	0.1
	Total	1.7	1.9	0.2

Source: Tetra Tech; Based on Highway Safety Manual Chapter 10 Spreadsheet for two-way rural roads (v.9, 2016). Five-year crash history was provided by WSDOT. Traffic Counts were collected in June 2023.

Table 3. (Continued) Highway Safety Manual Predictive/Expected Safety Performance Summary

Intersection	Crash Severity	Crash Frequency (Crashes/Year)		
		Predicted (Geometry/ Volume)	Expected (Geometry/Volume/ Crash History)	Potential for Improvement
Route 14 at S. Plymouth Road	Fatal & Injury	0.6	0.7	0.2
	PDO	0.7	1.0	0.2
	Total	1.3	1.7	0.4
Route 14 at I-82 Southbound Ramps	Fatal & Injury	0.7	0.4	0.0
	PDO	1.0	0.5	0.0
	Total	1.7	1.0	0.0
Route 14 at I-82 Northbound Ramps	Fatal & Injury	0.9	0.3	0.0
	PDO	1.1	0.3	0.0
	Total	2.0	0.6	0.0
Coffin Road at I-82 Southbound Ramps	Fatal & Injury	0.1	0.1	0.0
	PDO	0.1	0.1	0.0
	Total	0.2	0.1	0.0
Coffin Road at I-82 Northbound Ramps	Fatal & Injury	0.1	0.0	0.0
	PDO	0.1	0.1	0.0
	Total	0.1	0.1	0.0
Coffin Road at Bofer Canyon Road	Fatal & Injury	0.1	0.0	0.0
	PDO	0.1	0.1	0.0
	Total	0.1	0.1	0.0
Bofer Canyon Road at Beck Road	Fatal & Injury	0.0	0.0	0.0
	PDO	0.0	0.0	0.0
	Total	0.0	0.0	0.0
Locust Grove Road at I-82 Southbound Ramps	Fatal & Injury	0.5	0.2	0.0
	PDO	0.8	0.3	0.0
	Total	1.3	0.5	0.0
Locust Grove Road at I-82 Northbound Ramps	Fatal & Injury	0.9	0.4	0.0
	PDO	0.7	0.3	0.0
	Total	2.0	1.0	0.0
Route 397 at Locust Grove Road at Bofer Canyon Road	Fatal & Injury	0.2	0.2	0.0
	PDO	1.1	0.6	0.0
	Total	0.5	0.4	0.0
Route 397 at S. Olympia Street	Fatal & Injury	0.2	0.1	0.0
	PDO	0.3	0.2	0.0
	Total	0.6	0.2	0.0

Source: Tetra Tech; Based on Highway Safety Manual Chapter 10 Spreadsheet for two-way rural roads (v.9, 2016). Five-year crash history was provided by WSDOT. Traffic Counts were collected in June 2023.

Table 3. (Continued) Highway Safety Manual Predictive/Expected Safety Performance Summary

Intersection	Crash Severity	Crash Frequency (Crashes/Year)		
		Predicted (Geometry/ Volume)	Expected (Geometry/Volume/ Crash History)	Potential for Improvement
Route 397 at S. Nine Canyon Road	Fatal & Injury	0.2	0.2	0.0
	PDO	0.3	0.1	0.0
	Total	0.4	0.4	0.0
Route 397 at S. Finley Road	Fatal & Injury	0.0	0.1	0.0
	PDO	0.2	0.2	0.0
	Total	0.1	0.1	0.0
Nine Canyon Road at Kirk Road	Fatal & Injury	0.0	0.0	0.0
	PDO	0.1	0.1	0.0
	Total	0.0	0.0	0.0
Nine Canyon Road at Beck Road	Fatal & Injury	0.0	0.0	0.0
	PDO	0.0	0.0	0.0
	Total	0.0	0.0	0.0
Nine Canyon Road at Coffin Road	Fatal & Injury	0.1	0.0	0.0
	PDO	0.1	0.1	0.0
	Total	0.1	0.1	0.0
Locust Grove Road at S. Clodfelter Road	Fatal & Injury	0.1	0.1	0.0
	PDO	0.2	0.2	0.0
	Total	0.3	0.3	0.0
Webber Canyon Road at Badger Road	Fatal & Injury	0.2	0.3	0.1
	PDO	0.3	0.5	0.2
	Total	0.5	0.8	0.3

Source: Tetra Tech; Based on Highway Safety Manual Chapter 10 Spreadsheet for two-way rural roads (v.9, 2016). Five-year crash history was provided by WSDOT. Traffic Counts were collected in June 2023.

Table 4. Highway Safety Manual Predictive/Expected Safety Performance Summary – Key Locations

Intersection	Crash Severity	Crash Frequency (Crashes/Year)		
		Predicted (Geometry/Volume)	Expected (Geometry/Volume/ Crash History)	Potential for Improvement
Route 221 at Sellards Road	Fatal & Injury	0.6	0.9	0.3
	PDO	0.8	1.2	0.3
	Total	1.5	2.1	0.6
Route 221 at Route 14	Fatal & Injury	0.7	0.8	0.1
	PDO	1.0	1.1	0.1
	Total	1.7	1.9	0.2
Route 14 at S. Plymouth Road	Fatal & Injury	0.6	0.7	0.2
	PDO	0.7	1.0	0.2
	Total	1.3	1.7	0.4
Webber Canyon Road at Badger Road	Fatal & Injury	0.2	0.3	0.1
	PDO	0.3	0.5	0.2
	Total	0.5	0.8	0.3

As shown in Table 4, the HSM analysis indicates that four of the study area intersections have higher Expected Crash Frequencies than average for intersections with similar design features and traffic volumes with potential for improvement. These include the following locations:

- Route 221 at Sellards Road
- Route 221 at Route 14
- Route 14 at S. Plymouth Road
- Webber Canyon Road at Badger Road

The next step in the traffic safety review is to evaluate potential measures to reduce the Predicted and Expected Crash Frequencies at the four high crash frequency intersections. A summary of the potential safety improvements at the high crash frequency locations is presented in Figure 33 (as discussed in more detail in Section 4.4). The potential reduction in the Predicted and Expected Crash Frequencies associated with each of the potential traffic safety mitigation measures at these intersections is summarized in Table 5.

Table 5. Predicted Effectiveness of Potential Safety Improvements

Roadway/Direction	2023 Existing Results		Add Street Lighting		Add Right-Turn Lanes		Add Left-Turn Lanes		Overall Mitigation Predicted Average Crash Frequency	Overall Mitigation Expected Average Crash Frequency
	Predicted Average Crash Frequency	Expected Average Crash Frequency	Predicted Average Crash Frequency	Expected Average Crash Frequency	Predicted Average Crash Frequency	Expected Average Crash Frequency	Predicted Average Crash Frequency	Expected Average Crash Frequency		
Route 221 at Sellards Road	1.5	2.1	1.3	2.0	1.1	1.8	0.8	1.6	0.5	1.2
Route 221 at Route 14	1.7	1.9	N/A	N/A	1.5	1.8	0.9	1.5	0.8	1.3
Route 14 at S. Plymouth Road	1.3	1.7	N/A	N/A	1.0	1.5	N/A	N/A	1.0	1.5
Webber Canyon Road at Badger Road	0.5	0.8	0.4	0.7	0.4	0.7	0.3	0.6	0.2	0.5

Source: Tetra Tech; Based on Highway Safety Manual Chapter 10 Spreadsheet for two-way rural roads (v.9, 2016). Five-year crash history was provided by WSDOT. Traffic Counts were collected in June 2023.

N/A - Mitigation measures are already in place at these locations and were therefore not considered as potential improvements.

2.5.2 Sight Distance Analysis

Tetra Tech reviewed the available sight distance at the four study area intersections identified in the safety analysis to determine whether or not insufficient sight distance may be adversely affecting the safety at these intersections. The available sight distance was determined based on procedures outlined in *A Policy On Geometric Design of Highways and Streets*, published by the American Association of State Highway and Transportation Officials (AASHTO). Tetra Tech then compared the available sight distance to the required Stopping Sight Distance (SSD) for the anticipated travel speeds for vehicle traveling past the site.

85th percentile travel speed data was available from WSDOT (Continuous Count Station: P17) along Route 221. At all other locations the posted speed limit was used in the Sight Distance Analysis. A summary of the available and required SSD at the four study area intersections identified in the safety analysis is presented in Table 6.

Table 6. Sight Distance Summary

Intersection	Assumed Speed (mph)	Approx. Grade	AASHTO Desirable (feet)[1]	Estimated Distance (feet)	Meets AASHTO Desirable
Route 221 at Sellards Road					
Stopping Distance					
From the North	72[2]	-1.1	780	1000+	Yes
From the South	71[2]	1.2	730	1000+	Yes
Route 14 at Route 221					
Stopping Distance					
From the East	65[3]	-0.5	650	1000+	Yes
From the West	65[3]	0.9	635	1000+	Yes
Washington Street/Proposed Southerly Site Driveway					
Stopping Distance					
From the East	55[3]	-0.3	495	1000+	Yes
From the West	55[3]	0.6	490	1000+	Yes
Route 16/Truck Access Driveway					
Stopping Distance					
From the North	40[3]	-0.5	305	1000+	Yes
From the South	50[3]	-0.3	430	650+	Yes

[1]Obtained from A Policy On Geometric Design of Highways and Streets, 2018 Edition, published by the American Association of State Highway and Transportation Officials (Exhibit 3-1) for the assumed travel speeds for required stopping sight distance and desirable intersection sight distance based on roadway grades.
[2] Assumed Speeds at Route 221 & Sellards Road is the Observed 85% speed.
[3] Assumed Speed are the Posted Speed Limit.

As shown in Table 6, the available sight distance at each of the study area intersections exceeds the minimum AASHTO-required stopping sight distance for the assumed travel speed. The sight distance calculations are included in Appendix D.

3.0 FUTURE CONDITIONS

To determine future traffic demands on the study area roadways, the 2023 Existing weekday morning and weekday evening peak hour traffic volumes were projected to the future design years of 2025 for Phase 1 and 2026 for Phase 2. Independent of the proposed Project, the future No Build (Without Project) traffic volumes are assumed to include all existing traffic as well traffic increases resulting from general background traffic growth and other planned development Projects in the vicinity of the site.

The following section of the report provides a detailed description of the development of the future peak hour traffic projections and other factors influencing the future traffic conditions in the vicinity of the Project site.

3.1 FUTURE NO BUILD CONDITIONS

The future No Build (Without Project) condition establishes the basis for evaluating the transportation impacts associated with the proposed Project. The No Build condition includes the effects of general area growth, other planned development Projects and planned transportation improvements expected to be completed by the Design Year of 2025 for Phase 1 and 2026 for Phase 2.

To establish the future 2025 and 2026 No Build traffic volumes, the 2023 Existing condition traffic volumes were projected to the 2025 and 2026 design years, by which time the Project is expected to be under construction. Traffic growth is primarily a function of changes in motor vehicle use and expected land development in the region. To predict a rate at which traffic on the roadways in the vicinity of the site can be expected to grow during the two- and three-year forecast period (2023 to 2025 and 2023 to 2026), both historic traffic growth and planned area developments were examined. A discussion of the development of the future No Build (Without Project) conditions is provided below.

3.1.1 General Background Traffic Growth

A general background growth rate was applied to the 2023 Existing condition traffic volumes based on a review of the Washington Department of Transportation (WSDOT) permanent count station data and in consultation with WSDOT. The permanent count station P17, Route 221 indicates declining traffic volumes since 2018 and the permanent count station Location P09, I-82 indicates no growth in traffic volumes since 2021. However, to provide a conservative assessment, an annual growth rate of 1.0 percent per year was assumed for this study. This is consistent with the growth rate recommendations provided by WSDOT. The background traffic growth rate data is provided in Appendix E.

3.1.2 Background Development

Other planned area developments could also result in increased traffic on the surrounding area roadways. Tetra Tech coordinated with WSDOT and Benton County planning staff to determine background development projects approved or under construction that my need to be considered in the development of future year traffic volumes. The County and State did not identify any additional background development projects within the study area.

3.1.3 Planned Roadway Improvements

Based on consultation with Benton County, County Well Road is slated for reconstruction as part of the Transportation Improvement Program. Country Well Road is planned to be reconstructed from a gravel roadway to an all-weather paved road with improved guard rails and drainage over the course of three phases. Phase 1 is planned for 2024 and phases 2 and 3 are planned for 2026 and 2027, respectively. Phase 1 will reconstruct County Well Road between Route 221 and McBee Road. Phase 2 will occur between McBee Road and Clodius Road. Phase 3 will occur between Clodius Road and Travis Road.

No other major planned roadway improvements within the study area need to be considered for the 2026 No Build conditions.

3.1.4 Future 2025/2026 No Build Traffic Volumes

The 2023 Existing condition peak hour traffic volumes were grown by 1.0 percent per year over the two-year study horizon to establish the 2025 No Build (Without Project) traffic volumes. Similarly, the 2023 Existing condition peak hour traffic volumes were grown by 1.0 percent per year over the three-year study horizon to establish the 2026 No Build (Without Project) traffic volumes. The 2025 No Build weekday morning and weekday evening peak hour traffic volume networks are illustrated in Figures 5 and 6, respectively. The 2026 No Build weekday morning and weekday evening peak hour traffic volume networks are illustrated in Figures 7 and 8, respectively.

3.2 FUTURE BUILD CONDITIONS

To assess the potential transportation-related impacts associated with the Project's peak construction activities, the overall travel demands were determined based on proposed site access as well as the anticipated trip generation, travel mode split, trip distribution and trip assignment. The Project's travel demand was then added to the future 2025 and 2026 No Build traffic volumes (without the Project) to develop the future 2025 and 2026 Build condition traffic volumes (with the Project's peak construction activity). A discussion of the development of the future Build condition is provided below.

3.2.1 Project-Generated Trips

The Project will consist of three stages: construction, O&M, and decommissioning. The highest volume of site-related trips will occur during the peak construction phase of the Project. Therefore, the Traffic Impact Analysis (TIA) will be based on the vehicle trip generation associated with the peak construction phase workforce levels.

Preliminary vehicle trip generation estimates were included in the Project's Application for Site Certification (ASC). These estimates were further refined as part of the Project Traffic Scoping Letter (TSL) to inform the study area and be used as the basis for analysis in the TIA. Construction of the proposed energy facility is expected to include grading, panel installation, inspections, and equipment deliveries.

Peak construction activities are currently anticipated to occur for only a portion of each the two successive 11-month periods. To account for peak construction activities, the anticipated average daily workforce levels (374 workers on site per day) was multiplied by a factor of 1.25. Therefore, it is anticipated that at peak operations, the site could experience construction workforce levels of up to 467 construction workers at one time. Construction hours of operation are assumed to generally be 7:00 AM to 7:00 PM with the majority of construction workers arriving prior to 7:00 AM and departing after 7:00 PM. Since the peak hours of the adjacent street traffic are expected to occur sometime during the peak commuting periods of 7:00 AM to

9:00 AM and 4:00 PM to 6:00 PM, it is expected that the majority of construction workers would arrive and depart the site outside of the typical weekday morning and weekday evening commuter peak hours of the adjacent streets.

However, to present a conservative assessment of potential traffic increases associated with the Project, it is assumed that all of the construction workers would arrive during the weekday morning peak hour and depart during the weekday evening peak hour. The remainder of the construction periods is anticipated to generate fewer vehicle trips.

There are no public transportation services in the vicinity of the Project site that are anticipated to be used for the Project. Therefore, for the purposes of this assessment, it was assumed that no construction workers would use public transit to access the site. Additionally, it is anticipated that some construction workers would arrive and depart the site together (carpooling). For purposes of this assessment, it was assumed that the average vehicle would have 1.25 occupants to represent carpooling to/from the site.

There are currently two alternatives being considered for Phase 2 of the Project construction. Table 7 presents a summary of the trip generation estimates for the proposed Project's peak construction workforce activities by phase. The more conservative trip generation of the two Phase 2 alternatives (Phase 2a) will be used for the TIA analyses.

Table 7. Construction Trip Generation Summary[1]

	Phase 1			Phase 2a			Phase 2b		
Time Period/ Direction	Workforce[2]	Trucks[3]	Total	Workforce[4]	Trucks[5]	Total	Workforce[6]	Trucks[7]	Total
Weekday Daily									
Enter	748	250	998	688	200	888	660	206	866
Exit	748	250	998	688	200	888	660	206	866
Total	**1,496**	**500**	**1,996**	**1,376**	**400**	**1,776**	**1,320**	**412**	**1,732**
Weekday Morning Peak Hour									
Enter	374	13	387	344	10	354	330	11	341
Exit	0	13	13	0	10	10	0	11	11
Total	**374**	**26**	**400**	**344**	**20**	**364**	**330**	**22**	**352**
Weekday Evening Peak Hour									
Enter	0	13	13	0	10	10	0	11	11
Exit	374	13	387	344	10	354	330	11	341
Total	**374**	**26**	**400**	**344**	**20**	**364**	**330**	**22**	**352**

1) Based on the Horse Heaven Wind Farm Updated ASC (December 2022).

2) Used ASC estimated maximum Phase 1 peak period worker vehicle trips of 374. Weekday daily workforce traffic volumes account for all workers travelling within the site from the laydown yard to the worksite and back before heading home.

3) Used ASC estimated maximum Phase 1 250 truck trips per day. Used ASC assumption of 5% of daily truck trips occur during the peak hours.

4) Used ASC estimated maximum Phase 2a peak period worker vehicle trips of 344. Weekday daily workforce traffic volumes account for all workers travelling within the site from the laydown yard to the worksite and back before heading home.

5) Used ASC estimated maximum Phase 2a 200 truck trips per day. Used ASC assumption of 5% of daily truck trips occur during the peak hours.

6) Used ASC estimated maximum Phase 2b peak period worker vehicle trips of 330. Weekday daily workforce traffic volumes account for all workers travelling within the site from the laydown yard to the worksite and back before heading home.

7) Used ASC estimated maximum Phase 2b 206 truck trips per day. Used ASC assumption of 5% of daily truck trips occur during the peak hour.

3.2.2 Trip Distribution

Tetra Tech has developed separate trip distribution patterns for the Project's peak construction activities at the two proposed laydown areas. The trip distribution patterns were developed based on consideration of the effective population within the anticipated employment workforce (approximate two-hour drivetime zone) and the currently proposed location of the laydown area for each phase.

For purposes of this study, it is assumed that construction workers will come from within a draw area of an approximately two-hour drivetime zone due to the demand for skilled laborers onsite. To estimate the distribution patterns for the construction phases, cordon lines were drawn around the site and the cities and towns within the draw area were each assigned a route (or routes, if more than one seemed appropriate) to travel to/from the site. The routes were determined based on travel patterns during peak commuting periods. The populations of each of the cities or towns within the draw area was determined using available US Census population data and used as a method of "weighting" the trip distribution of each of the likely routes to the site. Cities and towns with a less than 30-minute drive to the site were weighted fully. As the travel time to the site increased, its effective population decreased. Populations greater than two-hour drivetimes from the site were considered to not have an effect on the model. The calculated trip distribution patterns are shown in Table 8.

Table 8. Trip Distribution Summary

Roadway/Direction	Laydown Yard 1		Laydown Yard 2	
	Entering Distribution	Exiting Distribution	Entering Distribution	Exiting Distribution
Sellards Road to/from the West	1%	1%	1%	1%
Route 221 to/from the West	0%	0%	18%	18%
Webber Canyon Road to/from North	0%	0%	17%	17%
S. Clodfelter Road to/from North	0%	0%	21%	21%
I-82 to/from North	52%	52%	1%	1%
Route 395 to/from North	25%	25%	22%	22%
S. Olympia Street to/from North	5%	5%	3%	3%
Route 397 to/from North	1%	1%	1%	1%
Bofer Canyon Road to/from South	16%	16%	0%	0%
S. Plymouth Road to/from South	0%	0%	16%	16%
Route 221 to/from South	0%	0%	0%	0%
Total	***100%***	***100%***	***100%***	***100%***

In general, the analysis indicates that the majority of Project trips will arrive/depart the site from the north. The entering and exiting Project construction workforce trip distribution patterns to Laydown Yard 1 are shown in Figures 9 and 10, respectively. The entering and exiting Project construction workforce trip distribution patterns to Laydown Yard 2 are shown in Figures 11 and 12, respectively. The distribution analysis is included in Appendix F.

The Project trips associated with the two construction phases were then assigned to the study area roadway network based on the Project distribution patterns presented in Figures 9 through 12. The resulting construction traffic volumes are presented in Figures 13 through 18.

- Figure 13 - Phase 1 to Laydown Yard #1 Weekday Morning Peak Hour Trips

- Figure 14 - Phase 1 to Laydown Yard #1 Weekday Evening Peak Hour Trips
- Figure 15 - Phase 1 to Laydown Yard #2 Weekday Morning Peak Hour Trips
- Figure 16 - Phase 1 to Laydown Yard #2 Weekday Evening Peak Hour Trips
- Figure 17 - Phase 2 to Laydown Yard #2 Weekday Morning Peak Hour Trips
- Figure 18 - Phase 2 to Laydown Yard #2 Weekday Evening Peak Hour Trips

3.2.3 Build (With Project) Peak Hour Traffic Volumes

The new trips associated with the proposed Project were then added to the 2025 Phase 1 and 2026 Phase 2 No Build (Without Project) traffic volumes. The resulting 2025 Build (Phase 1) and 2026 Build (Phase 2) weekday morning and weekday evening peak hour traffic volumes are presented in Figures 19 through 24.

- Figure 19 - 2025 Build Phase 1 to Laydown Yard #1 Weekday Morning Peak Hour
- Figure 20 - 2025 Build Phase 1 to Laydown Yard #1 Weekday Evening Peak Hour
- Figure 21 - 2025 Build Phase 1 to Laydown Yard #2 Weekday Morning Peak Hour
- Figure 22 - 2025 Build Phase 1 to Laydown Yard #2 Weekday Evening Peak Hour
- Figure 23 - 2026 Build Phase 2 to Laydown Yard #2 Weekday Morning Peak Hour
- Figure 24 - 2026 Build Phase 2 to Laydown Yard #2 Weekday Evening Peak Hour

3.2.4 Construction Traffic Impacts to High Frequency Crash Intersections

Based on a detailed review of the anticipated trip generation and trip distribution patterns associated with each phase of construction, the proposed Project is not anticipated to result in any new traffic at the four high frequency crash locations identified above until the later stage of Phase I (for the Phase 1 construction sites located on the west side of I-82 served by Laydown Yard 2). The Project is also expected to result in minor additional traffic increases at the four high frequency crash locations during Project construction Phase 2, albeit with fewer traffic increases than during Project construction Phase 1. Before construction begins, advanced warning signage should be implemented throughout the study area alerting motorists to expect additional truck activity. Figure 35 shows a draft Temporary Construction Warning Signage Plan which includes potential advanced warning signage near the four intersections with high crash frequency. The final Temporary Construction Warning Signage Plan will be prepared in coordination with WSDOT as part of the Applicant's Construction Traffic Management Plan (CTMP).

3.2.4.1 Auxiliary Lane Warrant Analysis

Tetra Tech conducted Auxiliary Lane Warrant analyses at the four high frequency crash locations for the following conditions based on the WSDOT Design Manual. The weekday morning and evening commuter peak hour traffic volumes for the following conditions were estimated for the following conditions:

- 2023 Existing
- Future 2025 Build Phase I to Laydown Yard 2 (worst-case construction traffic volume condition)

The traffic volume inputs and resulting left-turn and right-turn lane warrant analyses for the 2023 Existing and Projected 2025 Build Phase I to Laydown Yard 2 weekday morning and weekday evening commuter peak hours conditions are provided in Appendix G. A summary of the Auxiliary Lane Warrant analysis is presented in Table 9.

Table 9. Auxiliary Turn Lane Warrant Analysis

2023 Existing Conditions - Weekday Morning Peak Hour								
	Route 221 at Sellards Road		Route 221 at Route 14		Route 14 at S. Plymouth Road		Webber Canyon Road at Badger Road	
	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound	Northbound	Southbound
Left-Turn Lane Warranted? [1]	No	No	No	No	No	No	N/A	No
Right-Turn Lane Warranted? [2]	No	No	No	Yes	No	No	No	N/A
2023 Existing Conditions - Weekday Afternoon Peak Hour								
	Route 221 at Sellards Road		Route 221 at Route 14		Route 14 at S. Plymouth Road		Webber Canyon Road at Badger Road	
	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound	Northbound	Southbound
Left-Turn Lane Warranted? [1]	No	No	No	No	No	No	N/A	No
Right-Turn Lane Warranted? [2]	No	No	No	No	No	Yes	No	N/A
2021 Phase 1 to Laydown Yard 2 - Weekday Morning Peak Hour								
	Route 221 at Sellards Road		Route 221 at Route 14		Route 14 at S. Plymouth Road		Webber Canyon Road at Badger Road	
	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound	Eastbound	
Left-Turn Lane Warranted? [1]	No	No	No	No	No	No	N/A	No
Right-Turn Lane Warranted? [2]	No	No	No	Yes	No	Yes	No	N/A
2025 Phase 1 to Laydown Yard 2 - Weekday Afternoon Peak Hour								
	Route 221 at Sellards Road		Route 221 at Route 14		Route 14 at S. Plymouth Road		Webber Canyon Road at Badger Road	
	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound	Northbound	Southbound
Left-Turn Lane Warranted? [1]	No	No	No	No	No	No	N/A	No
Right-Turn Lane Warranted? [2]	No	No	No	No	No	Yes	No	N/A

Notes:

1) Left-Turn Lane Warrant Analysis Based on WSDOT Design Manual 22-01.21 Chapter 1310 Exhibit 7.

2) Right-Turn Lane Warrant Analysis Based on WSDOT Design Manual 22-01.21 Chapter 1310 Exhibit 19.

3) N/A = Not Applicable

As shown in Table 9, the 2023 Existing and Projected 2025 Build Phase I to Laydown Yard 2 weekday commuter peak hour traffic volumes at the intersections of Route 221 and Sellards Road, Webber Canyon Road and Badger Road, fall below the minimum traffic volume warrant thresholds for installation of either a separate left-turn or right-turn lane. The Auxiliary Lane Warrant Analysis also indicates that the intersection of Route 221 and Route 14 currently satisfies the minimum traffic volume warrant threshold for the consideration of a right-turn lane on the Route 14 westbound approach to the intersection with Route 221, during the weekday morning peak hour condition. This intersection currently provides a short right-turn lane on the Route 14 westbound approach, with no deceleration lane provided. However, the proposed Project is not expected to result in any additional vehicles trips to the intersection during either the weekday morning peak hour or weekday afternoon commuter peak hour. Consequently, no geometric improvements are currently proposed at these intersections as part of the Horse Heaven Wind Farm Project.

The Auxiliary Lane Warrant Analysis indicates that the intersection of Route 14 and S. Plymouth Road currently satisfies the minimum traffic volume warrant threshold for the consideration of a right-turn lane on the Route 14 westbound approach to the intersection with S. Plymouth Road during the weekday morning peak hour. The Project construction is expected to add approximately 63 additional westbound right-turn movements during the weekday morning peak hour and 4 additional westbound right-turn movements during the weekday evening peak hour.

The proposed Project is not anticipated to materially impact future traffic operations or safety at any of the study area intersections. The right-turn lane warrants listed above are met under existing conditions independent of the proposed Project. In addition, as discussed previously in this report, the available Stopping Sight Distance (SSD) for vehicles approaching the high crash frequencies intersections is well in excess of the required SSD for the posted speed limit. This indicates that drivers approaching the intersection will have more than sufficient view of potential turning traffic at the intersection to either stop or adjust their speed to avoid a collision.

As part of the proposed Project, the Applicant will develop a comprehensive CTMP for each phase of the construction, to alert drivers of potential increased construction traffic and turning activities at key intersections throughout the study area. The Applicant will also work with the general contractor (once selected) to identify truck haul routes to and from the construction laydown areas to avoid sensitive areas and minimize impacts to local agricultural activity along the study area roadways, to the extent possible. In addition, the Applicant will prepare a Traffic Safety Management Plan for the Project-related construction activity in accordance with WSDOT standards. A detailed description of the draft Traffic Safety Plan (TSP) is provided in the subsequent sections of this report.

4.0 TRAFFIC OPERATIONS ANALYSIS

In previous sections of this report, the quantity (volume) of traffic on the study area roadways was described. The following section describes the quality of traffic flow on the study area roadways and intersections for the given traffic demands. As a basis for this assessment, road segment and intersection capacity analyses were conducted for the 2023 Existing, 2025 and 2026 No Build (Without Project), 2025 Build (Phase 1 To Laydown Yard 1), 2025 Build (Phase 1 to Laydown Yard 2), and 2026 Build (Phase 2 to Laydown Yard 2) weekday morning and weekday evening peak hour traffic conditions.

The roadway segment analysis has conducted for 10 key roadway segments within the study area using the Highway Capacity Software (HCS 2022) based on the Highway Capacity Manual, 6th Edition. The intersection capacity analysis was conducted for the 29 existing intersections and two proposed site driveways serving the laydown yards using for the Build (with Project) conditions Synchro 11 Intersection Capacity and Traffic Simulation Software. The detailed capacity analysis worksheets for the key roadway segments and study area intersections are provided in Appendix H and Appendix I, respectively. A discussion of the evaluation criteria and a summary of the results of the roadway segment and intersection capacity analyses are presented below.

4.1 METHODOLOGY

Level-of-service (LOS) is a term used to describe the quality of traffic flow on roadways or at intersections. It is an aggregate measure of travel delay, driver convenience and safety based on a comparison of a roadway facility's capacity relative to the traffic demands. Operating levels of service are reported on a scale of A to F, with A representing the best operating conditions (with little or no vehicle delay) and F representing the worst operating conditions (with long delays). The capacity analyses for roadway segments and unsignalized study intersections were based on the *Highway Capacity Manual (HCM) 6th Edition*. The LOS criteria for roadway segments and unsignalized intersections are presented in Table 10.

Table 10 Intersection Level of Service Criteria

Level of Service[1]	Average Delay per Vehicle (Seconds)	Density (Veh/lane/mile)
	Unsignalized Intersections	Roadway Segments
A	≤10.0	0-11
B	10.1 to 15.0	11-18
C	15.1 to 25.0	18-26
D	25.1 to 35.0	26-35
E	35.1 to 50.0	35-45
F	>50.0	>45

Source: Transportation Research Board Highway Capacity Manual (HCM) 2000 (signalized)/6th Edition (unsignalized)
[1]If the v/c is greater than 1.0, than the level-of-service designation is LOS F, regardless of delays (HCM 6th Edition only)

The results of the roadway segment analysis for the weekday morning and weekday afternoon peak hour conditions is presented in Tables 11 and 12, respectively, The results of the unsignalized intersection capacity analysis for the weekday morning and weekday evening peak conditions are presented in Tables

13, and 14 hours, respectively. A brief discussion of the results of the roadway segment and intersection capacity analyses is presented in the following sections of this report.

4.2 ROADWAY SEGMENT CAPACITY ANALYSIS RESULTS

As shown in Tables 11 and 12, the roadway segment capacity analysis indicates that all of the study area roadways segments currently operate well below capacity at LOS B or better operations, and will continue operate well below capacity for all pashes of the Project construction. All Roadway Segments analyzed are expected to operate at LOS A during all analysis scenarios, except for I-82 (north of Coffin Road). This roadway segment will operate at LOS A in the northbound direction and LOS B in the southbound direction during all analysis scenarios. Based on the detailed analysis, the proposed Project will not result in any capacity constraints at the study area roadways and, ample capacity is available to support peak construction operations associated with the Project.

Table 11. Segment Capacity Analysis Summary – Weekday AM Peak Hour

		2023 Existing Conditions				2025 No Build Conditions				2026 No Build Conditions				2025 Phase 1 to Laydown Yard 1				2025 Phase 1 to Laydown Yard 2				2026 Phase 2 to Laydown Yard 2			
		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)	
		Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS
1	Sellards Road – between Route 221 and Tyack Road	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.6	A	0.1	A	0.6	A	0.1	A
2	Travis Road – North of Sellards Road	0.0	A	0.1	A	0.0	A	0.1	A	0.0	A	0.1	A	0.0	A	0.1	A	0.0	A	0.8	A	0.0	A	0.7	A
3	Badger Canyon Road – North of Sellards Road	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	A
4	Plymouth Road – North of Route 14	0.0	A	0.2	A	0.0	A	0.2	A	0.0	A	0.2	A	0.0	A	0.2	A	0.3	A	0.2	A	0.3	A	0.2	A
5	Bofer Canyon Road – North of Coffin Road	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.1	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
6	Locust Grove Road – between Nicosin Road and I-82	0.0	A	0.1	A	0.0	A	0.2	A	0.0	A	0.2	A	0.0	A	0.2	A	0.0	A	1.6	A	0.0	A	1.4	A
7	Route 397 – West of Nine Canyon Road	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A
8	Nine Canyon Road – South of Route 397	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	A
9	Route 221 – South of Sellards Road (From WSDOT Website)* Data used 6/5/23	0.0	A	0.6	A	0.0	A	0.6	A	0.0	A	0.7	A	0.0	A	0.6	A	0.0	A	0.6	A	0.0	A	0.7	A
10	I-82 – North of Coffin Road (From WSDOT Website)	8.4	A	2.4	A	8.6	A	2.5	A	8.7	A	2.5	A	8.6	A	2.5	A	8.6	A	2.5	A	8.7	A	2.5	A

Table 12. Segment Capacity Analysis Summary – Weekday PM Peak Hour

		2023 Existing Conditions				2025 No Build Conditions				2026 No Build Conditions				2025 Phase 1 to Laydown Yard 1				2025 Phase 1 to Laydown Yard 2				2026 Phase 2 to Laydown Yard 2			
		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)	
		Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS	Veh Den	LOS
1	Sellards Road – between Route 221 and Tyack Road	0.1	A	0.1	A	0.1	A	0.1	A	0.2	A	0.1	A	0.1	A	0.1	A	0.2	A	0.7	A	0.2	A	0.7	A
2	Travis Road – North of Sellards Road	0.2	A	0.0	A	0.2	A	0.0	A	0.2	A	0.0	A	0.2	A	0.0	A	0.7	A	0.0	A	0.7	A	0.0	A
3	Badger Canyon Road – North of Sellards Road	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	A
4	Plymouth Road – North of Route 14	0.2	A	0.2	A	0.2	A	0.2	A	0.2	A	0.2	A	0.2	A	0.2	A	0.2	A	0.6	A	0.2	A	0.6	A
5	Bofer Canyon Road – North of Coffin Road	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.1	A	0.0	A	0.0	A	0.0	A	0.0	A
6	Locust Grove Road – between Nicosin Road and I-82	0.1	A	0.0	A	0.1	A	0.0	A	0.1	A	0.0	A	0.1	A	0.0	A	0.8	A	0.0	A	0.8	A	0.0	A
7	Route 397 – West of Nine Canyon Road	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A	0.1	A
8	Nine Canyon Road – South of Route 397	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	A
9	Route 221 – South of Sellards Road (From WSDOT Website)* Data used 6/5/23	0.8	A	0.2	A	0.8	A	0.2	A	0.8	A	0.2	A	0.8	A	0.2	A	0.8	A	0.2	A	0.8	A	0.2	A
10	I-82 – North of Coffin Road (From WSDOT Website)	6.9	A	12.2	B	7.0	A	12.4	B	7.1	A	12.6	B	7.0	A	12.4	B	7.0	A	12.4	B	7.1	A	12.6	B

4.3 UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS RESULTS

As shown in Tables 13 and 14, the intersection capacity analysis indicate that all of the study area intersections currently operate well below capacity (LOS C or better) and will continue to operate well below capacity for all phases of the Project construction. The proposed Project will result in a maximum increase in delay of approximately two seconds per vehicle, except for Bofer Canyon Road and Locust Grove Road/Route 397. This Intersection is expected to have an increase in delay of approximately 8.1 seconds during the weekday evening peak hour for 2025 Build Phase 1 to Laydown Yard 1 condition. The capacity analysis for the study area intersections indicate that ample capacity is available to support peak construction operations associated with the Project. In addition, the proposed site driveways serving Laydown Yard 1 and Laydown Yard 2 are also expected to operate at LOS B or better for all construction scenarios.

Table 13. Unsignalized Intersection Capacity Analysis Summary – Weekday AM Peak Hour

		2023 Existing				2025 No Build				2026 No Build				2025 Build – Phase 1 to Laydown Yard 1				2025 Build – Phase 1 to Laydown Yard 2				2026 Build – Phase 2 to Laydown Yard 2			
Intersection	**Movement**	**v/c[1]**	**Delay[2]**	**LOS[3]**	**95th Q[4]**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**
I-82 Northbound Ramps &	NB L/R	0.25	11.4	B	25	0.18	10.5	B	17.5	0.18	10.5	B	17.5	0.18	10.5	B	17.5	0.18	10.5	B	17.5	0.18	10.5	B	17.5
Wine Country Road	EB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L	0.01	7.7	A	0	0.00	7.6	A	0	0.00	7.6	A	0	0.00	7.6	A	0	0.00	7.6	A	0	0.00	7.6	A	0
	WB T	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
I-82 Southbound Ramps &	NB L/R	0.25	13.0	B	25	0.22	12.4	B	20	0.22	12.4	B	20	0.22	12.5	B	20	0.32	13.8	B	35	0.31	13.7	B	32.5
Wine Country Road	EB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L	0.01	8.0	A	0	0.00	7.9	A	0	0.00	7.9	A	0	0.00	8.0	A	0	0.00	7.9	A	0	0.00	7.9	A	0
	WB T	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Wine Country Road &	NB L/T	0.06	14.8	B	5	0.05	13.9	B	5	0.05	14.0	B	5	0.05	13.9	B	5	0.06	16.0	C	5	0.06	15.9	C	5
Chapman Lane	NB R	0.25	10.6	B	25	0.22	10.3	B	22.5	0.23	10.3	B	22.5	0.24	10.4	B	22.5	0.23	10.3	B	22.5	0.23	10.3	B	22.5
	EB L	0.00	7.5	A	0	0.00	7.4	A	0	0.00	7.4	A	0	0.00	7.4	A	0	0.00	7.4	A	0	0.00	7.4	A	0
	EB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L	0.10	8.2	A	7.5	0.09	8.1	A	7.5	0.09	8.1	A	7.5	0.09	8.1	A	7.5	0.13	8.3	A	12.5	0.13	8.3	A	10
	WB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.01	18.2	C	0	0.01	16.8	C	0	0.01	16.8	C	0	0.01	17.0	C	0	0.01	19.5	C	0	0.01	19.3	C	0
Route 22 &	NB L	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0
Paterson Road/Route 221	NB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	EB L/T/R	0.09	12.4	B	7.5	0.07	11.7	B	5	0.07	11.8	B	5	0.07	11.8	B	5	0.08	13.1	B	7.5	0.09	13.1	B	7.5
	WB L/T/R	0.13	10.8	B	12.5	0.11	10.4	B	10	0.11	10.4	B	10	0.11	10.5	B	10	0.13	11.0	B	10	0.13	10.9	B	10
	SB L	0.08	8.2	A	7.5	0.07	8.1	A	5	0.07	8.1	A	5	0.07	8.1	A	5	0.12	8.3	A	10	0.12	8.3	A	10
	SB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Route 221 &	NB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
County Well Road	WB L/R	0.00	10.2	B	0	0.00	9.9	A	0	0.00	9.9	A	0	0.00	9.9	A	0	0.00	10.3	B	0	0.00	10.3	B	0
	SB L/T	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Route 221 &	NB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
County Well Road	EB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0

[1]v/c = Volume to capacity ratio (no v/c reported for roundabout)
[2]Delay = Average delay per vehicle (seconds)
[3]LOS = Level of Service
[4]95th percentile queue (feet)

Table 13. (Continued) Unsignalized Intersection Capacity Analysis Summary – Weekday AM Peak Hour

		2023 Existing				2025 No Build				2026 No Build				2025 Build – Phase 1 to Laydown Yard 1				2025 Build – Phase 1 to Laydown Yard 2				2025 Build – Phase 2 to Laydown Yard 2			
Intersection	**Movement**	**v/c[1]**	**Delay[2]**	**LOS[3]**	**95th Q[4]**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**
Route 221 & Sellards Road	NB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	EB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.01	10.8	B	0	0.01	12.3	B	0	0.01	12.2	B	0
	WB L/T/R	0.09	11.1	B	7.5	0.06	10.3	B	5	0.06	10.4	B	5	0.06	10.4	B	5	0.08	11.7	B	7.5	0.08	11.6	B	5
	SB L/T/R	0.03	7.5	A	2.5	0.03	7.5	A	2.5	0.03	7.5	A	2.5	0.03	7.5	A	2.5	0.07	7.6	A	5	0.07	7.6	A	5
Webber Canyon Road &	NB L/T/R	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.4	A	0	0.00	7.4	A	0
County Well Road	EB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Travis Road &	NB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Cemetery Road	EB L/T/R	0.00	9.0	A	0	0.00	8.8	A	0	0.00	8.8	A	0	0.00	8.8	A	0	0.00	9.2	A	0	0.00	9.2	A	0
	WB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0
S. Plymouth Road &	NB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Locust Grove Rad	WB L/R	0.08	8.9	A	5	0.06	8.8	A	5	0.06	8.8	A	5	0.06	8.8	A	5	0.09	10.6	B	7.5	0.09	10.4	B	7.5
	SB L/T	0.00	7.4	A	0	0.00	7.4	A	0	0.00	7.4	A	0	0.00	7.4	A	0	0.10	7.8	A	7.5	0.09	7.8	A	7.5
Paterson Road/Route 221 &	NB L/T/R	0.00	11.2	B	0	0.00	10.7	B	0	0.00	10.7	B	0	0.00	10.7	B	0	0.00	10.7	B	0	0.00	10.7	B	0
Route 14	EB L	0.02	8.6	A	0	0.01	8.4	A	0	0.01	8.4	A	0	0.01	8.4	A	0	0.01	8.4	A	0	0.01	8.4	A	0
	EB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0
	WB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.13	10.1	B	10	0.10	9.7	A	7.5	0.10	9.8	A	7.5	0.10	9.7	A	7.5	0.10	9.7	A	7.5	0.10	9.8	A	7.5
S. Plymouth Road &	NB L/T/R	0.02	10.0	B	2.5	0.02	9.5	A	0	0.02	9.6	A	0	0.02	9.5	A	0	0.02	9.6	A	2.5	0.02	9.7	A	2.5
Route 14	EB L	0.00	10.0	A	0	0.00	9.5	A	0	0.00	9.5	A	0	0.00	9.5	A	0	0.00	9.8	A	0	0.00	9.8	A	0
	EB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0
	WB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.23	15.5	C	22.5	0.15	13.0	B	12.5	0.15	13.1	B	12.5	0.15	13.0	B	12.5	0.16	13.5	B	15	0.16	13.5	B	15
I-82 Southbound Off-Ramp	EB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
& Route 14	WB L/T	0.01	8.2	A	0	0.01	8.2	A	0	0.01	8.2	A	0	0.01	8.2	A	0	0.01	8.2	A	0	0.01	8.2	A	0
	SB L/T/R	0.19	11.9	B	17.5	0.14	10.9	B	12.5	0.15	11.0	B	12.5	0.14	10.9	B	12.5	0.16	11.5	B	15	0.16	11.5	B	15

[1]v/c = Volume to capacity ratio (no v/c reported for roundabout)
[2]Delay = Average delay per vehicle (seconds)
[3]LOS = Level of Service
[4]95th percentile queue (feet)

Table 13. (Continued) Unsignalized Intersection Capacity Analysis Summary – Weekday AM Peak Hour

		2023 Existing				2025 No Build				2026 No Build				2025 Build – Phase 1 to Laydown Yard 1				2025 Build – Phase 1 to Laydown Yard 2				2025 Build – Phase 2 to Laydown Yard 2			
Intersection	**Movement**	**v/c[1]**	**Delay[2]**	**LOS[3]**	**95th Q[4]**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**
I-82 Northbound On-Ramp	NB L/T/R	0.42	11.4	B	52.5	0.35	10.7	B	40	0.35	10.7	B	40	0.35	10.7	B	40	0.41	11.3	B	50	0.41	11.3	B	50
& Route 14/McNary	EB L/T	0.01	7.4	A	0	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0
	WB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
I-82 Southbound Off-Ramp	EB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
& Coffin Road	WB L/T	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0
	SB L/T/R	0.03	8.8	A	2.5	0.02	8.7	A	2.5	0.02	8.7	A	2.5	0.02	8.7	A	2.5	0.02	8.7	A	2.5	0.02	8.7	A	2.5
I-82 Northbound On-Ramp	NB L/T/R	0.02	8.6	A	2.5	0.01	8.5	A	0	0.01	8.5	A	0	0.07	8.7	A	5	0.01	8.5	A	0	0.01	8.5	A	0
& Coffin Road	EB L/T	0.00	0.00	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Bofer Canyon Road &	NB L/T/R	0.00	8.8	A	0	0.00	8.7	A	0	0.00	8.7	A	0	0.00	9.6	A	0	0.00	8.7	A	0	0.00	8.7	A	0
Coffin Road	EB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.04	7.3	A	2.5	0.00	0.0	A	0	0.00	0.0	A	0
	WB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.00	8.9	A	0	0.00	8.8	A	0	0.00	8.8	A	0	0.00	8.8	A	0	0.00	8.8	A	0	0.00	8.8	A	0
I-82 Southbound Off-Ramp	EB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
& Locust Grove Road	WB L/T	0.10	7.6	A	7.5	0.08	7.5	A	5	0.08	7.5	A	5	0.08	7.5	A	5	0.08	7.5	A	5	0.08	7.5	A	5
	SB L/T/R	0.21	11.7	B	20	0.14	10.4	B	12.5	0.14	10.5	B	12.5	0.59	17.7	C	97.5	0.22	10.3	B	20	0.22	10.4	B	20
I-82 Northbound Off-Ramp	NB L/T/R	0.06	10.3	B	5	0.04	9.9	A	2.5	0.04	9.9	A	2.5	0.06	12.5	B	5	0.04	10.0	B	2.5	0.04	10.0	B	2.5
& Locust Grove Road	EB L/T	0.02	8.4	A	2.5	0.01	8.3	A	0	0.01	8.3	A	0	0.01	8.3	A	0	0.02	8.3	A	0	0.02	8.3	A	0
	WB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Bofer Canyon Road &	NB L/T/R	0.00	10.9	B	0	0.00	10.4	B	0	0.00	10.4	B	0	0.02	12.3	B	2.5	0.00	10.5	B	0	0.00	10.5	B	0
Locust Grove Road	EB L/T/R	0.00	8.1	A	0	0.00	8.0	A	0	0.00	8.0	A	0	0.00	8.0	A	0	0.00	8.0	A	0	0.00	8.0	A	0
/Route397	WB L/T/R	0.00	7.4	A	0	0.00	7.4	A	0	0.00	7.4	A	0	0.02	8.1	A	2.5	0.00	7.4	A	0	0.00	7.4	A	0
	SB L/T/R	0.01	10.5	B	0	0.01	10.2	B	0	0.01	10.2	B	0	0.01	10.7	B	0	0.01	10.3	B	0	0.01	10.3	B	0
Route 397 &	EB L	0.01	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.01	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0
S. Olympia Street	EB T	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB R	0.01	9.0	A	0	0.01	9.0	A	0	0.01	9.0	A	0	0.01	9.0	A	0	0.01	9.0	A	0	0.01	9.0	A	0
	SB L	0.14	9.1	A	12.5	0.12	9.0	A	10	0.12	9.0	A	10	0.14	9.1	A	12.5	0.13	9.1	A	10	0.13	9.1	A	10

[1]v/c = Volume to capacity ratio (no v/c reported for roundabout)
[2]Delay = Average delay per vehicle (seconds)
[3]LOS = Level of Service
[4]95th percentile queue (feet)

Table 13. (Continued) Unsignalized Intersection Capacity Analysis Summary – Weekday AM Peak Hour

		2023 Existing				2025 No Build				2026 No Build				2025 Build – Phase 1 to Laydown Yard 1				2025 Build – Phase 1 to Laydown Yard 2				2025 Build – Phase 2 to Laydown Yard 2			
Intersection	**Movement**	**v/c[1]**	**Delay[2]**	**LOS[3]**	**95th Q[4]**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**
S. Nine Canyon Road &	NB L/T/R	0.00	8.6	A	0	0.00	8.4	A	0	0.00	8.4	A	0	0.00	8.4	A	0	0.00	8.4	A	0	0.00	8.4	A	0
Route 397	EB L	0.01	7.4	A	0	0.01	7.4	A	0	0.01	7.4	A	0	0.01	7.4	A	0	0.01	7.4	A	0	0.01	7.4	A	0
	EB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L	0.00	8.3	A	0	0.00	8.2	A	0	0.00	8.2	A	0	0.00	8.2	A	0	0.00	8.2	A	0	0.00	8.2	A	0
	WB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.07	9.3	A	5	0.05	9.0	A	5	0.05	9.0	A	5	0.05	9.1	A	5	0.05	9.1	A	5	0.05	9.1	A	5
S. Finley Road & Route 397	NB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	EB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0	0.01	7.3	A	0
	WB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
S. Nine Canyon Road &	NB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
E. Kirk Road	WB L/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
S. Nine Canyon Road &	NB L/T	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Beck Road	EB L/R	0.00	8.7	A	0	0.00	8.6	A	0	0.00	8.6	A	0	0.00	8.6	A	0	0.00	8.6	A	0	0.00	8.6	A	0
	SB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Nine Canyon Road	NB L/T	0.00	7.6	A	0	0.00	7.6	A	0	0.00	7.6	A	0	0.00	7.6	A	0	0.00	7.6	A	0	0.00	7.6	A	0
& Coffin Road	EB L/R	0.02	8.5	A	0	0.01	8.5	A	0	0.01	8.5	A	0	0.01	8.5	A	0	0.01	8.5	A	0	0.01	8.5	A	0
	SB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
S. Clodfelter Road &	NB L/T/R	0.01	9.1	A	0	0.01	9.0	A	0	0.01	9.0	A	0	0.01	9.0	A	0	0.01	9.9	A	0	0.01	9.8	A	0
Locust Grove Road	EB L/T/R	0.01	7.6	A	0	0.00	7.6	A	0	0.00	7.6	A	0	0.00	7.6	A	0	0.01	7.8	A	0	0.01	7.8	A	0
	WB L/T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.04	8.8	A	2.5	0.03	8.8	A	2.5	0.03	8.8	A	2.5	0.03	8.8	A	2.5	0.13	9.8	A	10	0.12	9.7	A	10
Webber Canyon Road &	NB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Badger Road	WB L/R	0.03	8.9	A	2.5	0.02	8.7	A	2.5	0.02	8.7	A	2.5	0.02	8.7	A	2.5	0.02	8.8	A	2.5	0.03	8.8	A	2.5
	SB L/T	0.01	7.4	A	0	0.01	7.4	A	0	0.01	7.4	A	0	0.01	7.4	A	0	0.01	7.4	A	0	0.01	7.4	A	0
Bofer Canyon Road	NB L/T/R	0.00	6.9	A	0	0.00	6.9	A	0	0.00	6.9	A	0	0.06	7.0	A	5	0.00	6.9	A	0	0.00	6.9	A	0
& Beck Road	EB L/T/R	0.00	6.9	A	0	0.00	6.9	A	0	0.00	6.9	A	0	0.00	7.9	A	0	0.00	6.9	A	0	0.00	6.9	A	0
	WB L/T/R	0.01	8.3	A	0	0.01	8.2	A	0	0.01	8.2	A	0	0.03	9.3	A	2.5	0.01	8.2	A	0	0.01	8.2	A	0
	SB L/T/R	0.01	8.0	A	0	0.01	8.0	A	0	0.01	8.0	A	0	0.46	12.3	B	60	0.01	8.0	A	0	0.01	8.0	A	0

[1]v/c = Volume to capacity ratio (no v/c reported for roundabout) [2]Delay = Average delay per vehicle (seconds) [3]LOS = Level of Service [4]95th percentile queue (feet)

Table 13. (Continued) Unsignalized Intersection Capacity Analysis Summary – Weekday AM Peak Hour

		2023 Existing				2025 No Build				2026 No Build				2025 Build – Phase 1 to Laydown Yard 1				2025 Build – Phase 1 to Laydown Yard 2				2025 Build – Phase 2 to Laydown Yard 2			
Intersection	**Movement**	**v/c[1]**	**Delay[2]**	**LOS[3]**	**95th Q[4]**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**
Beck Road at	NB L/R	*Intersection Does Not Exist*				*Intersection Does Not Exist*				*Intersection Does Not Exist*				0.02	9.7	A	2.5	0.00	0.0	A	0	0.00	0.0	A	0
Laydown Yard 1	EB T/R													0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L/R													0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Locust Grove Road at	EB L/T	*Intersection Does Not Exist*				*Intersection Does Not Exist*				*Intersection Does Not Exist*				0.00	0.0	A	0	0.15	8.2	A	12.5	0.14	8.1	A	12.5
Laydown Yard 2	WB T/R													0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/R													0.00	0.0	A	0	0.02	11.3	B	2.5	0.02	10.7	B	0

[1]v/c = Volume to capacity ratio (no v/c reported for roundabout)
[2]Delay = Average delay per vehicle (seconds)
[3]LOS = Level of Service
[4]95th percentile queue (feet)

Table 14. Unsignalized Intersection Capacity Analysis Summary – Weekday PM Peak Hour

		2023 Existing				2025 No Build				2026 No Build				2025 Build – Phase 1 to Laydown Yard 1				2025 Build – Phase 1 to Laydown Yard 2				2025 Build – Phase 2 to Laydown Yard 2			
Intersection	**Movement**	**v/c[1]**	**Delay[2]**	**LOS[3]**	**95th Q[4]**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**
I-82 Northbound Ramps &	NB L/R	0.41	13.8	B	50	0.36	12.7	B	40	0.36	12.8	B	40	0.38	13.0	B	45	0.37	13.2	B	42.5	0.37	13.2	B	42.5
Wine Country Road	EB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L	0.03	7.8	A	2.5	0.03	7.7	A	2.5	0.03	7.7	A	2.5	0.03	7.7	A	2.5	0.03	7.9	A	2.5	0.03	7.9	A	2.5
	WB T	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
I-82 Southbound Ramps &	NB L/R	0.30	17.4	C	30	0.28	16.6	C	27.5	0.28	16.8	C	27.5	0.28	16.9	C	27.5	0.30	18.0	C	32.5	0.31	18.0	C	32.5
Wine Country Road	EB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L	0.01	8.3	A	0	0.01	8.3	A	0	0.01	8.3	A	0	0.01	8.3	A	0	0.01	8.4	A	0	0.01	8.4	A	0
	WB T	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Wine Country Road &	NB L/T	0.40	31.5	D	45	0.35	27.7	D	37.5	0.36	28.1	D	40	0.38	29.9	D	42.5	0.36	28.0	D	37.5	0.36	28.3	D	40
Chapman Lane	NB R	0.31	11.7	B	32.5	0.29	11.4	B	30	0.29	11.4	B	30	0.29	11.4	B	30	0.36	12.1	B	40	0.36	12.1	B	40
	EB L	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	EB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L	0.18	8.5	A	17.5	0.17	8.4	A	15	0.17	8.4	A	15	0.18	8.5	A	17.5	0.17	8.4	A	15	0.17	8.4	A	15
	WB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.04	26.4	D	2.5	0.04	23.9	C	2.5	0.04	24.3	C	2.5	0.04	25.1	D	2.5	0.04	26.8	D	2.5	0.04	27.1	D	2.5
Route 22 &	NB L	0.01	7.5	A	0	0.01	7.5	A	0	0.01	7.5	A	0	0.01	7.5	A	0	0.01	7.5	A	0	0.01	7.5	A	0
Paterson Road/Route 221	NB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	EB L/T/R	0.14	15.9	C	12.5	0.12	15.0	C	10	0.13	15.3	C	10	0.12	15.3	C	10	0.13	15.8	C	10	0.14	16.0	C	12.5
	WB L/T/R	0.36	13.1	B	40	0.33	12.5	B	35	0.33	12.6	B	35	0.33	12.7	B	35	0.42	13.8	B	52.5	0.42	13.8	B	52.5
	SB L	0.10	8	A	7.5	0.09	8.0	A	7.5	0.10	8.0	A	7.5	0.09	8.0	A	7.5	0.10	8.0	A	7.5	0.10	8.0	A	7.5
	SB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Route 221 &	NB T/R	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
County Well Road	WB L/R	0.01	10.3	B	0	0.01	10.0	B	0	0.01	10.0	B	0	0.01	10.0	B	0	0.01	10.5	B	0	0.01	10.4	B	0
	SB L/T	0.00	7.7	A	0	0.00	7.7	A	0	0.00	7.7	A	0	0.00	7.7	A	0	0.00	7.8	A	0	0.00	7.8	A	0
Route 221 &	NB L/T/R	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
County Well Road	EB L/T/R	0.00	12.9	B	0	0.00	12.2	B	0	0.00	12.2	B	0	0.00	12.2	B	0	0.00	13.1	B	0	0.00	13.0	B	0
	WB L/T/R	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0

[1]v/c = Volume to capacity ratio (no v/c reported for roundabout)
[2]Delay = Average delay per vehicle (seconds)
[3]LOS = Level of Service
[4]95th percentile queue (feet)

Table 14 (Continued) Unsignalized Intersection Capacity Analysis Summary – Weekday PM Peak Hour

		2023 Existing				2025 No Build				2026 No Build				2025 Build – Phase 1 to Laydown Yard 1				2025 Build – Phase 1 to Laydown Yard 2				2025 Build – Phase 2 to Laydown Yard 2			
Intersection	**Movement**	**v/c[1]**	**Delay[2]**	**LOS[3]**	**95th Q[4]**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**
Route 221 & Sellards Road	NB L/T/R	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0
	EB L/T/R	0.01	11.7	B	0	0.01	11.3	B	0	0.01	11.3	B	0	0.01	11.3	B	0	0.01	11.4	B	0	0.01	11.4	B	0
	WB L/T/R	0.11	10.3	B	10	0.09	10.0	B	7.5	0.09	10.0	B	7.5	0.10	10.2	B	7.5	0.18	10.5	B	17.5	0.18	10.4	B	15
	SB L/T/R	0.04	8.1	A	2.5	0.03	8.0	A	2.5	0.03	8.0	A	2.5	0.03	8.0	A	2.5	0.04	8.0	A	2.5	0.03	8.0	A	2.5
Webber Canyon Road &	NB L/T/R	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0
County Well Road	EB L/T/R	0.01	9	A	0	0.01	8.9	A	0	0.01	8.9	A	0	0.01	8.9	A	0	0.01	9.2	A	0	0.01	9.2	A	0
	SB L/T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
Travis Road &	NB L/T/R	0.00	7.3	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.3	A	0	0.00	7.3	A	0
Cemetery Road	EB L/T/R	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L/T/R	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
S. Plymouth Road &	NB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
Locust Grove Road	WB L/R	0.02	9.7	A	2.5	0.02	9.5	A	2.5	0.02	9.5	A	2.5	0.02	9.3	A	2.5	0.24	10.2	B	22.5	0.22	10.1	B	20
	SB L/T	0.02	7.6	A	2.5	0.02	7.5	A	2.5	0.02	7.5	A	2.5	0.02	7.5	A	2.5	0.02	7.6	A	2.5	0.02	7.6	A	2.5
Paterson Road/Route 221 &	NB L/T/R	0.01	9.4	A	0	0.00	9.1	A	0	0.00	9.1	A	0	0.00	9.1	A	0	0.00	9.1	A	0	0.00	9.1	A	0
Route 14	EB L	0.05	7.8	A	5	0.04	7.7	A	2.5	0.04	7.7	A	2.5	0.04	7.7	A	2.5	0.04	7.7	A	2.5	0.04	7.7	A	2.5
	EB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
	WB L	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0.0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
	SB L/T/R	0.29	12.9	B	30	0.21	11.4	B	20	0.21	11.4	B	20	0.21	11.4	B	20	0.21	11.4	B	20	0.21	11.4	B	20
S. Plymouth Road &	NB L/T/R	0.06	11.3	B	5	0.05	10.7	B	5	0.05	10.7	B	5	0.05	10.7	B	5	0.05	10.7	B	5	0.05	10.7	B	5
Route 14	EB L	0.01	8	A	0	0.01	7.9	A	0	0.01	7.9	A	0	0.01	7.9	A	0	0.01	7.9	A	0	0.01	7.9	A	0
	EB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
	WB L	0.03	8.1	A	2.5	0.02	8.0	A	2.5	0.02	8.0	A	2.5	0.02	8.0	A	2.5	0.02	8.0	A	2.5	0.02	8.0	A	2.5
	WB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
	SB L/T/R	0.26	17.7	C	25	0.20	15.2	C	17.5	0.20	15.3	C	17.5	0.20	15.2	C	17.5	0.35	17.8	C	37.5	0.34	17.7	C	37.5
I-82 Southbound Off-Ramp	EB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
& Route 14	WB L/T	0.00	0	A	0	0.01	8.2	A	0	0.01	8.2	A	0	0.01	8.2	A	0	0.01	8.4	A	0	0.01	8.4	A	0
	SB L/T/R	0.08	10	B	7.5	0.07	9.8	A	5	0.08	9.9	A	5	0.07	9.8	A	5	0.07	9.9	A	5	0.08	9.9	A	5

[1]v/c = Volume to capacity ratio (no v/c reported for roundabout)
[2]Delay = Average delay per vehicle (seconds)
[3]LOS = Level of Service
[4]95th percentile queue (feet)

Table 14 (Continued) Unsignalized Intersection Capacity Analysis Summary – Weekday PM Peak Hour

		2023 Existing				2025 No Build				2026 No Build				2025 Build – Phase 1 to Laydown Yard 1				2025 Build – Phase 1 to Laydown Yard 2				2025 Build – Phase 2 to Laydown Yard 2			
Intersection	**Movement**	**v/c[1]**	**Delay[2]**	**LOS[3]**	**95th Q[4]**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**
I-82 Northbound On-Ramp	NB L/T/R	0.29	12.3	B	30	0.27	12.0	B	27.5	0.27	12.0	B	27.5	0.27	12.0	B	27.5	0.27	12.0	B	27.5	0.28	12.1	B	27.5
& Route 14/McNary	EB L/T	0.06	7.4	A	5	0.06	7.4	A	5	0.06	7.4	A	5	0.06	7.4	A	5	0.06	7.4	A	5	0.06	7.4	A	5
	WB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
I-82 Southbound Off-Ramp	EB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
& Coffin Road	WB L/T	0.01	7.4	A	0	0.01	7.4	A	0	0.01	7.4	A	0	0.05	7.5	A	2.5	0.01	7.4	A	0	0.01	7.4	A	0
	SB L/T/R	0.03	8.7	A	2.5	0.02	8.6	A	2.5	0.02	8.6	A	2.5	0.03	9.1	A	2.5	0.02	8.6	A	2.5	0.02	8.6	A	2.5
I-82 Northbound On-Ramp	NB L/T/R	0.02	8.5	A	2.5	0.01	8.5	A	0	0.01	8.5	A	0	0.01	8.5	A	0	0.01	8.5	A	0	0.01	8.5	A	0
& Coffin Road	EB L/T	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.4	A	0	0.00	7.3	A	0	0.00	7.3	A	0
	WB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
Bofer Canyon Road &	NB L/T/R	0.02	9	A	2.5	0.02	8.9	A	0	0.02	8.9	A	0	0.02	9.3	A	2.5	0.02	8.9	A	0	0.02	8.9	A	0
Coffin Road	EB L/T/R	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0	0.00	7.2	A	0
	WB L/T/R	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.06	8.6	A	5	0.00	0.0	A	0	0.00	0.0	A	0
I-82 Southbound Off-Ramp	EB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
& Locust Grove Road	WB L/T	0.02	7.5	A	2.5	0.02	7.5	A	2.5	0.02	7.5	A	2.5	0.02	7.5	A	2.5	0.03	7.7	A	2.5	0.02	7.7	A	2.5
	SB L/T/R	0.15	10.1	B	12.5	0.14	10.0	B	12.5	0.14	10.0	B	12.5	0.15	10.1	B	12.5	0.16	10.8	B	15	0.16	10.7	B	15
I-82 Northbound Off-Ramp	NB L/T/R	0.16	10	B	15	0.15	9.8	A	12.5	0.16	9.9	A	12.5	0.16	10.0	B	15	0.16	10.1	B	15	0.16	10.1	B	15
& Locust Grove Road	EB L/T	0.03	7.7	A	2.5	0.03	7.7	A	2.5	0.03	7.7	A	2.5	0.04	8.5	A	2.5	0.09	7.9	A	7.5	0.09	7.8	A	7.5
	WB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
Bofer Canyon Road &	NB L/T/R	0.01	10.3	B	0	0.01	10.1	B	0	0.01	10.2	B	0	0.55	18.2	C	85	0.01	10.2	B	0	0.01	10.3	B	0
Locust Grove Road	EB L/T/R	0.00	7.4	A	0	0.00	7.4	A	0	0.00	7.4	A	0	0.00	7.4	A	0	0.00	7.4	A	0	0.00	7.4	A	0
/Route397	WB L/T/R	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	7.7	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/T/R	0.01	9.4	A	0	0.01	9.3	A	0	0.01	9.3	A	0	0.01	9.3	A	0	0.01	9.3	A	0	0.01	9.3	A	0
Route 397 &	EB L	0.12	7.7	A	10	0.11	7.7	A	10	0.12	7.7	A	10	0.13	7.8	A	10	0.12	7.7	A	10	0.12	7.8	A	10
S. Olympia Street	EB T	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
	WB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
	SB R	0.05	12.9	B	5	0.05	12.6	B	5	0.05	12.7	B	5	0.05	13.2	B	5	0.05	13.0	B	5	0.05	13.1	B	5
	SB L	0.07	9	A	5	0.07	9.0	A	5	0.08	9.0	A	5	0.07	9.0	A	5	0.07	9.0	A	5	0.07	9.0	A	5

[1]v/c = Volume to capacity ratio (no v/c reported for roundabout)
[2]Delay = Average delay per vehicle (seconds)
[3]LOS = Level of Service
[4]95th percentile queue (feet)

Table 14 (Continued) Unsignalized Intersection Capacity Analysis Summary – Weekday PM Peak Hour

		2023 Existing				2025 No Build				2026 No Build				2025 Build – Phase 1 to Laydown Yard 1				2025 Build – Phase 1 to Laydown Yard 2				2025 Build – Phase 2 to Laydown Yard 2			
Intersection	Movement	v/c[1]	Delay[2]	LOS[3]	95th Q[4]	v/c	Delay	LOS	95th Q	v/c	Delay	LOS	95th Q	v/c	Delay	LOS	95th Q	v/c	Delay	LOS	95th Q	v/c	Delay	LOS	95th Q
S. Nine Canyon Road &	NB L/T/R	0.04	9.4	A	2.5	0.03	9.1	A	2.5	0.03	9.1	A	2.5	0.03	9.1	A	2.5	0.03	9.1	A	2.5	0.03	9.1	A	2.5
Route 397	EB L	0.04	7.5	A	2.5	0.03	7.5	A	2.5	0.03	7.5	A	2.5	0.03	7.5	A	2.5	0.03	7.5	A	2.5	0.03	7.5	A	2.5
	EB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
	WB L	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0
	WB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
	SB L/T/R	0.03	8.9	A	2.5	0.02	8.8	A	2.5	0.03	8.8	A	2.5	0.02	8.8	A	2.5	0.02	8.8	A	2.5	0.03	8.8	A	2.5
S. Finley Road & Route 397	NB L/T/R	0.04	9.1	A	2.5	0.03	8.8	A	2.5	0.03	8.8	A	2.5	0.03	8.8	A	2.5	0.03	8.8	A	2.5	0.03	8.8	A	2.5
	EB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
	WB L	0.01	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0
	WB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
S. Nine Canyon Road &	NB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
E. Kirk Road	WB L/R	0.00	8.7	A	0	0.00	8.6	A	0	0.00	8.6	A	0	0.00	8.6	A	0	0.00	8.6	A	0	0.00	8.6	A	0
	SB L/T	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
S. Nine Canyon Road &	NB L/T	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Beck Road	EB L/R	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	SB T/R	0.00	0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Nine Canyon Road	NB L/T	0.02	7.2	A	2.5	0.01	7.2	A	0	0.01	7.2	A	0	0.01	7.2	A	0	0.01	7.2	A	0	0.01	7.2	A	0
& Coffin Road	EB L/R	0.02	8.9	A	2.5	0.01	8.8	A	0	0.01	8.8	A	0	0.01	8.8	A	0	0.01	8.8	A	0	0.01	8.8	A	0
	SB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
S. Clodfelter Road &	NB L/T/R	0.00	9.7	A	0	0.00	9.5	A	0	0.00	9.5	A	0	0.00	9.5	A	0	0.00	12.0	B	0	0.00	11.7	B	0
Locust Grove Road	EB L/T/R	0.02	7.4	A	2.5	0.02	7.4	A	2.5	0.02	7.4	A	2.5	0.02	7.4	A	2.5	0.07	7.5	A	5	0.07	7.5	A	5
	WB L/T/R	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.3	A	0	0.00	7.5	A	0	0.00	7.5	A	0
	SB L/T/R	0.02	8.9	A	2.5	0.02	8.8	A	2.5	0.02	8.8	A	2.5	0.02	8.9	A	2.5	0.03	9.6	A	2.5	0.02	9.6	A	2.5
Webber Canyon Road &	NB T/R	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0	0.00	0	A	0
Badger Road	WB L/R	0.07	9.2	A	5	0.06	9.0	A	5	0.06	9.0	A	5	0.06	9.0	A	5	0.06	9.4	A	5	0.06	9.3	A	5
	SB L/T	0.04	7.5	A	2.5	0.04	7.5	A	2.5	0.04	7.5	A	2.5	0.04	7.5	A	2.5	0.04	7.6	A	2.5	0.04	7.6	A	2.5
Bofer Canyon Road	NB L/T/R	0.00	6.6	A	0	0.00	6.6	A	0	0.00	6.6	A	0	0.01	7.2	A	0	0.00	6.6	A	0	0.00	6.6	A	0
& Beck Road	EB L/T/R	0.00	7.1	A	0	0.00	7.1	A	0	0.00	7.1	A	0	0.00	7.5	A	0	0.00	7.1	A	0	0.00	7.1	A	0
	WB L/T/R	0.00	6.3	A	0	0.00	6.3	A	0	0.00	6.3	A	0	0.38	8.6	A	45	0.00	6.3	A	0	0.00	6.3	A	0
	SB L/T/R	0.01	7.6	A	0	0.01	7.6	A	0	0.01	7.6	A	0	0.02	8.5	A	2.5	0.01	7.6	A	0	0.01	7.6	A	0

[1]v/c = Volume to capacity ratio [2]Delay = Average delay per vehicle (seconds) [3]LOS = Level of Service [4]95th percentile queue (feet)

Table 14 (Continued) Unsignalized Intersection Capacity Analysis Summary – Weekday PM Peak Hour

		2023 Existing				2025 No Build				2026 No Build				2025 Build – Phase 1 to Laydown Yard 1				2025 Build – Phase 1 to Laydown Yard 2				2025 Build – Phase 2 to Laydown Yard 2			
Intersection	**Movement**	**v/c[1]**	**Delay[2]**	**LOS[3]**	**95th Q[4]**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**	**v/c**	**Delay**	**LOS**	**95th Q**
Beck Road at	NB L/R	*Intersection Does Not Exist*				*Intersection Does Not Exist*				*Intersection Does Not Exist*				0.39	10.8	B	45	0.00	0.0	A	0	0.00	0.0	A	0
Laydown Yard 1	EB T/R													0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
	WB L/R													0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Locust Grove Road at	EB L/T	*Intersection Does Not Exist*				*Intersection Does Not Exist*				*Intersection Does Not Exist*				0.07	7.3	A	5	0.10	8.3	A	7.5	0.00	7.3	A	0
Laydown Yard 2	WB T/R													0.02	7.1	A	2.5	0.00	0.0	A	0	0.00	0.0	A	0
	SB L/R													0.00	0.0	A	0	0.42	9.8	A	52.5	0.36	10.8	B	42.5

[1]v/c = Volume to capacity ratio (no v/c reported for roundabout)
[2]Delay = Average delay per vehicle (seconds)
[3]LOS = Level of Service
[4]95th percentile queue (feet)

4.4 TRUCK HAUL ROUTES – OVERSIZED LOADS

The construction of the proposed wind and solar facility will require large vehicle deliveries for a variety of materials that may include concrete, solar panels, earth materials, building materials, etc. It is anticipated that the majority of construction truck trips to and from the Project site will follow the same general trip distribution patterns described for the workforce Project trips identified earlier in the study.

In addition to the standard sized truck deliveries associated with Project construction, it is anticipated that oversized truck loads will also be needed to deliver wind turbine components and some larger components of the proposed solar arrays. It is anticipated that that all oversized load deliveries would originate to/from the south on Interstate 82 (I-82). Tetra Tech has identified potential truck haul routes between the site parcels and the regional roadway system for these larger oversized delivery vehicles. The potential entering and exiting truck haul routes for the Project oversized load trucks are shown in Figures 30 and 31, respectively.

It is also anticipated that, due to manufacturer constraints, wind turbine tower components will be needed to be delivered and stored on site prior to the construction of the turbines. As currently proposed, the tower transfer yard would be located on the south side of Locus Grove Road, just west of I-82. The specific oversized truck load routes for tower components destine to the tower transfer yard are shown on Figures 32 and 33.

The specific type of oversized vehicle(s) needed to support these additional construction deliveries are highly dependent on the turbine manufacturer and selected transport logistics company. The manufacturer and transport logistics company have not yet been identified. A detailed evaluation of potential truck haul routes for these oversized wind turbine deliveries will be conducted once a manufacturer is chosen.

Additionally, the Applicant commits to preparing a Construction Transportation Management Plan (CTMP) prior to beginning construction to include temporary construction warning signage.

5.0 TRAFFIC MITIGATION

As discussed in previous sections of this report, the proposed Project is not anticipated to result in capacity constraints at any of the roadway segments and study area intersections evaluated in the study. Tetra Tech has identified safety improvements to be implemented as part of the proposed Project to address existing safety deficiencies and off-set the potential traffic increases associated with the proposed Project.

5.1 TRAFFIC SAFETY PLAN

The draft Traffic Safety Plan (TSP) will assist in developing the CTMP. The TSP will supply information about the future impacts to the transportation network due to the peak construction of the Project. These impacts are expected to occur within and around the Project boundary during the construction phases of the Project. This document will provide recommendations to enhance traffic safety during construction.

5.1.1 Objectives and Strategies

The objective of traffic safety management plan is:

- To avoid interrupting normal traffic flow. This flow varies depending on the time (rush hours, shift change) and location of the Project entrances (cars, trucks, deliveries).
- For the management of traffic flow allowing Project daily activities to be conducted in a safe manner.
- To protect all road users by defining the type of required traffic safety equipment. The equipment to be used will be, but not limited to, truck route signage, detour route signage, barricades, traffic lights, safety cones, fences, closed road signs.
- To enclose and separate the walking/driving paths on site while construction work is being performed.

The Project has multiple strategies to ensure a smooth traffic flow in and out the Project construction zone. These plans will include the following:

- Ensuring construction tasks will be conducted sequentially to the extent practicable to lessen any impacts as far as schedule or cost.
- Detailed safety Project procedure will be issued with the involvement and approval of both Project and safety management, taking into consideration the entrance to the Project by both equipment and personnel.
- All entry and exit movements to and from traffic streams shall be in accordance with the Project's core process and Environmental Safety and Health Plan (ES&H).
- Design the Project Driveways to include the proper number of traffic lanes and traffic control infrastructure to accommodate the traffic flow and provide safe exit onto the local roadway system.
- To the extent practicable, schedule deliveries to the site to occur during off-peak construction worker commuting times.

All traffic management works, and control devices shall be in accordance with Washington State and Federal Law for construction and improvement of roads. The safety manager and supervisors will work to implement the safety rules on site by keeping a close supervision of all personnel. They will take all reasonable measures to prevent accident or injury during the construction of the plant. All approved procedures and managements practices should be applied and closely implemented.

The final TSP will be finalized in coordination with the Washington State Department of Transportation (WSDOT) and Energy Facility Site Evaluation Council (EFSEC) and will include the following elements to be developed in consideration of local and federal regulations and potential impacts to the surrounding communities:

- Identification of a safety management team responsible for overseeing Project safety. Key personnel will have their roles and responsibilities outlined. The safety management team will routinely conduct safety inspections. Should any safety hazards be identified, the safety management team will implement the appropriate corrective measures in a timely fashion.
- Assessment of potential wind and solar construction site hazards and identification of measures to prevent and mitigate these hazards.
- Develop a training program in coordination with the contractor covering all aspects of safety. All construction staff will be required to undergo safety training prior to working at the Project construction site. Supplemental safety training will be offered throughout the duration of Project construction. The training program will encourage workers to report safety concerns and recommendations as well as promoting a culture of safety and open communication.
- Identification of required personal protective equipment (PPE) for wind and solar construction activities. Protocols for the proper use, maintenance and replacement of PPE will be established prior to construction.

- Development of an Emergency Response Plan (ERP) establishing protocols for evacuations, medical emergencies as well as fire and severe weather incidents occurring in the vicinity of the Project construction sites.
- Development of incident reporting and investigation protocol for reporting and documenting safety hazards.

5.1.2 Construction Traffic Management Plan

A CTMP will be developed in consultation with the WSDOT and Benton County public works staff, as appropriate, prior to construction. The CTMP will follow WSDOT Design Manual 22-01.21 Chapter 1010. A CTMP is a key element in addressing known work zone safety and mobility impacts.

The CTMP may include Temporary Traffic Control (TTC) Components such as:

- Lane closures or lane shifts
- Traffic Control devices
- Pavement markings
- Changeable message signs
- Temporary signals

Transportation Systems Management and Operations (TSMO) is the second component to a TMS. Key TSMO components may include Work Zone Safety Management strategies such as:

- Positive protective devices
- Speed limit reductions
- Automated flagger assistance devices
- Radar speed display signs

The final element of a CTMP to be considered are Public Information and Awareness Strategies, which may include, but are not limited to, the following strategies:

- Public Awareness Strategies such as Brochures or mailers, press releases, paid advertisements, and Project website (consider providing information in other languages if appropriate).
- Motorist Information Strategies such as Highway advisory radio (HAR), changeable message signs, and transportation management center (TMC).

5.2 TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM

The Applicant also commits to implementing a Transportation Demand Management (TDM) program to reduce automobile travel and traffic impacts associated with the Project construction. Potential TDM measures include the following:

- Encourage carpooling among the construction workforce
- Provide a transportation coordinator who can match workers for carpooling
- Explore the feasibility of providing shuttle bus service between the proposed laydown areas and the construction sites
- Explore the feasibility of coordinating a Vanpool service from select locations within the Tri-Cities area.

6.0 CONCLUSIONS

Tetra Tech has evaluated the potential traffic impacts associated with the temporary increase in traffic associated with peak construction operations for the Project at 29 existing study area intersections and the proposed site driveways at the two laydown areas. The analysis indicates that ample capacity is available within the study area to support the peak construction workforce levels associated with the Project with all intersections operating well below capacity at LOS C or better operations.

The safety analysis conducted as part of this study indicates that four of the existing study intersections would benefit from potential safety mitigation measures to address existing safety deficiencies. An auxiliary lane warrant analysis indicates that two of the study intersections (Route 14 at S. Plymouth Road and Route 221 at Route 14) currently meet the traffic volume threshold for implementation of separate right-turn lanes under existing traffic volume conditions (independent of the Project construction activity). However, the intersection capacity analysis indicates that these intersections will continue to operate well below capacity during all phases of the Project construction. In addition, the available sight distance at the high crash rate intersections is well above the required Stopping Sight Distance (SSD), indicating that motorists approaching these locations will have more than sufficient view of the potential turning movements at the intersections to stop or adjust their travel speeds as needed to avoid a potential collision.

Given the temporary nature of the of the potential traffic increases associated with Project construction, no additional turns are recommended at these intersections by the Applicant as part of the proposed Project at this time. However, the Applicant is committed to developing a comprehensive Construction Traffic Management Plan (CTMP), for each phase of the construction, to alert drivers of potential increased construction traffic and turning activities at key intersections throughout the study area. The Applicant will also work with the general contractor (once selected) to identify truck haul routes to and from the construction laydown areas avoid sensitive areas and minimize impacts to local agricultural activity along the study area roadways, to the extent possible. In addition, the Applicant will prepare a Traffic Safety Plan for the Project-related construction activity in accordance with the Washington State Department of Transportation (WSDOT) standards.

The Applicant will also work with the contractor to develop a Travel Demand Management (TDM) program to minimize reliance on single-occupant vehicles and reduce single occupancy vehicle trips to and from the site.

FIGURES

PHASE 2 UP TO 500 MW

PHASE 1 UP TO 450 MW

TOWER TRANSFER YARD

LAYDOWN YARD #2

LAYDOWN YARD #1

CONSTRUCTION PHASE BOUNDARY

WEBBER CANYON ROAD
DENNIS ROAD
COUNTY WELL ROAD
HENSON ROAD
CLODUS ROAD
CEMETERY ROAD
E BADGER ROAD
W CLEARWATER AVE
S CLODFELTER ROAD
S OLYMPIA STREET
PASCO KAHLOTUS ROAD
LOCUST GROVE ROAD
H SMITH ROAD
SELLARDS ROAD
NICOSON ROAD
MEALS ROAD
S NINE CANYON ROAD
KIRK ROAD
BECK ROAD
S FINLEY ROAD
TRAVIS ROAD
BADGER CANYON ROAD
S PLYMOUTH ROAD
COFFIN ROAD
NINE CANYON ROAD
BOFER CANYON ROAD

12 82 182 395 397 221

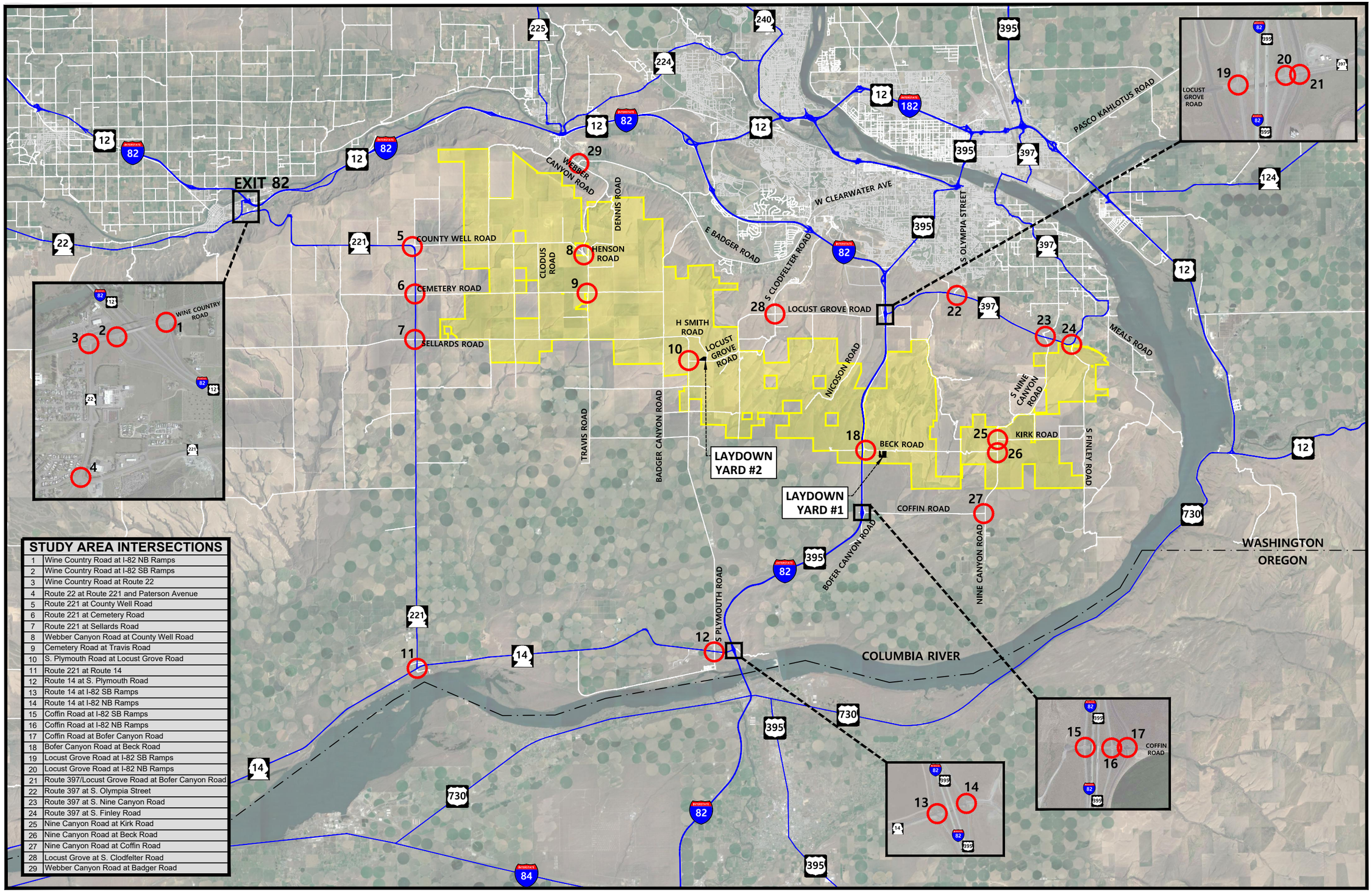
LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
PROPOSED INTERNAL ROADWAYS
WIND TURBINES
SOLAR FIELDS
SUBSTATIONS

TETRA TECH

Horse Heaven Wind Farm
Benton County, WA

PROPOSED HORSE HEAVEN WIND FARM

FIGURE
1



STUDY AREA INTERSECTIONS

1	Wine Country Road at I-82 NB Ramps
2	Wine Country Road at I-82 SB Ramps
3	Wine Country Road at Route 22
4	Route 22 at Route 221 and Paterson Avenue
5	Route 221 at County Well Road
6	Route 221 at Cemetery Road
7	Route 221 at Sellards Road
8	Webber Canyon Road at County Well Road
9	Cemetery Road at Travis Road
10	S. Plymouth Road at Locust Grove Road
11	Route 221 at Route 14
12	Route 14 at S. Plymouth Road
13	Route 14 at I-82 SB Ramps
14	Route 14 at I-82 NB Ramps
15	Coffin Road at I-82 SB Ramps
16	Coffin Road at I-82 NB Ramps
17	Coffin Road at Bofer Canyon Road
18	Bofer Canyon Road at Beck Road
19	Locust Grove Road at I-82 SB Ramps
20	Locust Grove Road at I-82 NB Ramps
21	Route 397/Locust Grove Road at Bofer Canyon Road
22	Route 397 at S. Olympia Street
23	Route 397 at S. Nine Canyon Road
24	Route 397 at S. Finley Road
25	Nine Canyon Road at Kirk Road
26	Nine Canyon Road at Beck Road
27	Nine Canyon Road at Coffin Road
28	Locust Grove at S. Clodfelter Road
29	Webber Canyon Road at Badger Road

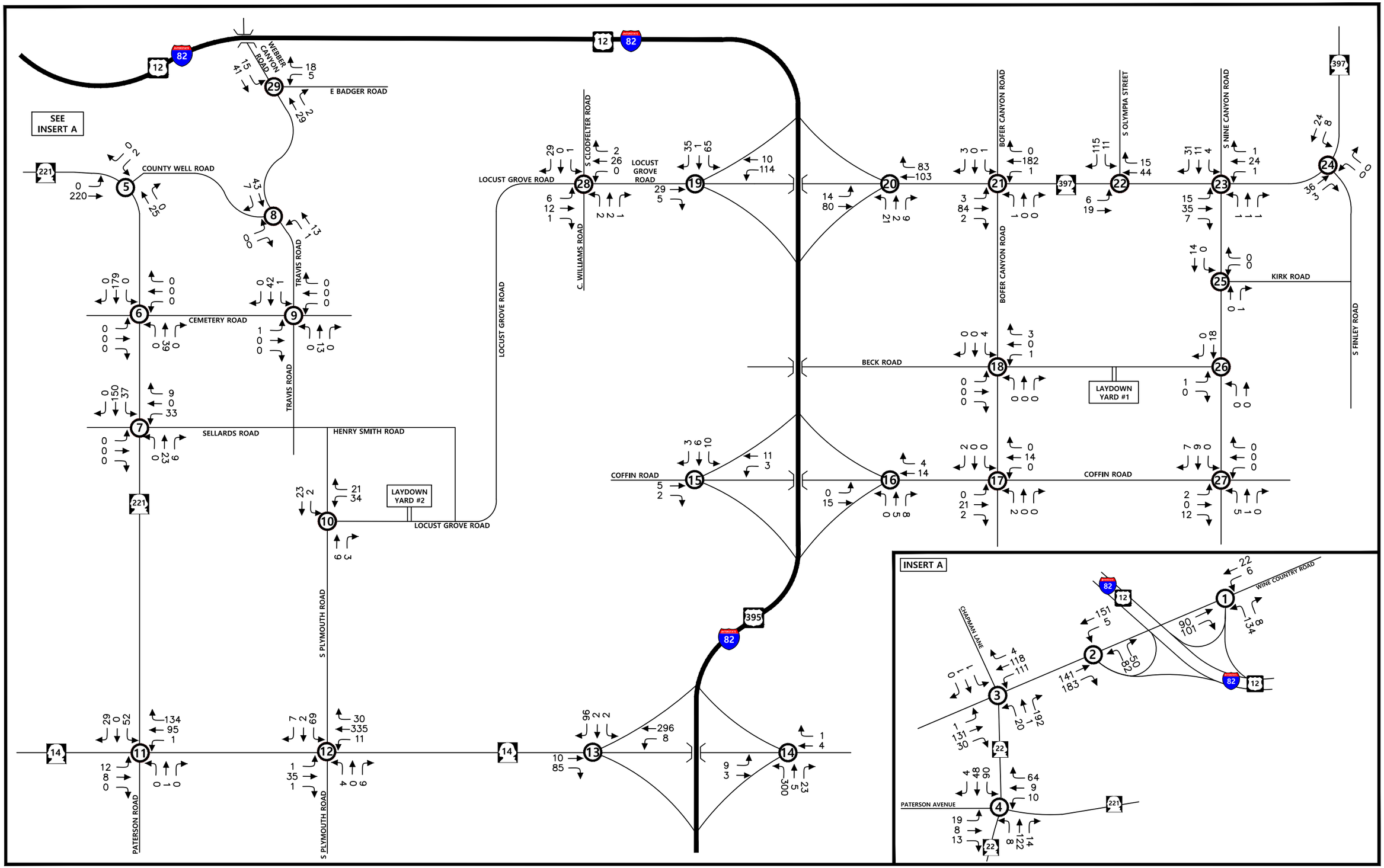
TETRA TECH

LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
TIA STUDY INTERSECTIONS

Horse Heaven Wind Farm
Benton County, WA

STUDY AREA INTERSECTIONS

FIGURE
2



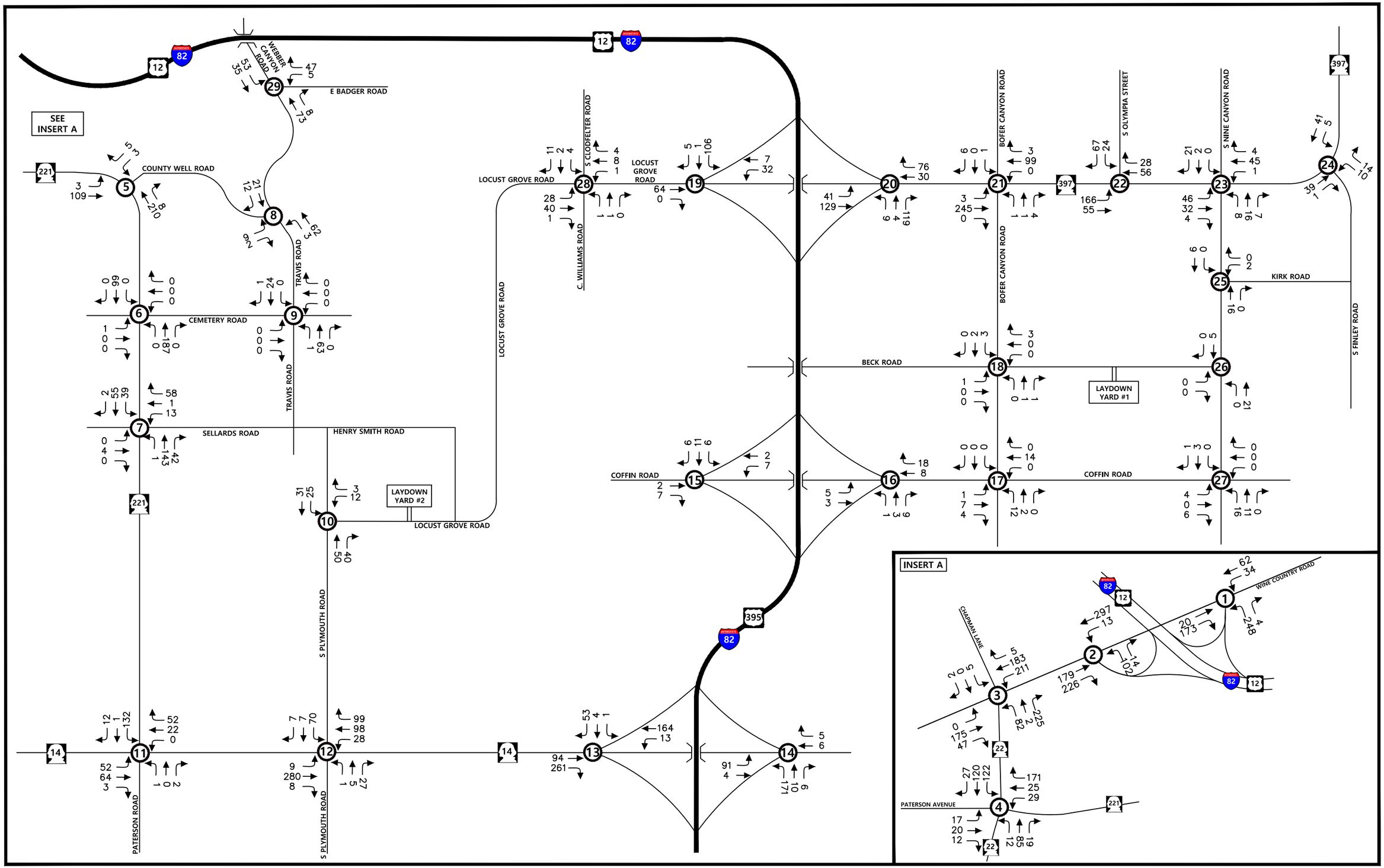
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

2023 EXISTING WEEKDAY MORNING PEAK HOUR TRAFFIC VOLUMES

FIGURE
3



TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
4

2023 EXISTING WEEKDAY EVENING PEAK HOUR TRAFFIC VOLUMES

WEBBER CANYON ROAD & BADGER ROAD
ADD STREET LIGHTING
ADD NORTHBOUND RIGHT TURN LANE
ADD SOUTHBOUND LEFT TURN LANE

ROUTE 221 & SELLARDS ROAD
ADD STREET LIGHTING
ADD NORTHBOUND AND SOUTHBOUND
LEFT AND RIGHT TURN LANES

ROUTE 14 & S PLYMOUTH ROAD
ADD EASTBOUND AND WESTBOUND
RIGHT TURN LANES

ROUTE 221 & ROUTE 14
ADD EASTBOUND AND WESTBOUND
LEFT AND RIGHT TURN LANES

CONSTRUCTION
PHASE BOUNDARY

EXIT 82

WEBBER CANYON ROAD
DENNIS ROAD
COUNTY WELL ROAD
CLODUS ROAD
HENSON ROAD
CEMETERY ROAD
SELLARDS ROAD
E BADGER ROAD
S CLODFELTER ROAD
W CLEARWATER AVE
S OLYMPIA STREET
PASCO KAHLOTUS ROAD
H SMITH ROAD
LOCUST GROVE ROAD
LOCUST GROVE ROAD
NICOSON ROAD
MEALS ROAD
S NINE CANYON ROAD
KIRK ROAD
BECK ROAD
S FINLEY ROAD
TRAVIS ROAD
BADGER CANYON ROAD
LAYDOWN YARD #2
LAYDOWN YARD #1
COFFIN ROAD
BOFER CANYON ROAD
NINE CANYON ROAD
S PLYMOUTH ROAD
COLUMBIA RIVER
WASHINGTON
OREGON

LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
MITIGATION INTERSECTIONS

TETRA TECH

Horse Heaven Wind Farm
Benton County, WA

FIGURE
5

POTENTIAL TRAFFIC IMPROVEMENTS - PEAK CONSTRUCTION WORKFORCE

NORTHBOUND STOPPING SIGHT DISTANCE
- REQUIRED SSD - 730'
- OBSERVED SSD - 1000+'

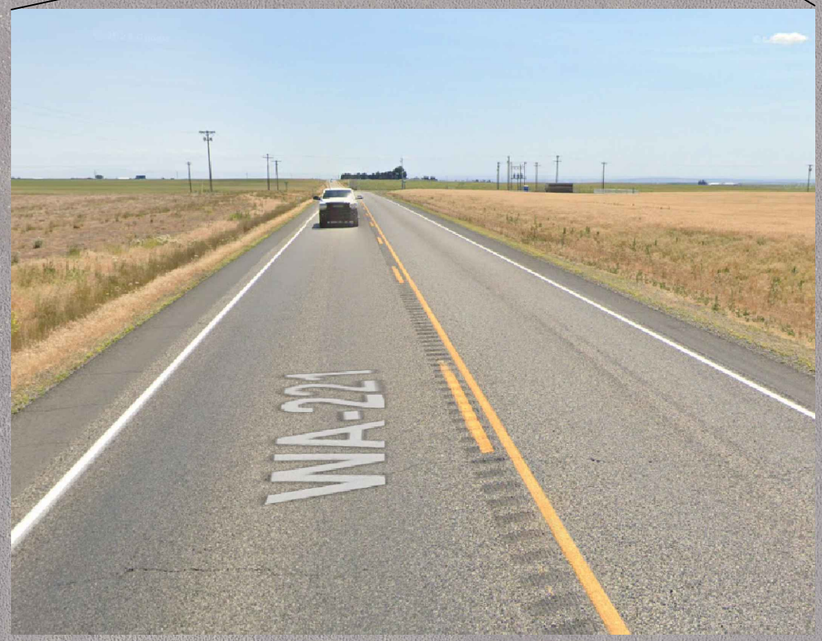
SOUTHBOUND STOPPING SIGHT DISTANCE
- REQUIRED SSD - 780'
- OBSERVED SSD - 1000+'

SELLARDS ROAD

221

221





SELLARDS ROAD

OBSERVED NORTHBOUND 85th PERCENTILE SPEED 71 MILES PER HOUR
OBSERVED SOUTHBOUND 85th PERCENTILE SPEED 72 MILES PER HOUR

TETRA TECH

0 150 300
SCALE: 1" = 150'

Horse Heaven Wind Farm
Benton County, WA

FIGURE
6

STOPPING SIGHT DISTANCE OBSERVATIONS - ROUTE 221 AND SELLARDS ROAD



WESTBOUND STOPPING SIGHT DISTANCE
- REQUIRED SSD - 650'
- OBSERVED SSD - 1000+'

221

14

PATERSON ROAD

EASTBOUND STOPPING SIGHT DISTANCE
- REQUIRED SSD - 635'
- OBSERVED SSD - 1000+'

14



OBSERVED EASTBOUND POSTED SPEED 65 MILES PER HOUR
OBSERVED WESTBOUND POSTED SPEED 65 MILES PER HOUR

TETRA TECH

0 150 300
SCALE: 1" = 150'

Horse Heaven Wind Farm
Benton County, WA

FIGURE
7

STOPPING SIGHT DISTANCE OBSERVATIONS - ROUTE 221 AND ROUTE 14

WEIGH STATION

S PLYMOUTH ROAD



EASTBOUND STOPPING SIGHT DISTANCE
- REQUIRED SSD - 490'
- OBSERVED SSD - 1000+'

14



14

WESTBOUND STOPPING SIGHT DISTANCE
- REQUIRED SSD - 495'
- OBSERVED SSD - 1000+'

S PLYMOUTH ROAD

OBSERVED EASTBOUND POSTED SPEED 65 MILES PER HOUR
OBSERVED WESTBOUND POSTED SPEED 65 MILES PER HOUR

TETRA TECH

0 100 200

SCALE: 1" = 100'

Horse Heaven Wind Farm
Benton County, WA

FIGURE
8

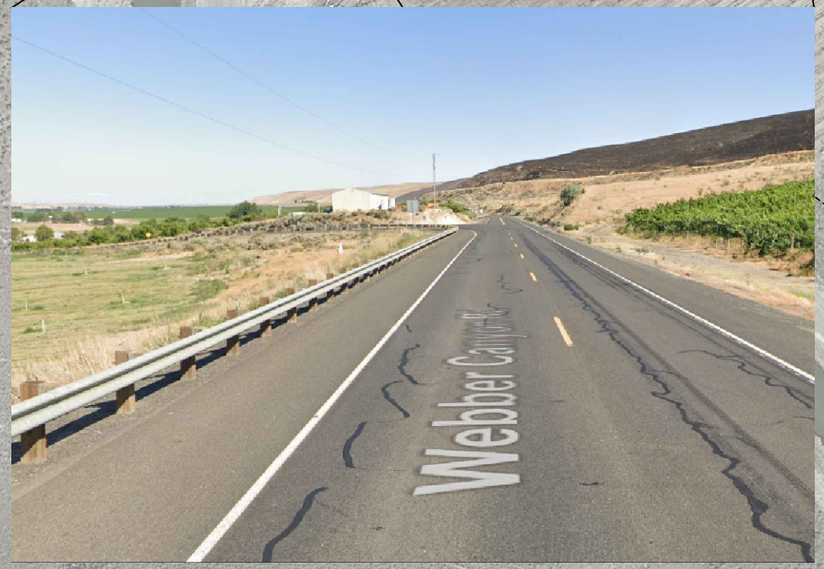
STOPPING SIGHT DISTANCE OBSERVATIONS - ROUTE 14 AND S PLYMOUTH ROAD

WEBBER CANYON ROAD

BADGER ROAD

SOUTHBOUND STOPPING SIGHT DISTANCE
- REQUIRED SSD - 305'
- OBSERVED SSD - 1000+'





NORTHBOUND STOPPING SIGHT DISTANCE
- REQUIRED SSD - 430'
- OBSERVED SSD - 650+'

WEBBER CANYON ROAD

OBSERVED NORTHBOUND POSTED SPEED 50 MILES PER HOUR
OBSERVED SOUTHBOUND POSTED SPEED 40 MILES PER HOUR

TETRA TECH

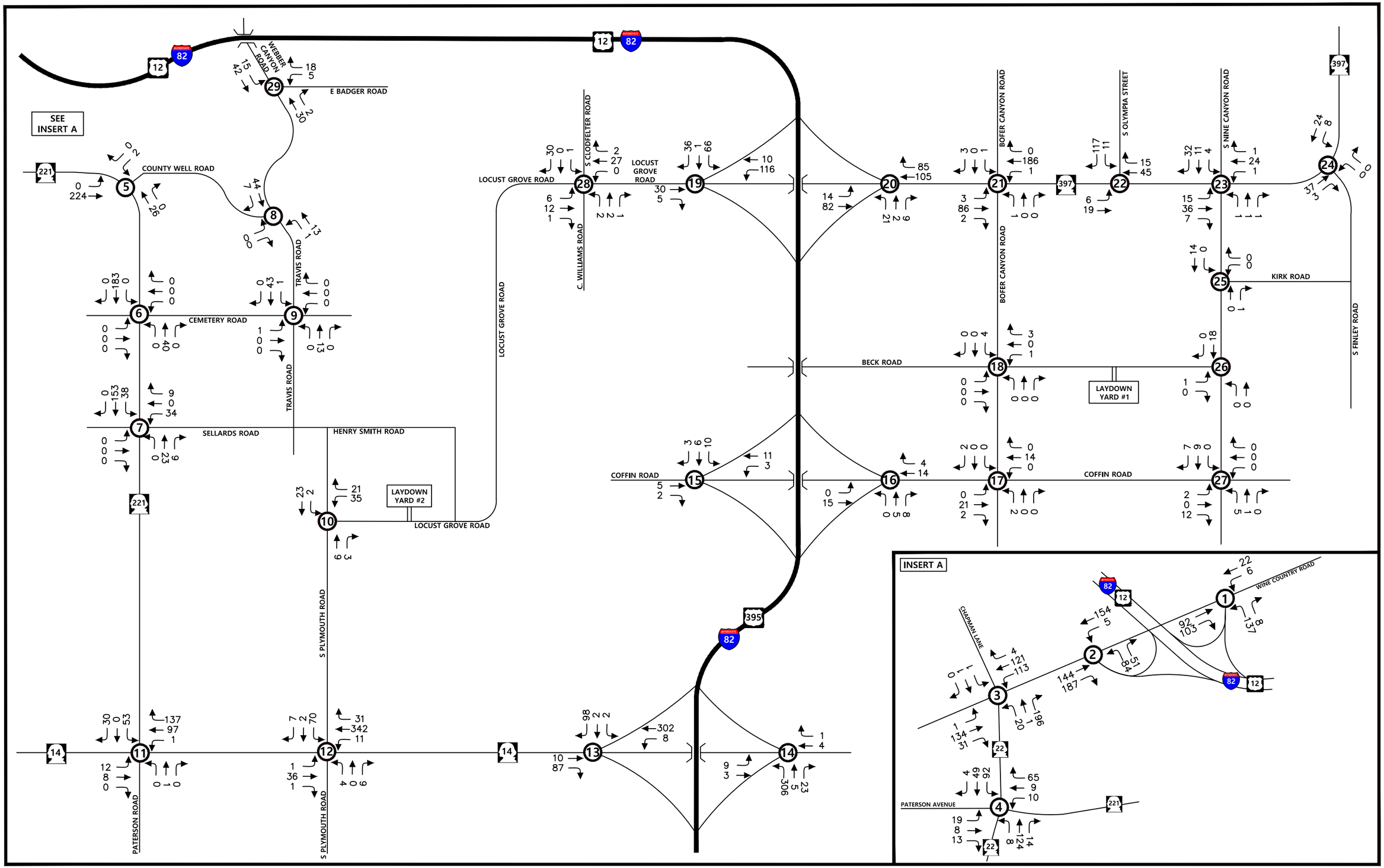
0 100 200

SCALE: 1" = 100'

Horse Heaven Wind Farm
Benton County, WA

FIGURE
9

STOPPING SIGHT DISTANCE OBSERVATIONS - WEBBER CANYON ROAD AND BADGER ROAD



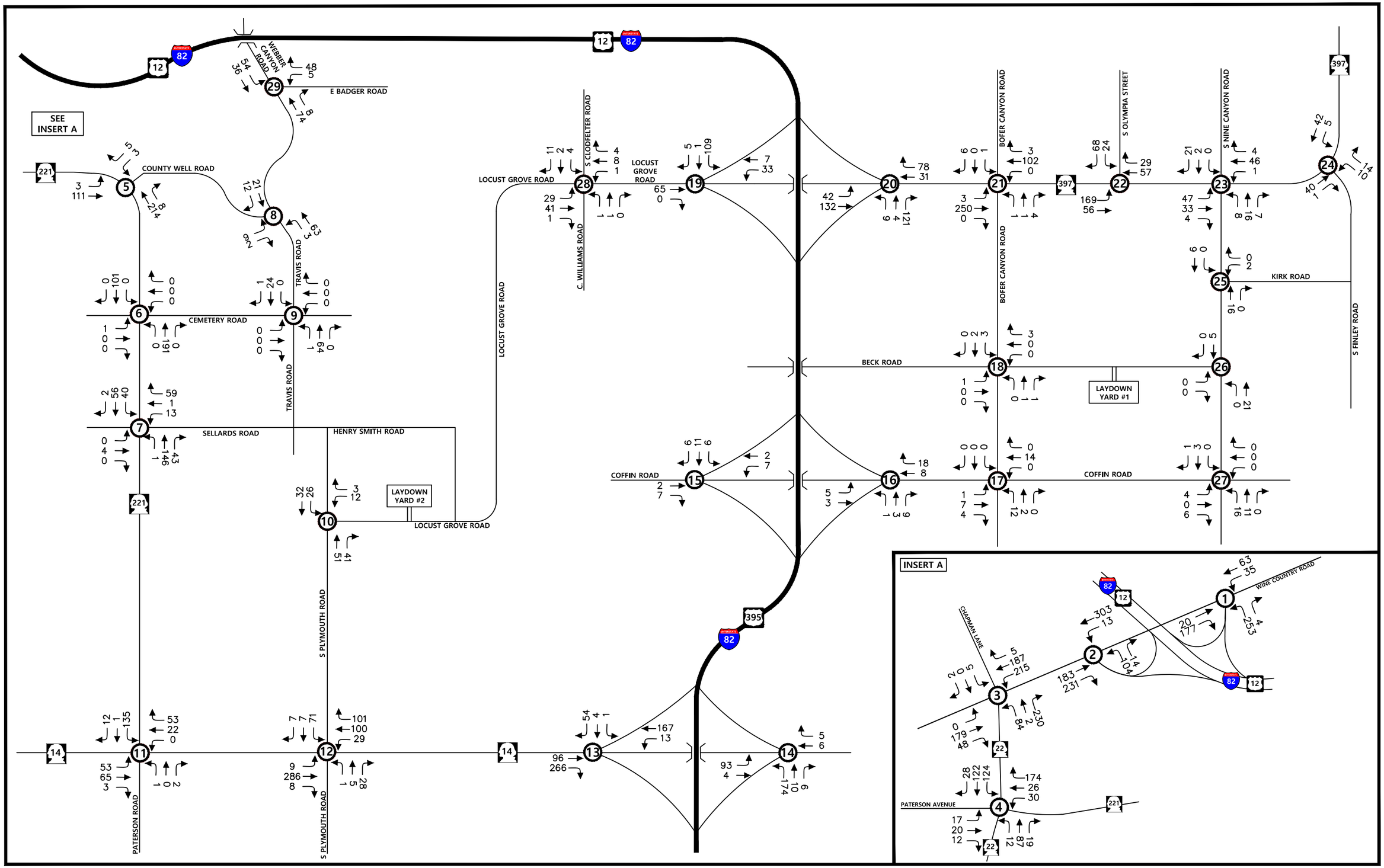
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
10

2025 PHASE 1 NO BUILD WEEKDAY MORNING PEAK HOUR TRAFFIC VOLUMES



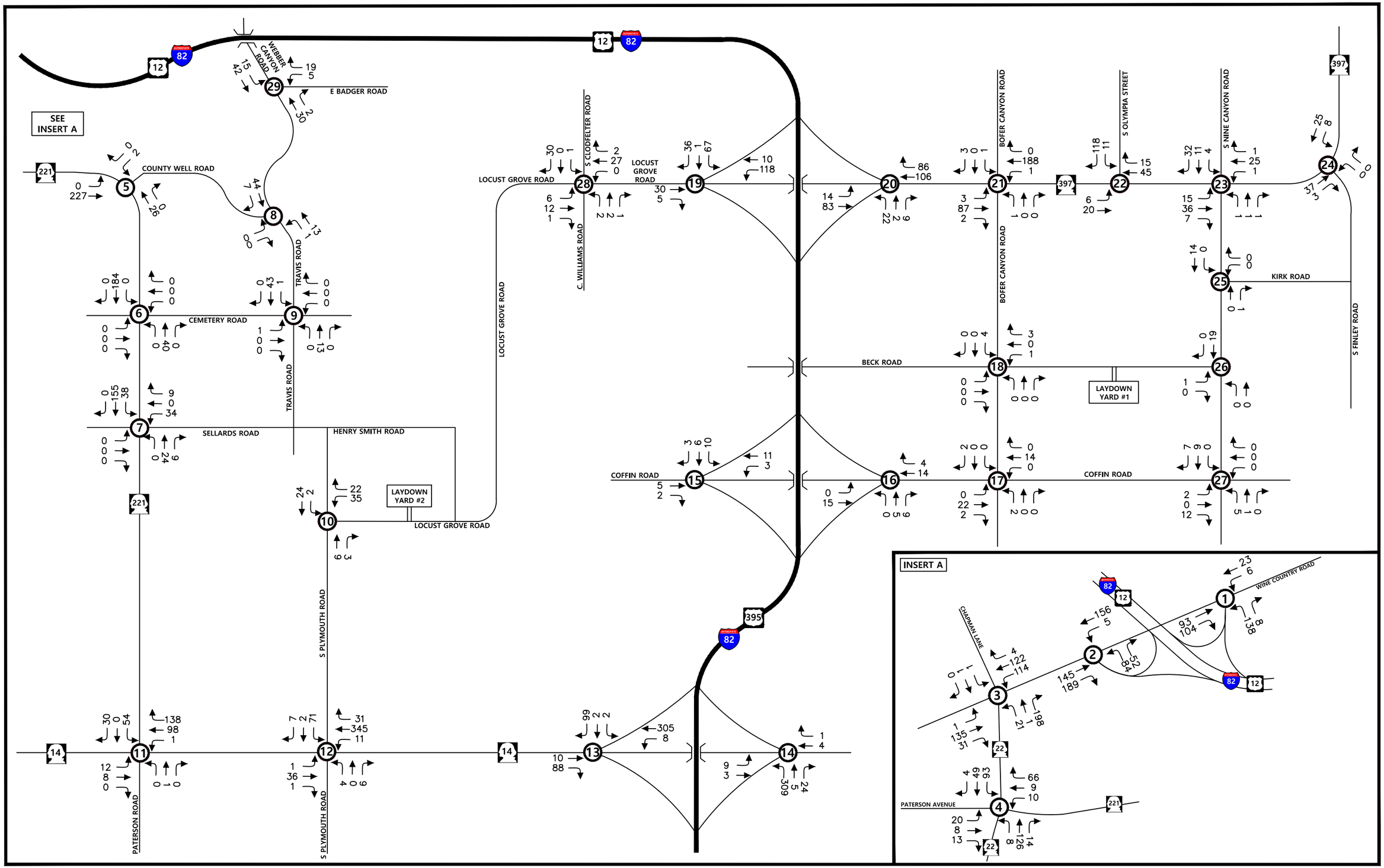
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
11

2025 PHASE 1 NO BUILD WEEKDAY EVENING PEAK HOUR TRAFFIC VOLUMES



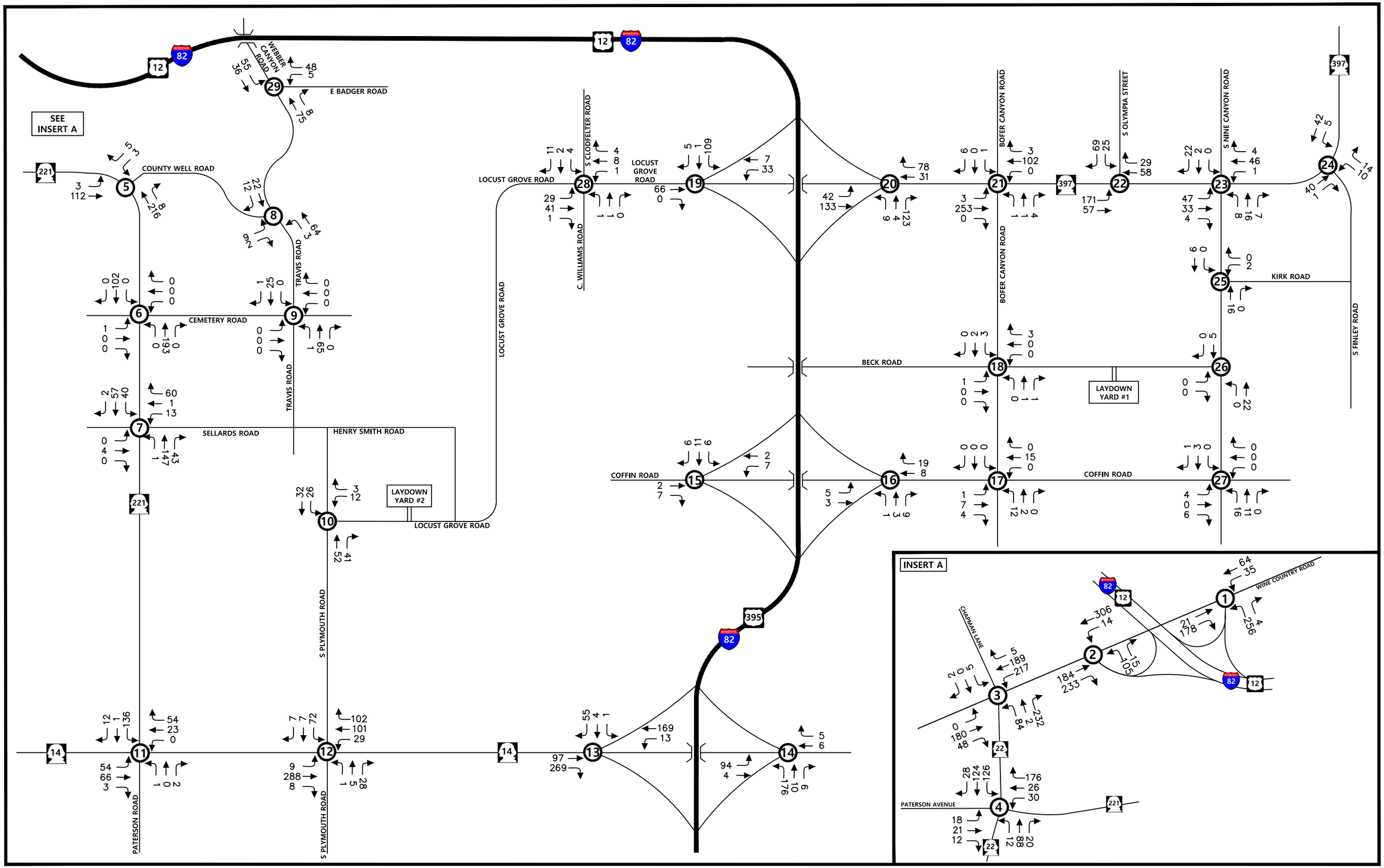
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
12

2026 PHASE 2 NO BUILD WEEKDAY MORNING PEAK HOUR TRAFFIC VOLUMES



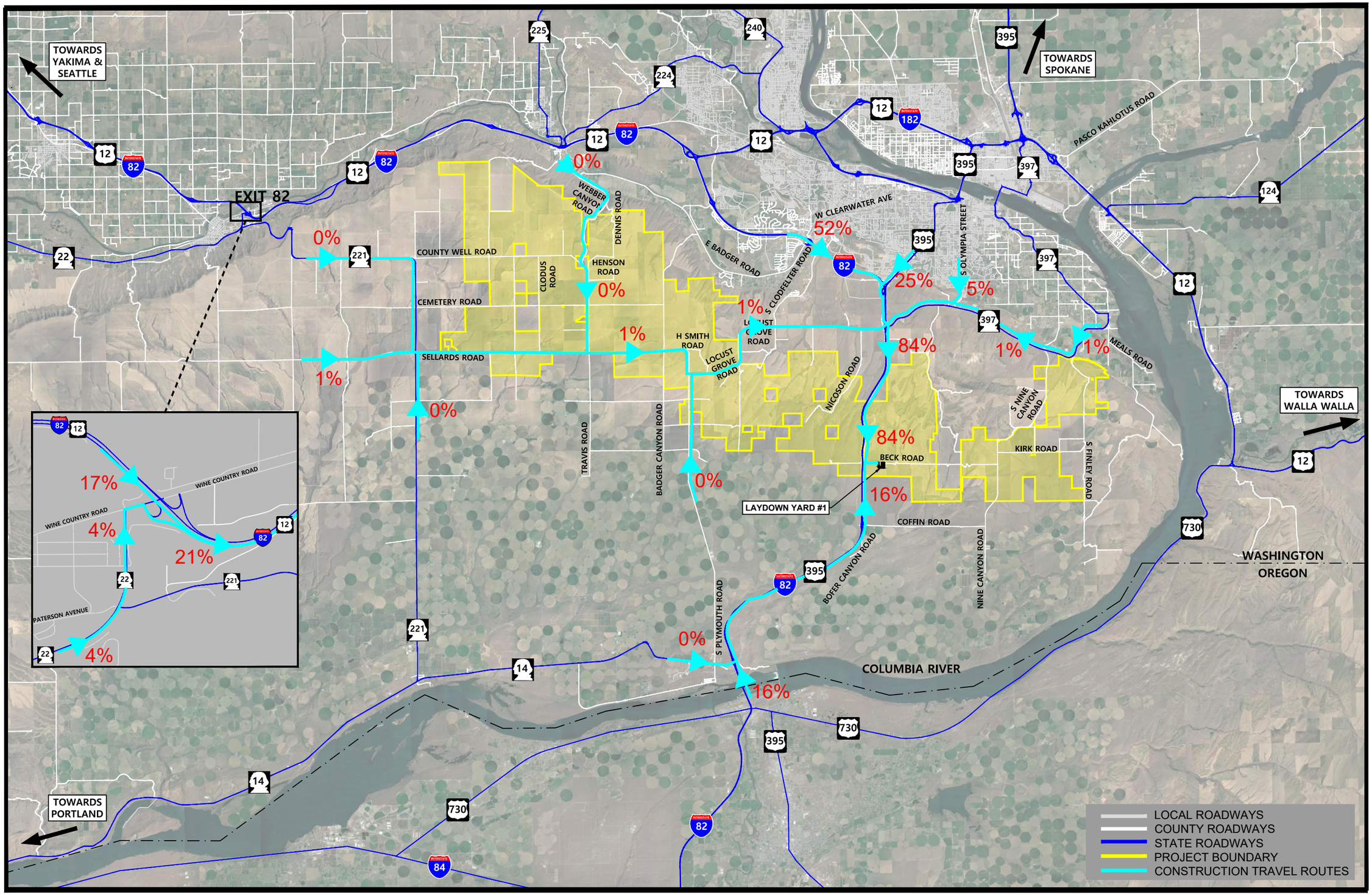
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
13

2026 PHASE 2 NO BUILD WEEKDAY EVENING PEAK HOUR TRAFFIC VOLUMES

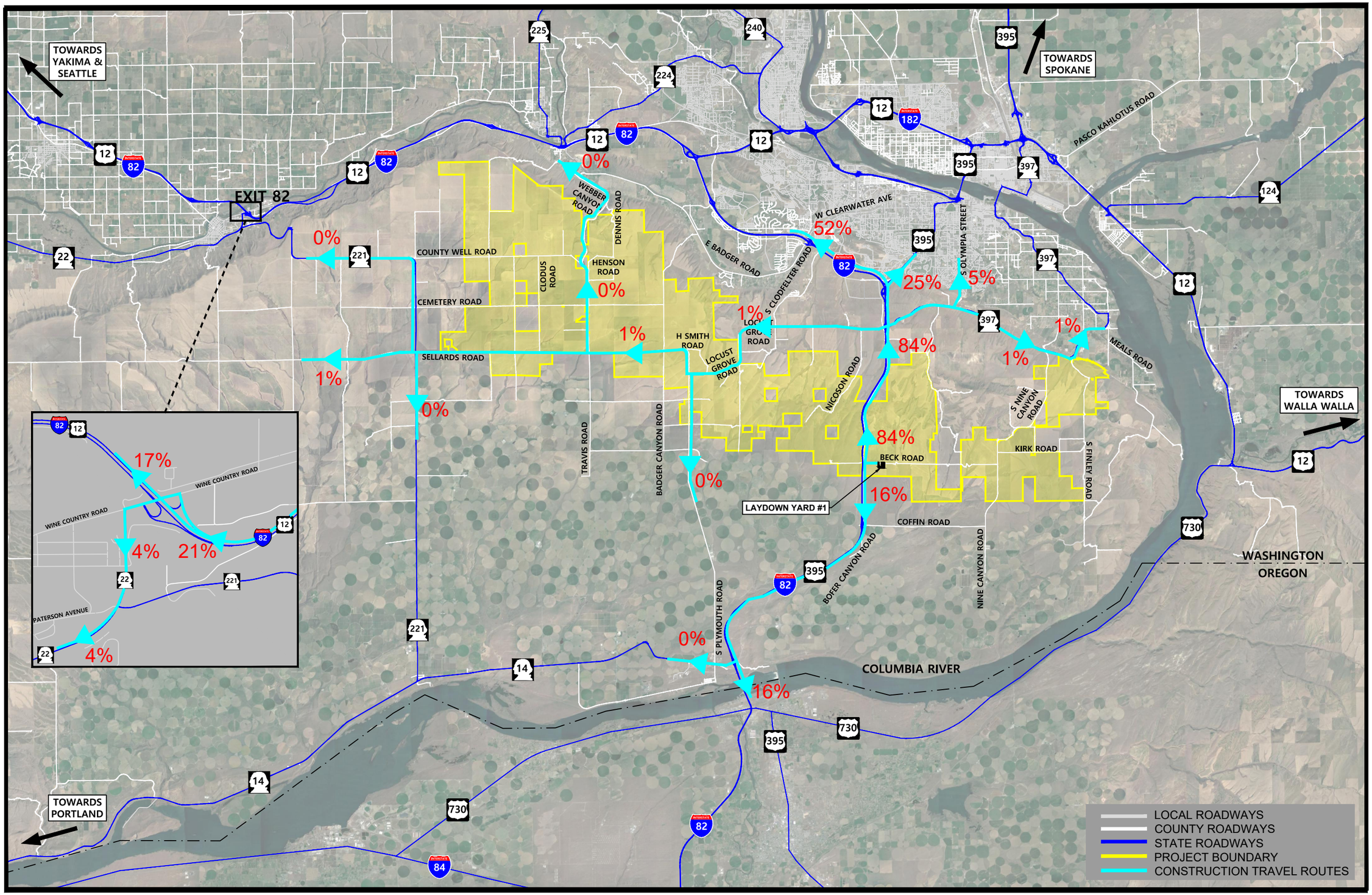


TETRA TECH

Horse Heaven Wind Farm
Benton County, WA

LAYDOWN YARD #1 ENTERING TRIP DISTRIBUTION PATTERN

FIGURE
14

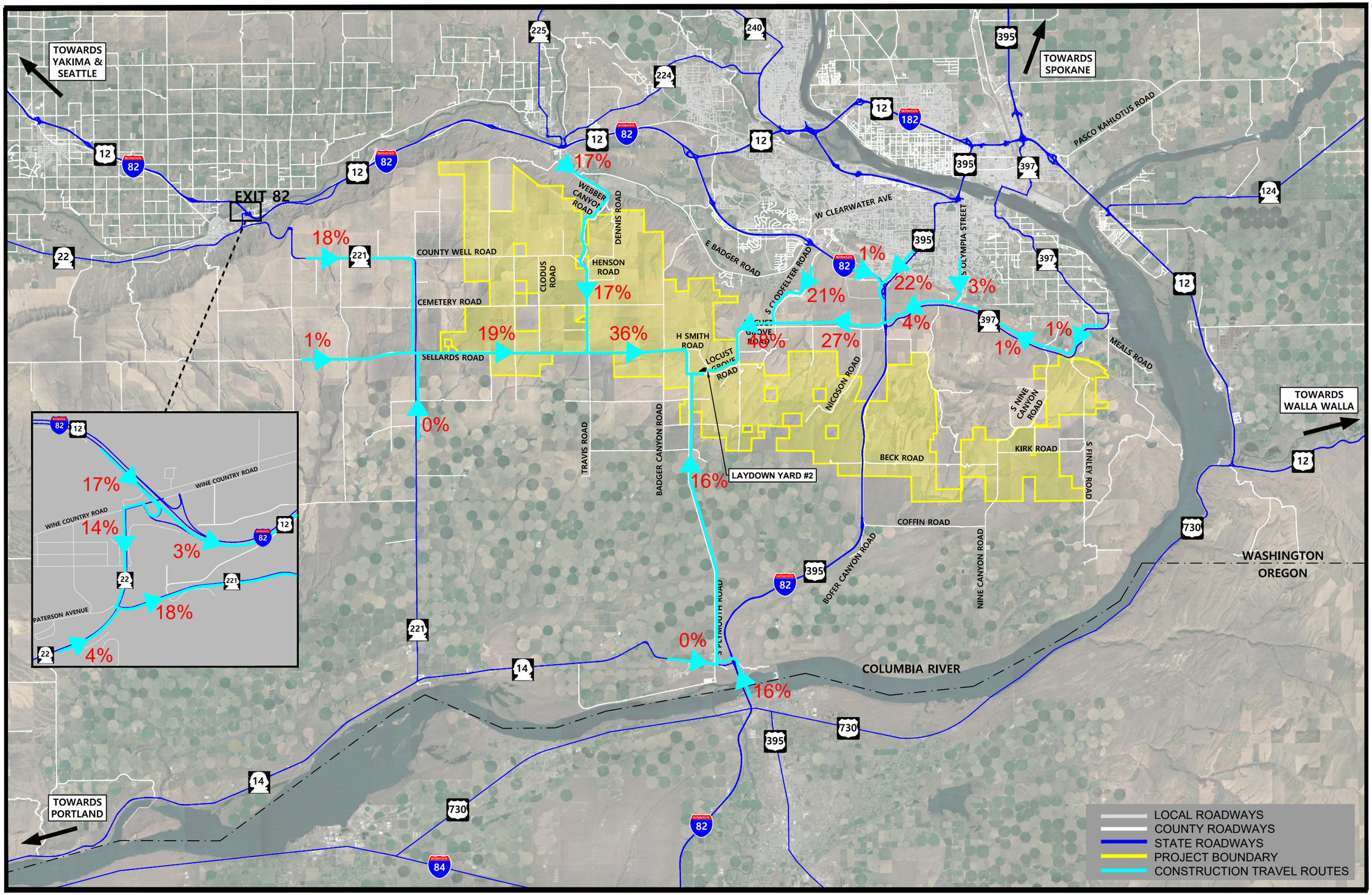


TETRA TECH

Horse Heaven Wind Farm
Benton County, WA

LAYDOWN YARD #1 EXITING TRIP DISTRIBUTION PATTERN

FIGURE
15

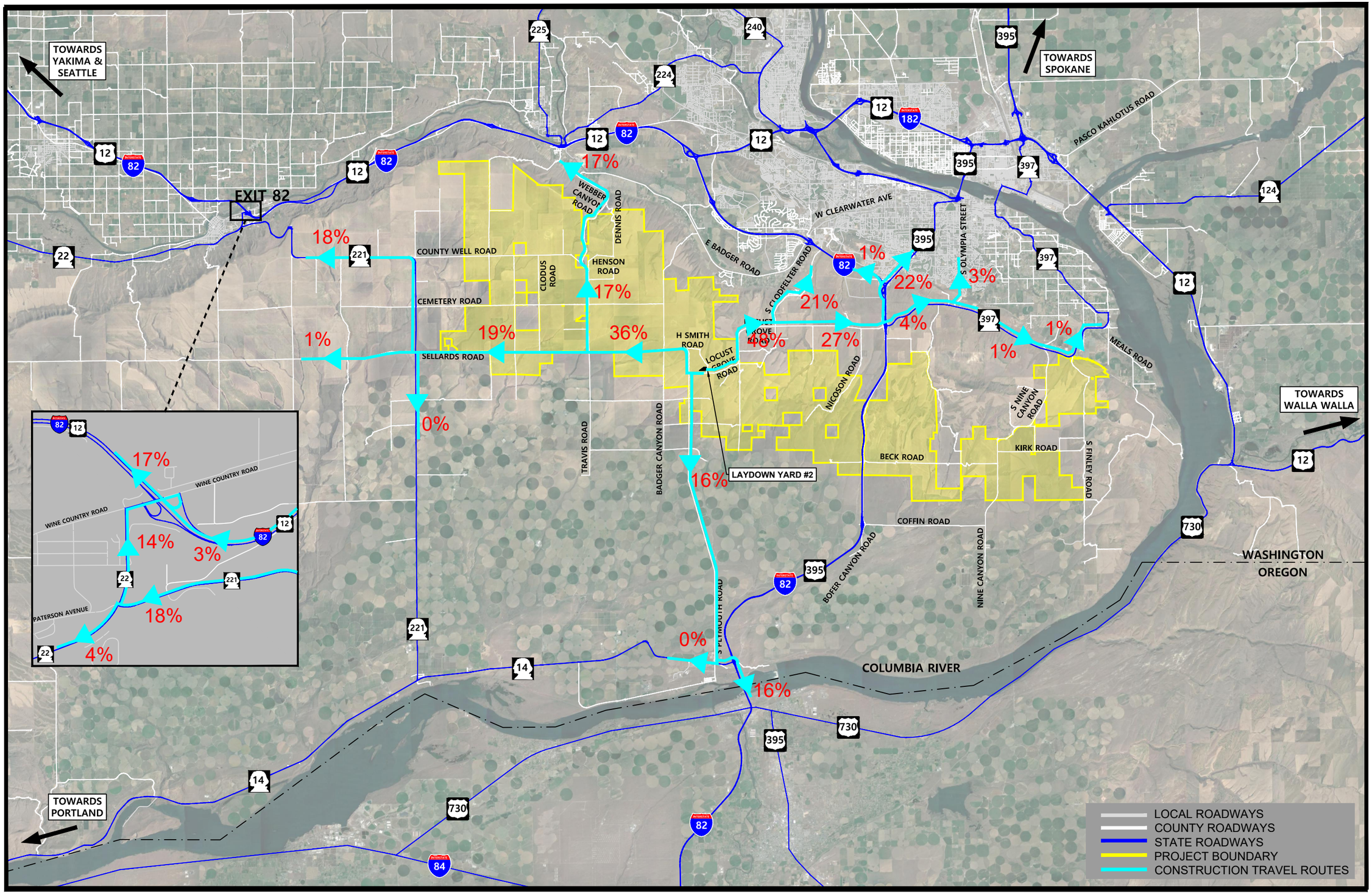


TETRA TECH

Horse Heaven Wind Farm
Benton County, WA

FIGURE
16

LAYDOWN YARD #2 ENTERING TRIP DISTRIBUTION PATTERN

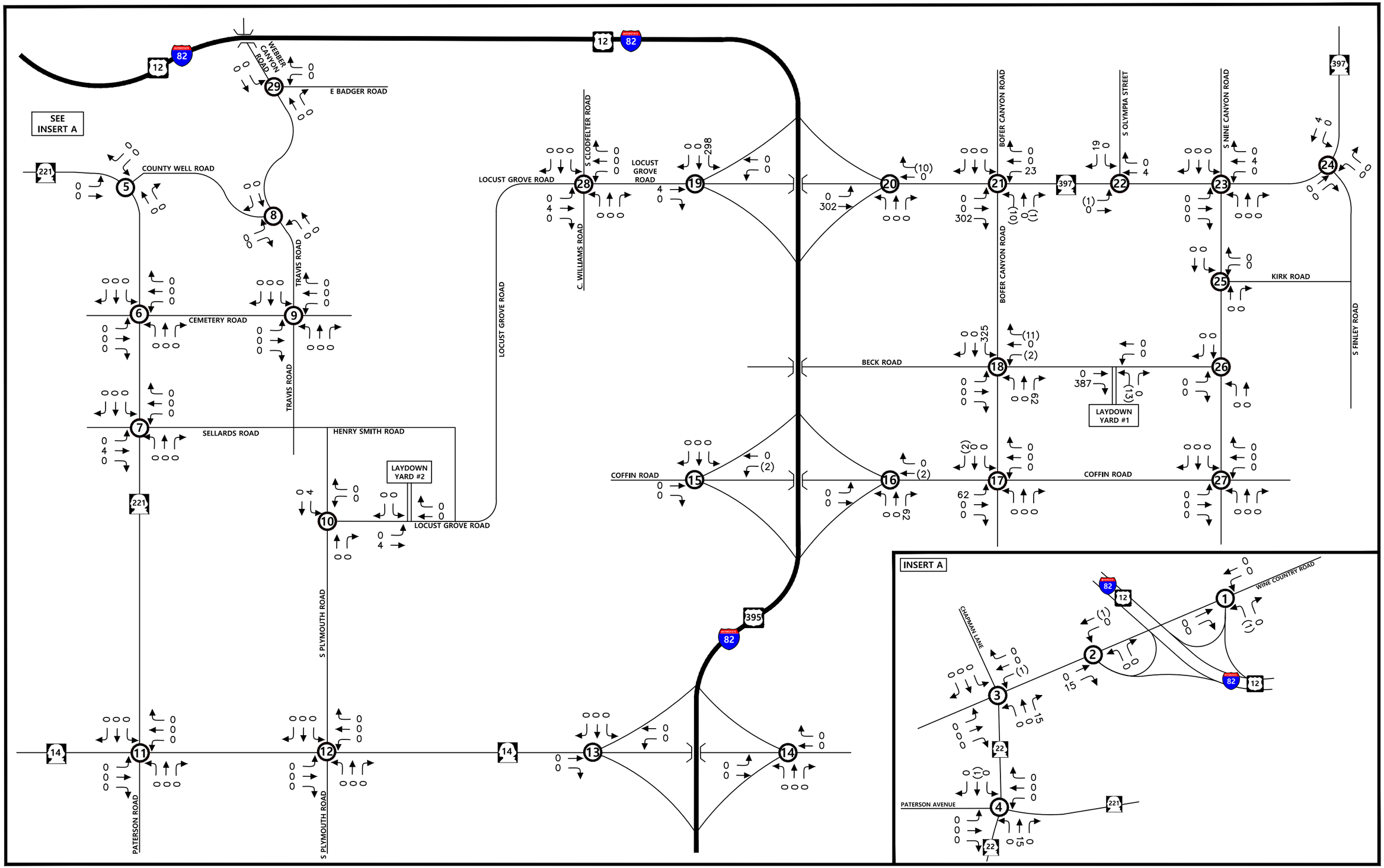


TETRA TECH

Horse Heaven Wind Farm
Benton County, WA

FIGURE
17

LAYDOWN YARD #2 EXITING TRIP DISTRIBUTION PATTERN



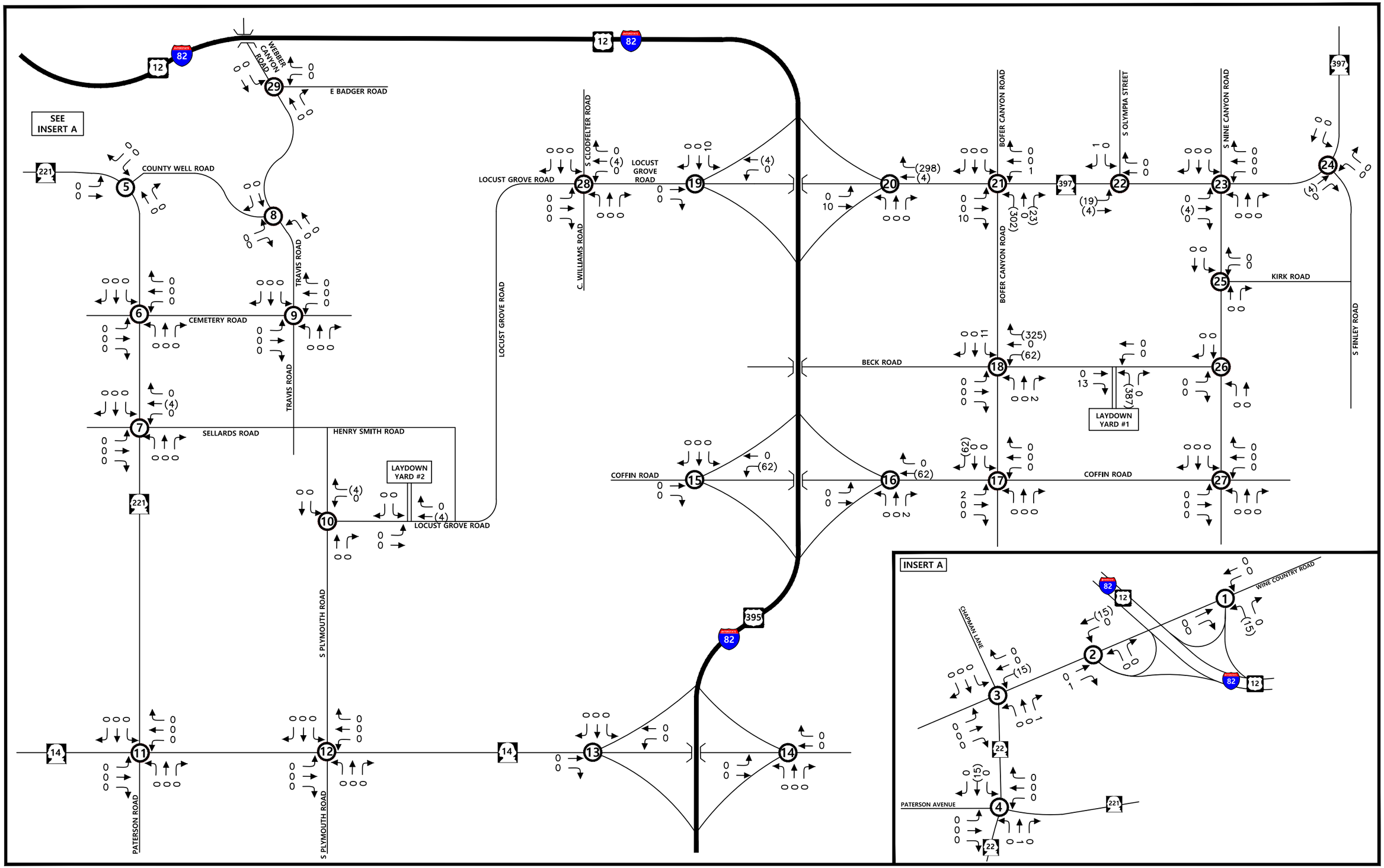
NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
18

PHASE 1 TO LAYDOWN YARD #1 WEEKDAY MORNING PEAK HOUR PROJECT TRIPS

TETRA TECH



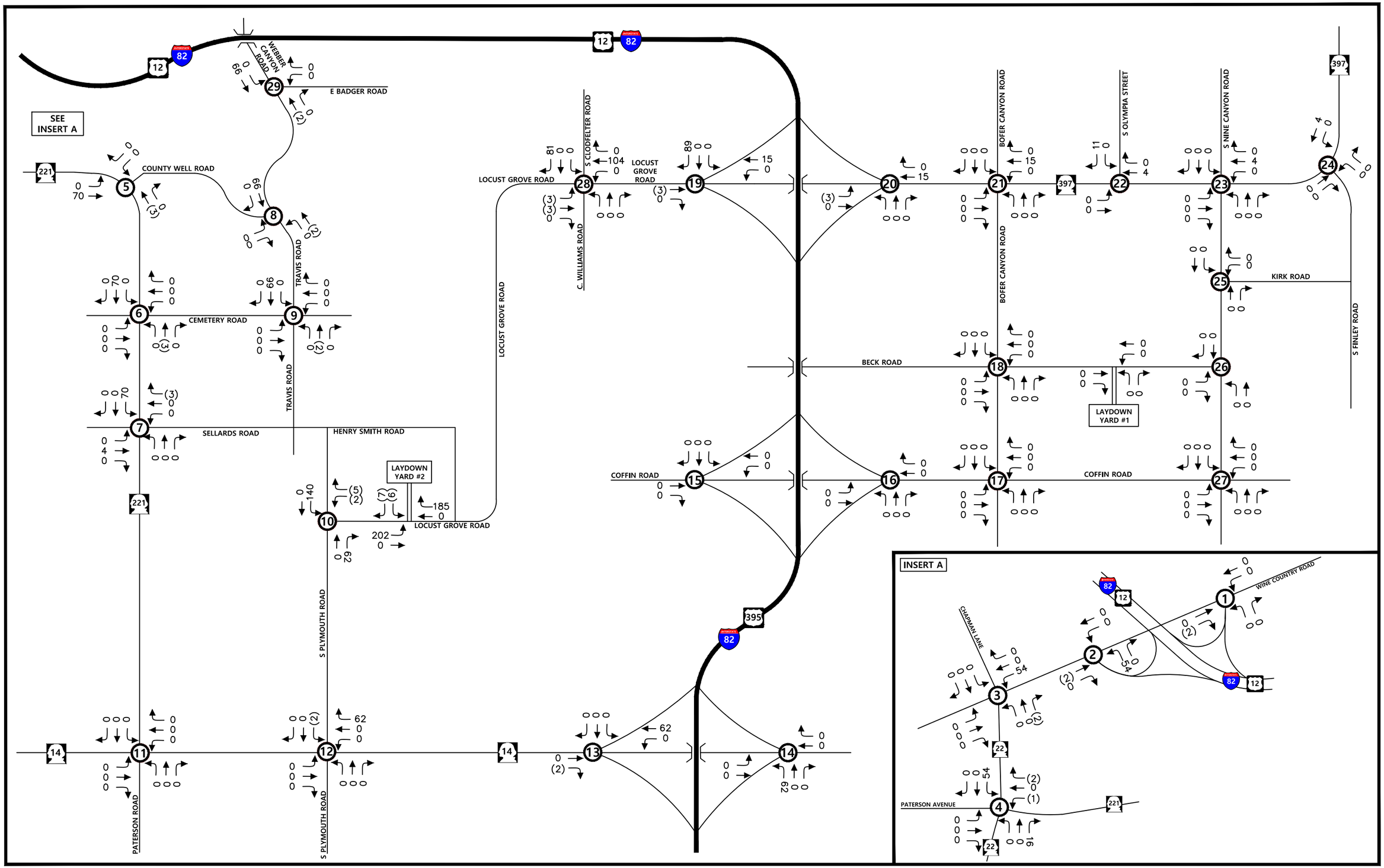
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
19

PHASE 1 TO LAYDOWN YARD #1 WEEKDAY EVENING PEAK HOUR PROJECT TRIPS



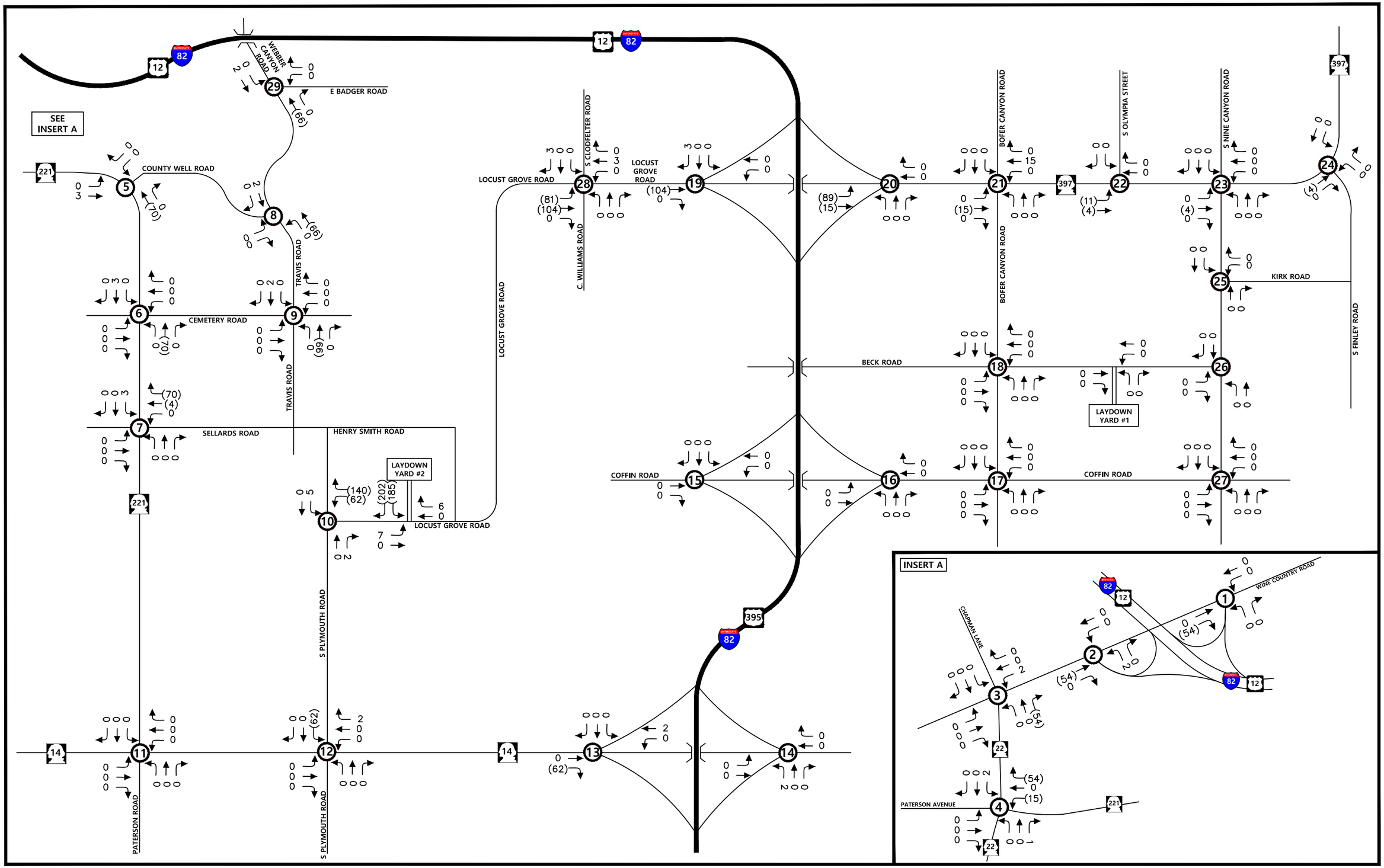
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
20

PHASE 1 TO LAYDOWN YARD #2 WEEKDAY MORNING PEAK HOUR PROJECT TRIPS



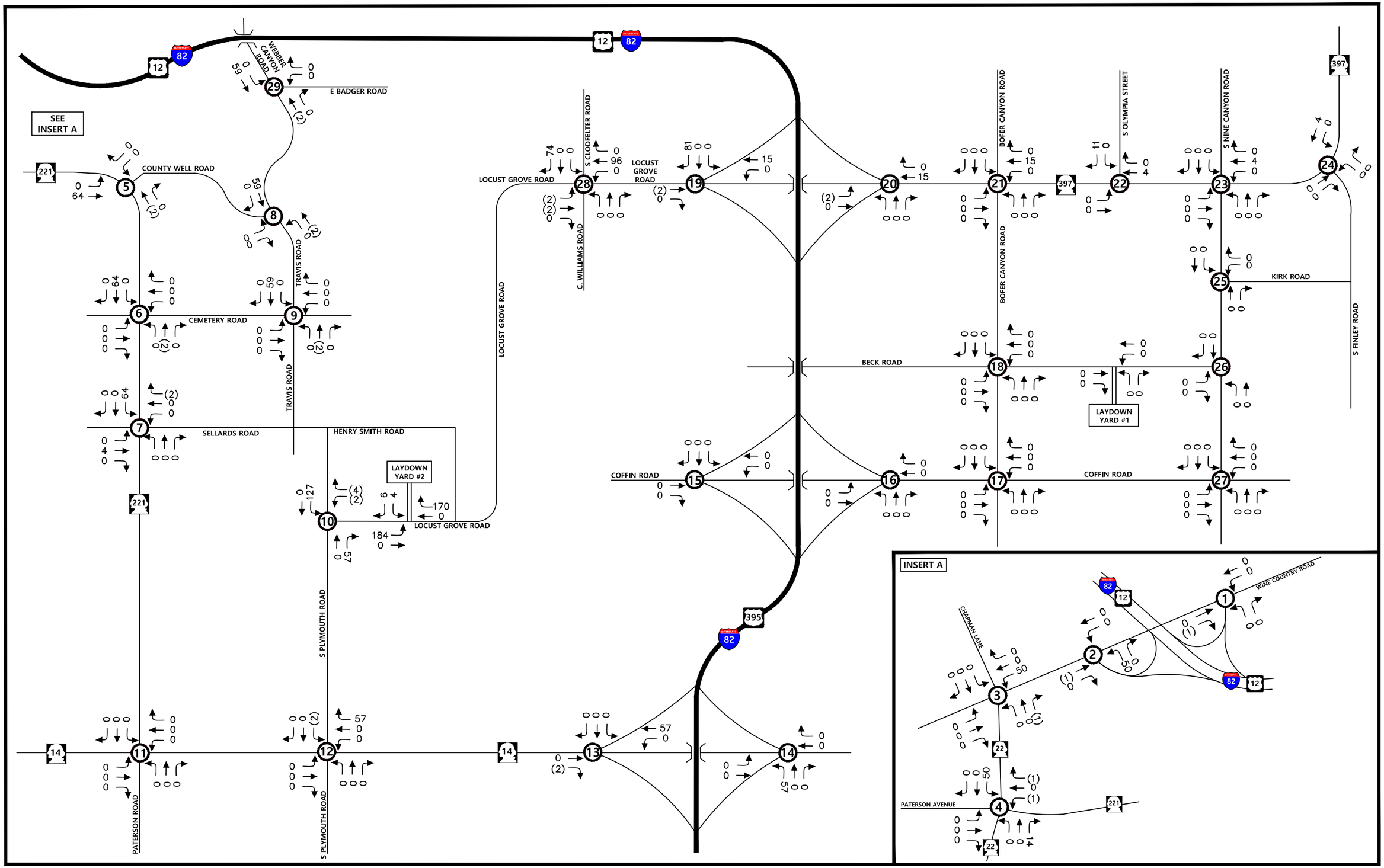
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
21

PHASE 1 TO LAYDOWN YARD #2 WEEKDAY EVENING PEAK HOUR PROJECT TRIPS



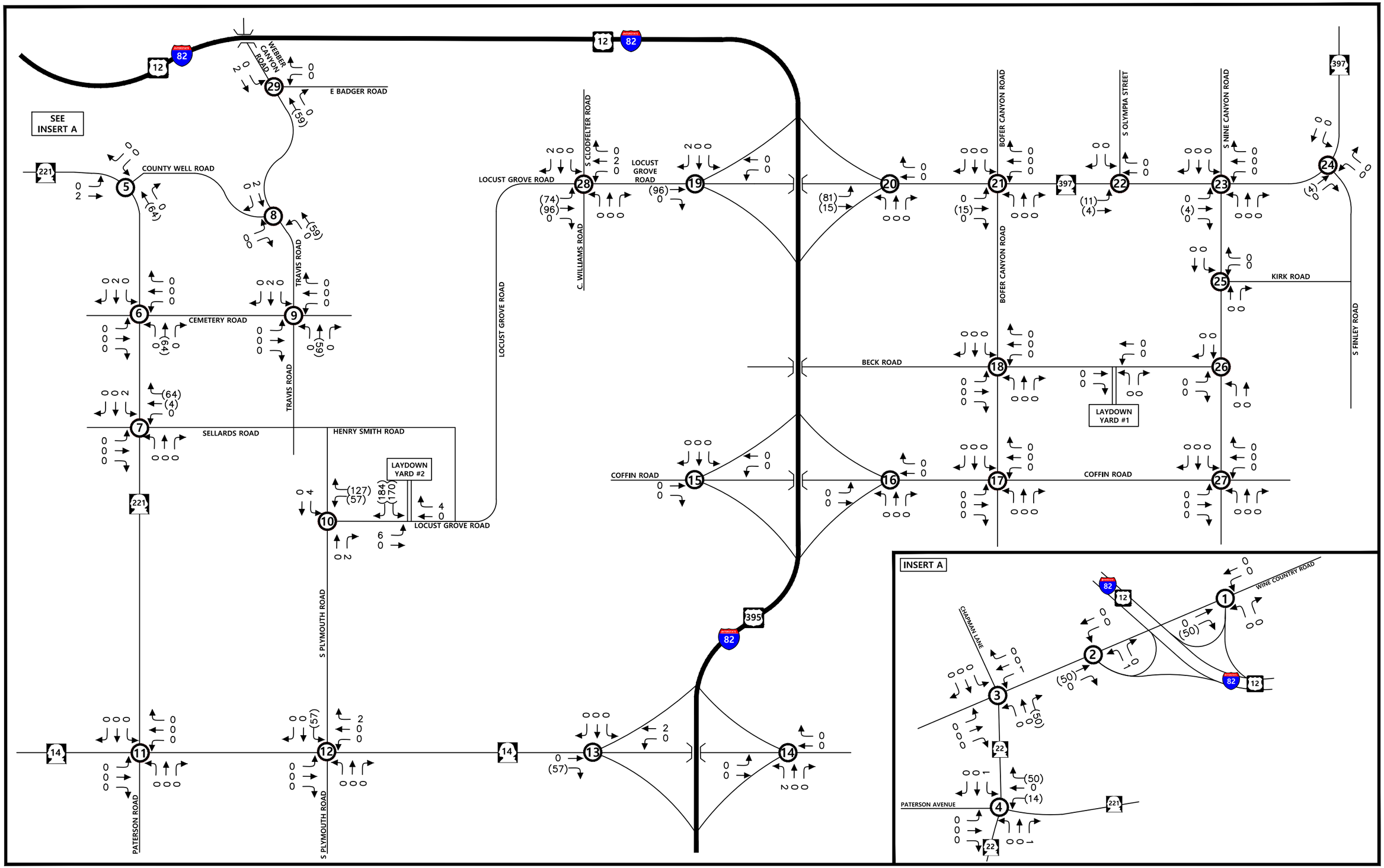
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
22

PHASE 2 TO LAYDOWN YARD #2 WEEKDAY MORNING PEAK HOUR PROJECT TRIPS



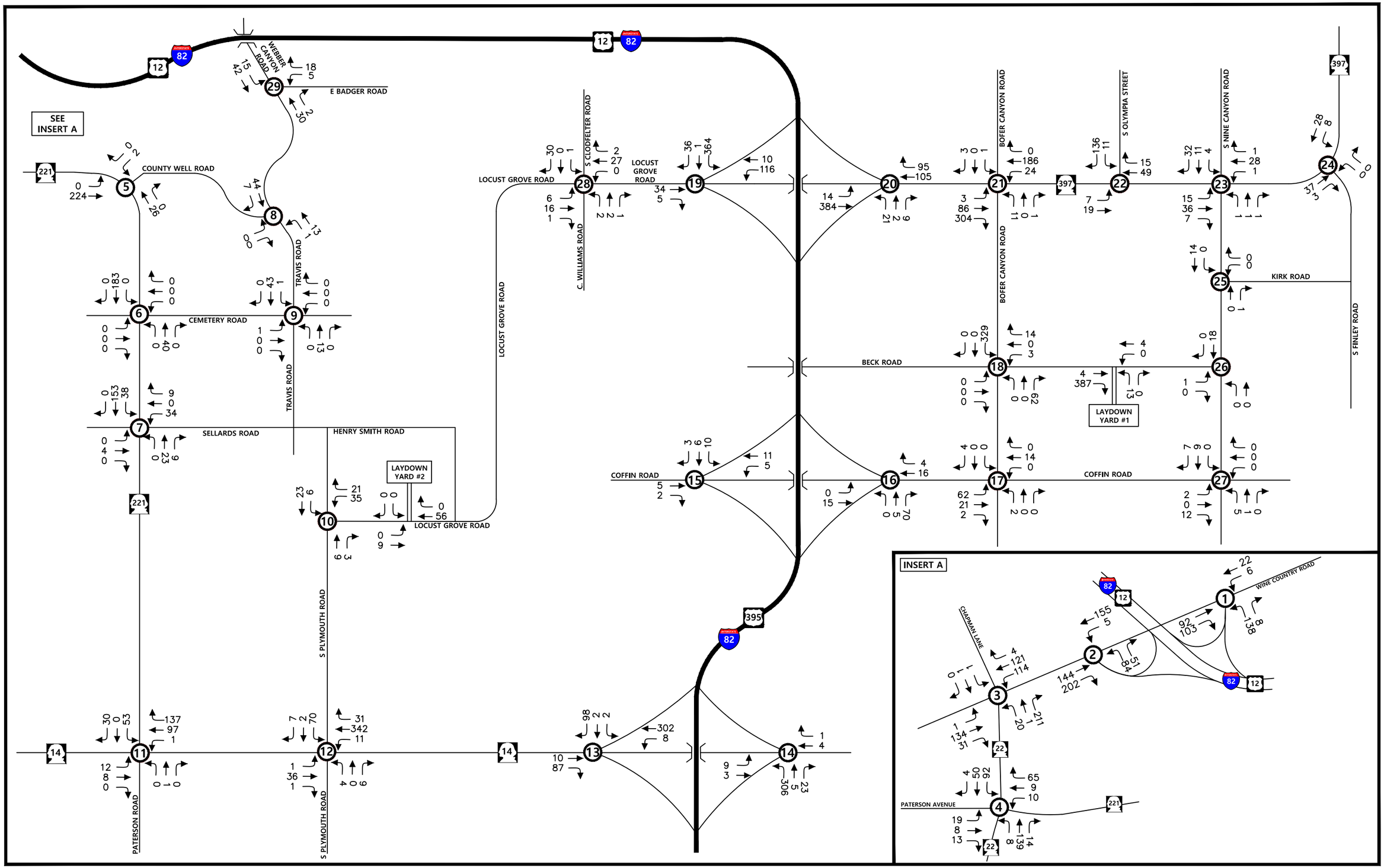
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
23

PHASE 2 TO LAYDOWN YARD #2 WEEKDAY EVENING PEAK HOUR PROJECT TRIPS



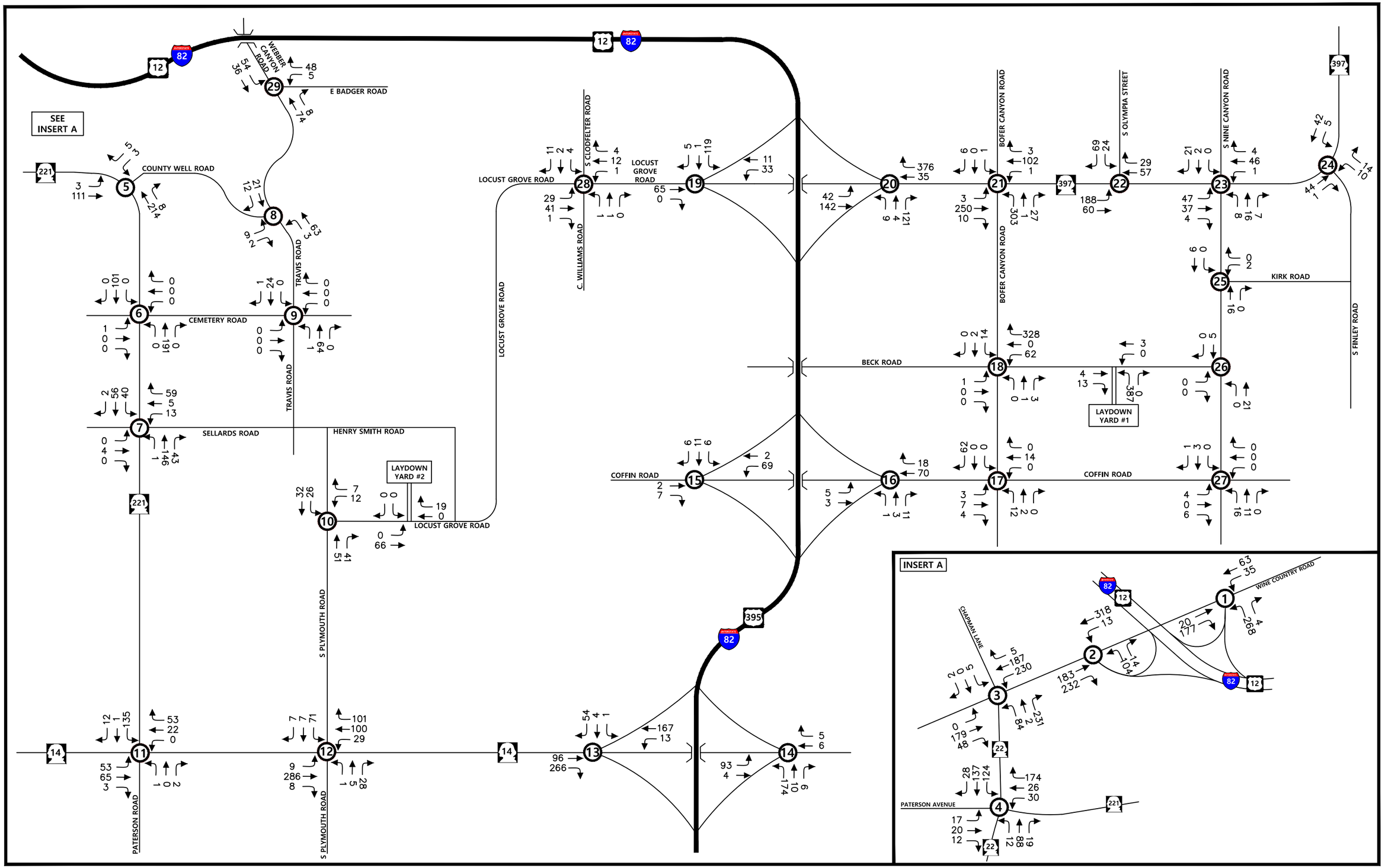
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
24

2025 BUILD PHASE 1 TO LAYDOWN YARD #1 WEEKDAY MORNING PEAK HOUR TRAFFIC VOLUMES



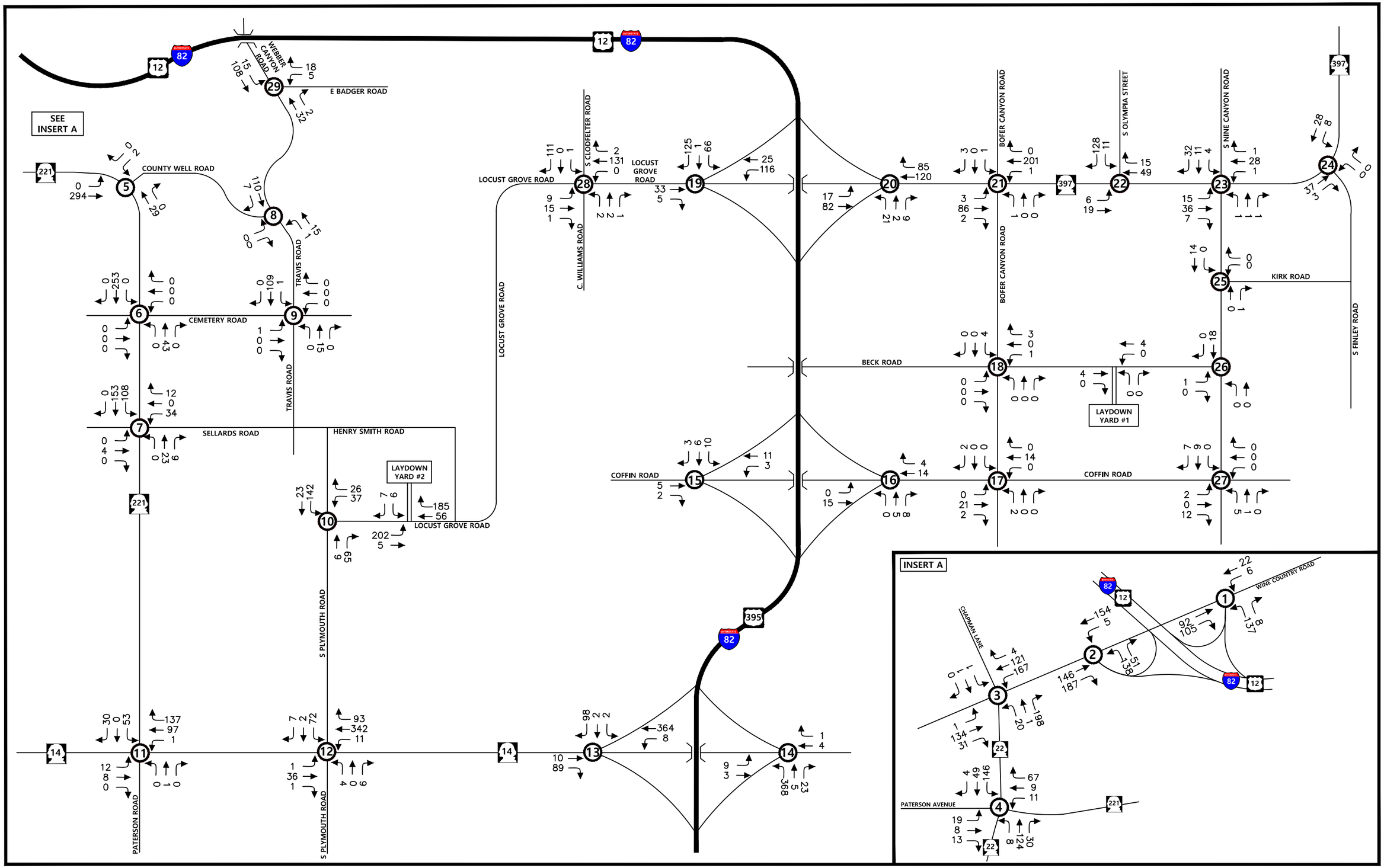
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
25

2025 BUILD PHASE 1 TO LAYDOWN YARD #1 WEEKDAY EVENING PEAK HOUR TRAFFIC VOLUMES



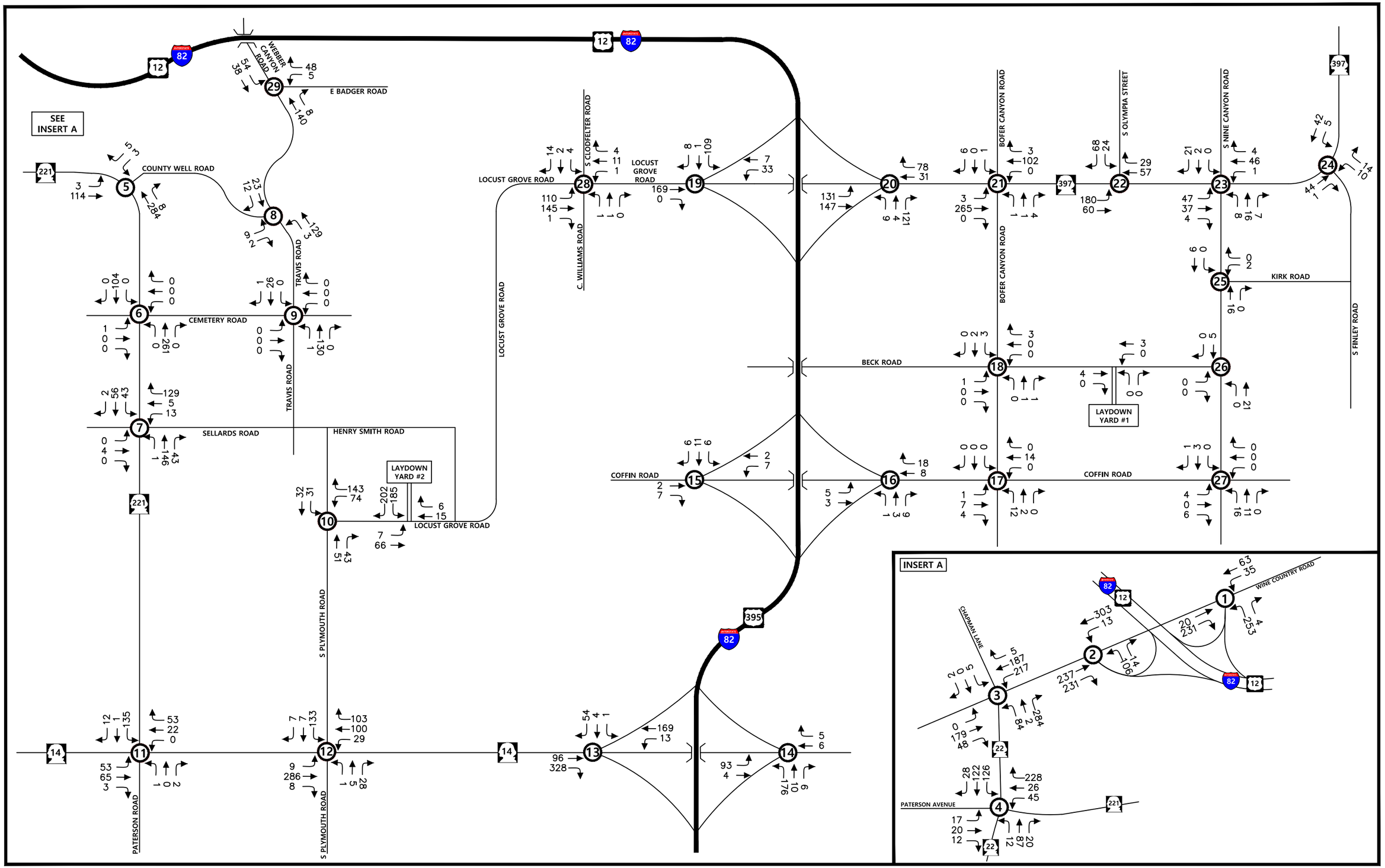
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
26

2025 BUILD PHASE 1 TO LAYDOWN YARD #2 WEEKDAY MORNING PEAK HOUR TRAFFIC VOLUMES



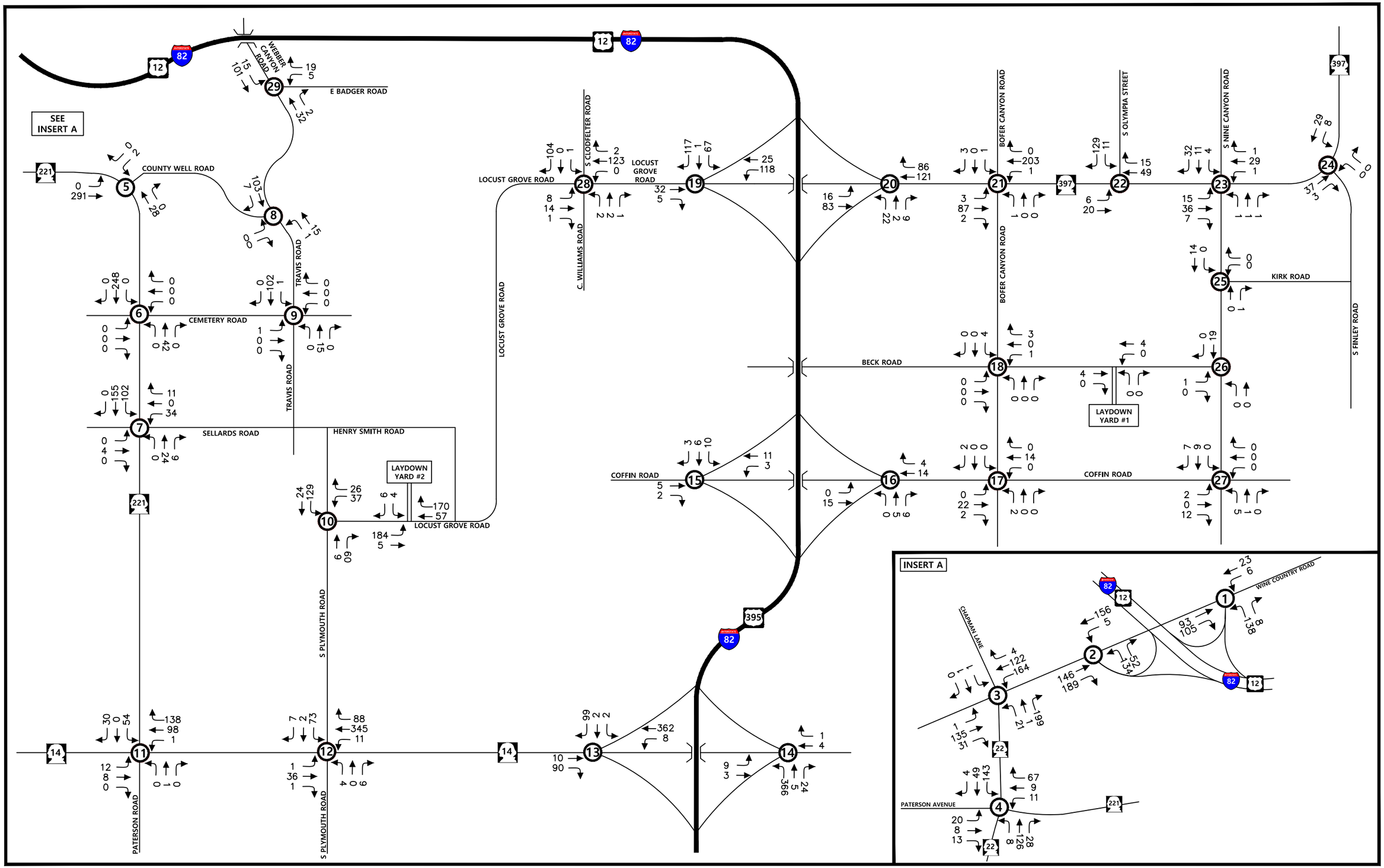
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
27

2025 BUILD PHASE 1 TO LAYDOWN YARD #2 WEEKDAY EVENING PEAK HOUR TRAFFIC VOLUMES



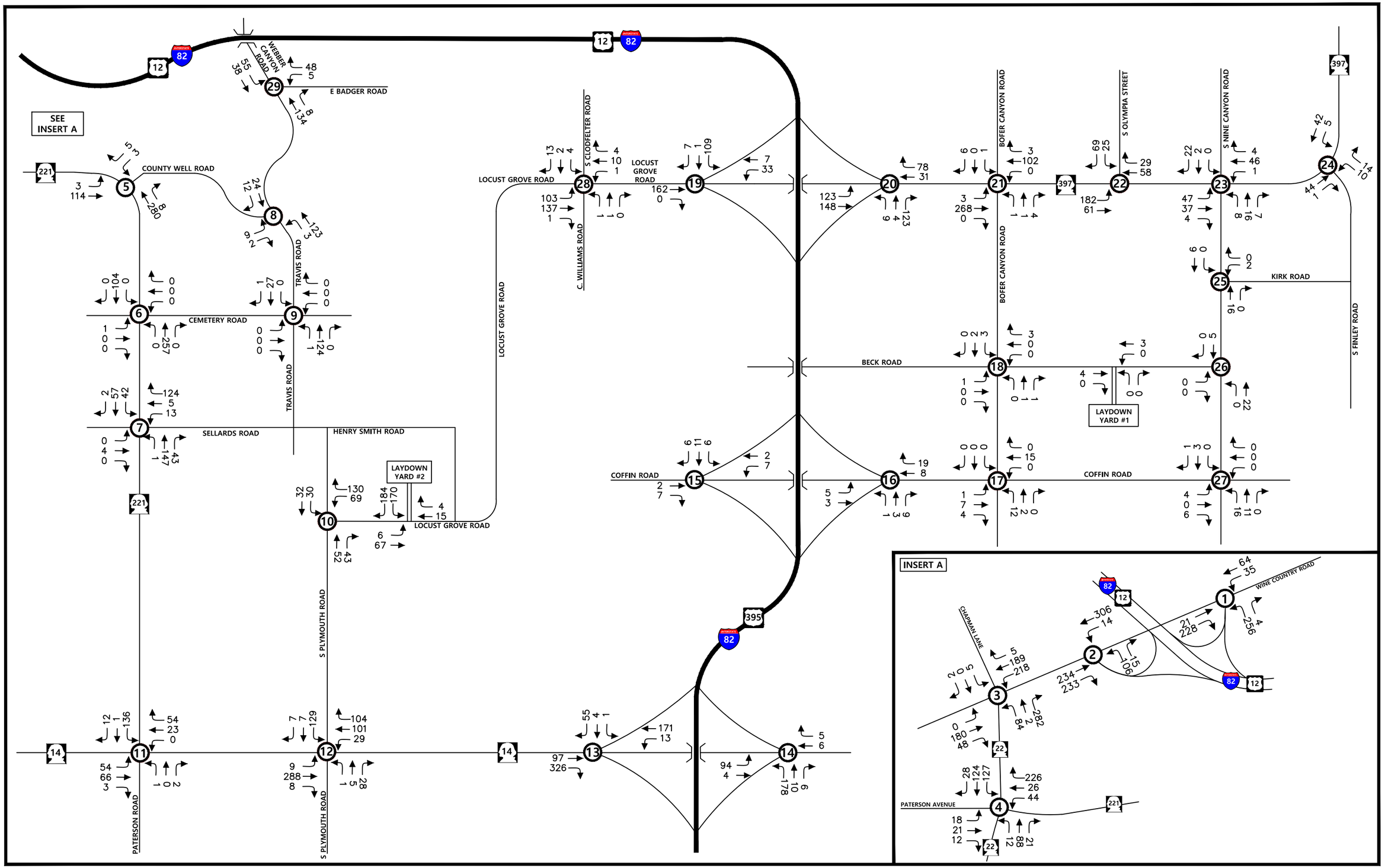
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
28

2026 BUILD PHASE 2 TO LAYDOWN YARD #2 WEEKDAY MORNING PEAK HOUR TRAFFIC VOLUMES



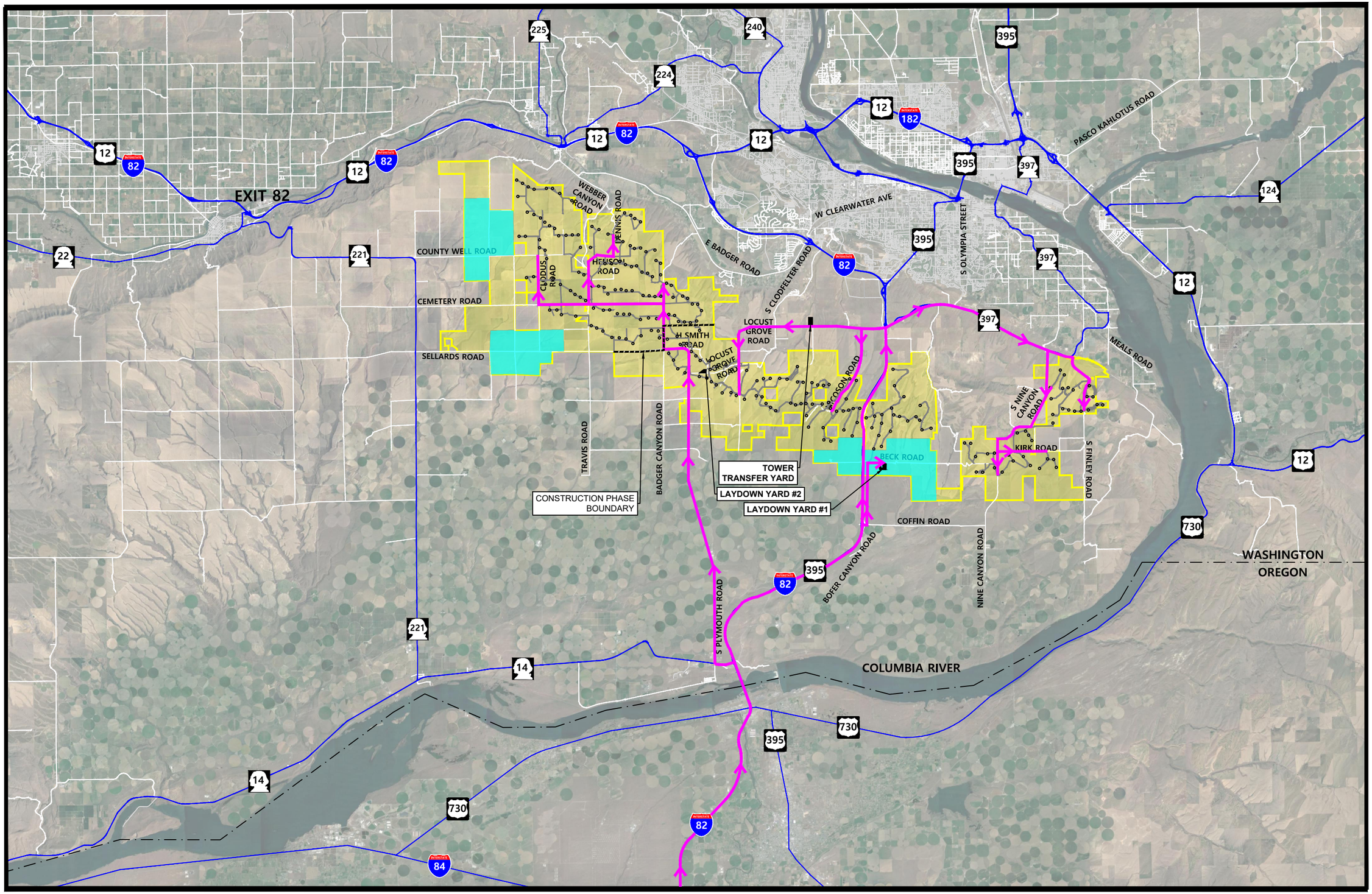
TETRA TECH

NOT TO SCALE

Horse Heaven Wind Farm
Benton County, WA

FIGURE
29

2026 BUILD PHASE 2 TO LAYDOWN YARD #2 WEEKDAY EVENING PEAK HOUR TRAFFIC VOLUMES

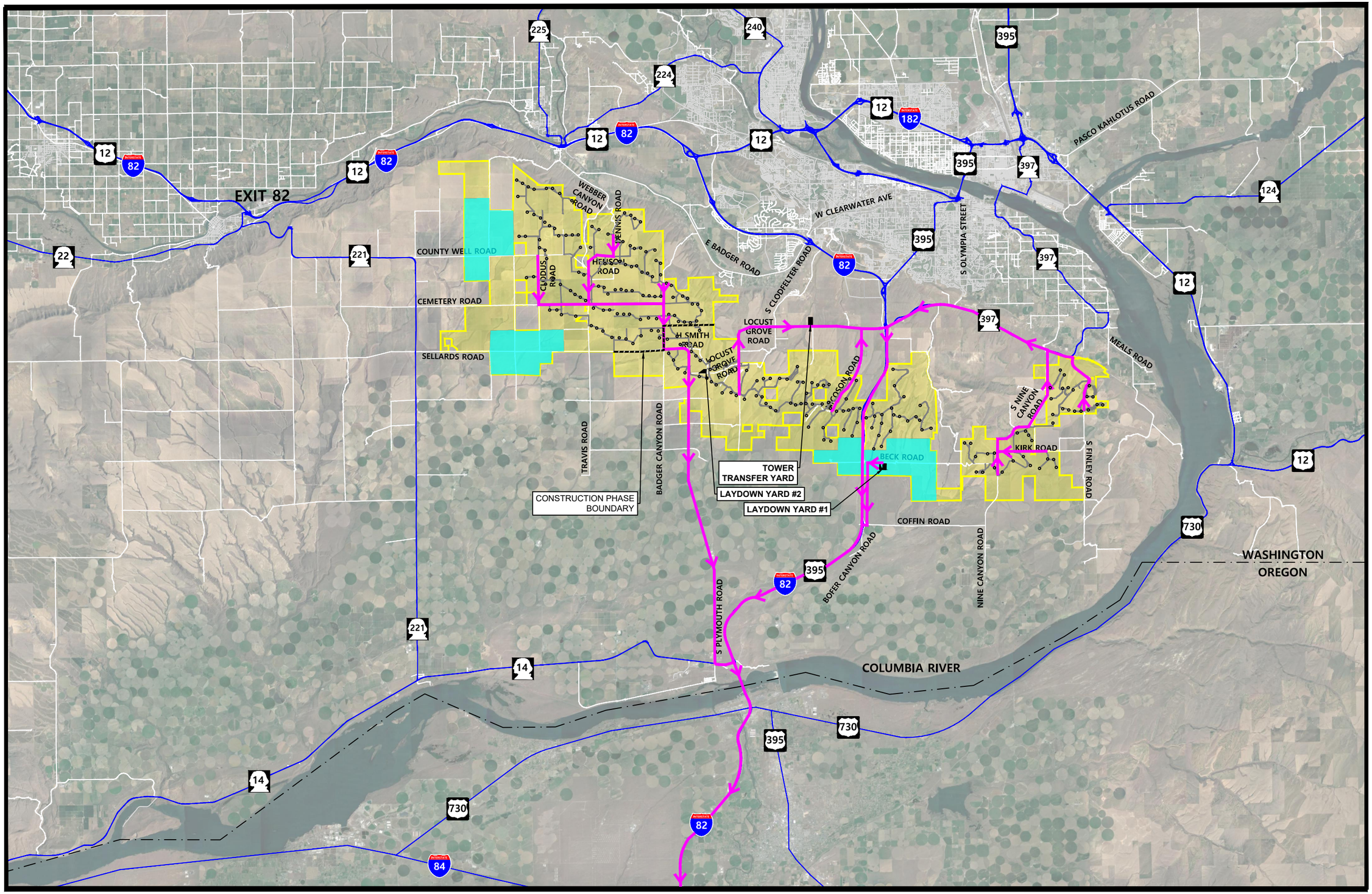


TETRA TECH

Horse Heaven Wind Farm
Benton County, WA

ENTERING TRUCK ROUTES - OVERSIZED LOADS

FIGURE
30



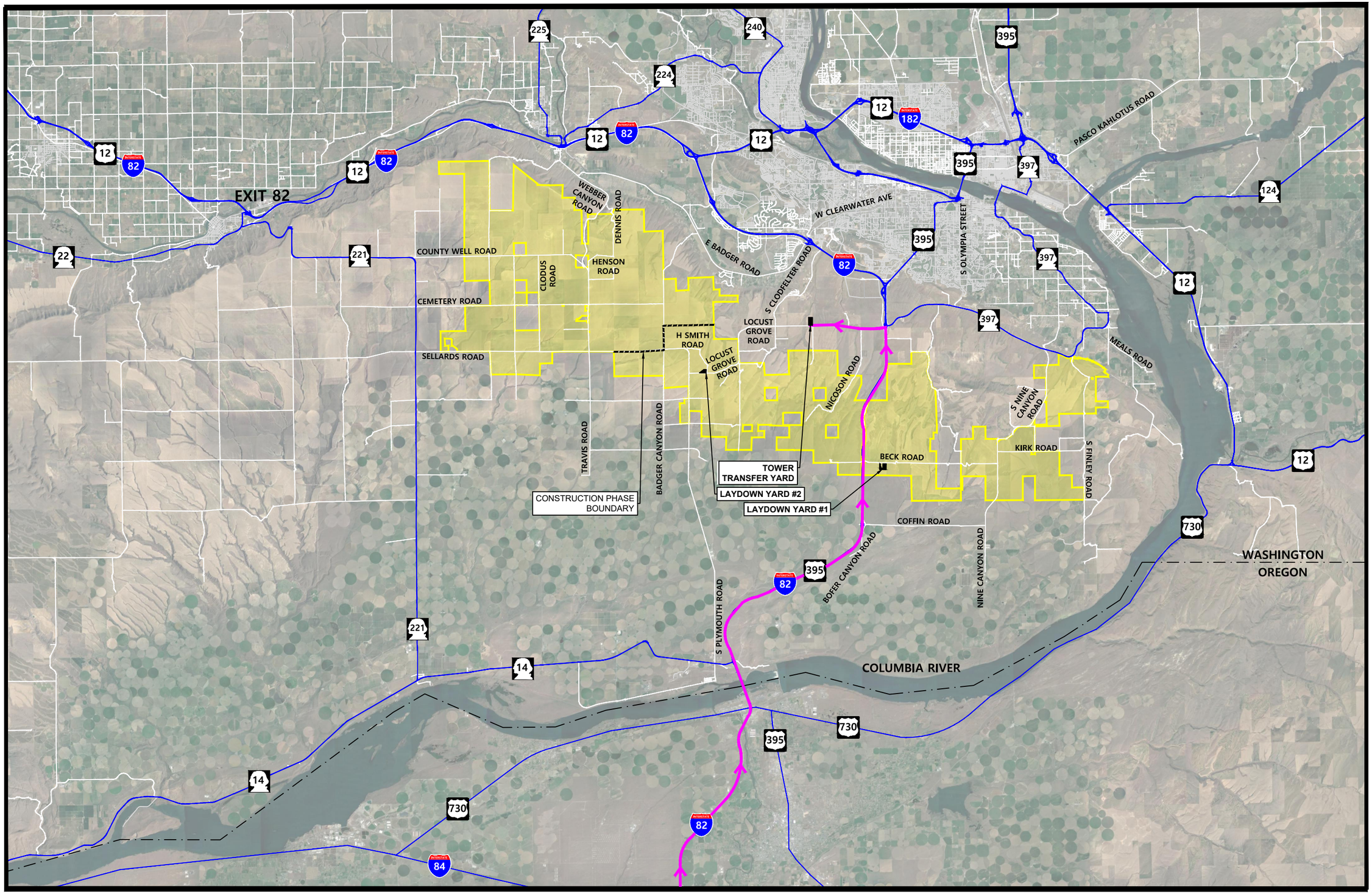
TETRA TECH

LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
TRUCK ROUTE
PROPOSED INTERNAL ROADWAYS
SOLAR FIELDS
WIND TURBINES

Horse Heaven Wind Farm
Benton County, WA

EXITING TRUCK ROUTES - OVERSIZED LOADS

FIGURE
31



TETRA TECH

LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
TRUCK ROUTE

Horse Heaven Wind Farm
Benton County, WA

ENTERING TRUCK ROUTE - TOWER TRANSFER YARD

FIGURE
32

EXIT 82
COUNTY WELL ROAD
CEMETERY ROAD
SELLARDS ROAD
WEBBER CANYON ROAD
DENNIS ROAD
CLODUS ROAD
HENSON ROAD
E BADGER ROAD
S CLODFELTER ROAD
W CLEARWATER AVE
S OLYMPIA STREET
PASCO KAHLOTUS ROAD
H SMITH ROAD
LOCUST GROVE ROAD
LOCUST GROVE ROAD
NICOSON ROAD
MEALS ROAD
S NINE CANYON ROAD
KIRK ROAD
BECK ROAD
S FINLEY ROAD
TRAVIS ROAD
BADGER CANYON ROAD
CONSTRUCTION PHASE BOUNDARY
TOWER TRANSFER YARD
LAYDOWN YARD #2
LAYDOWN YARD #1
COFFIN ROAD
BOFER CANYON ROAD
NINE CANYON ROAD
S PLYMOUTH ROAD
COLUMBIA RIVER
WASHINGTON
OREGON

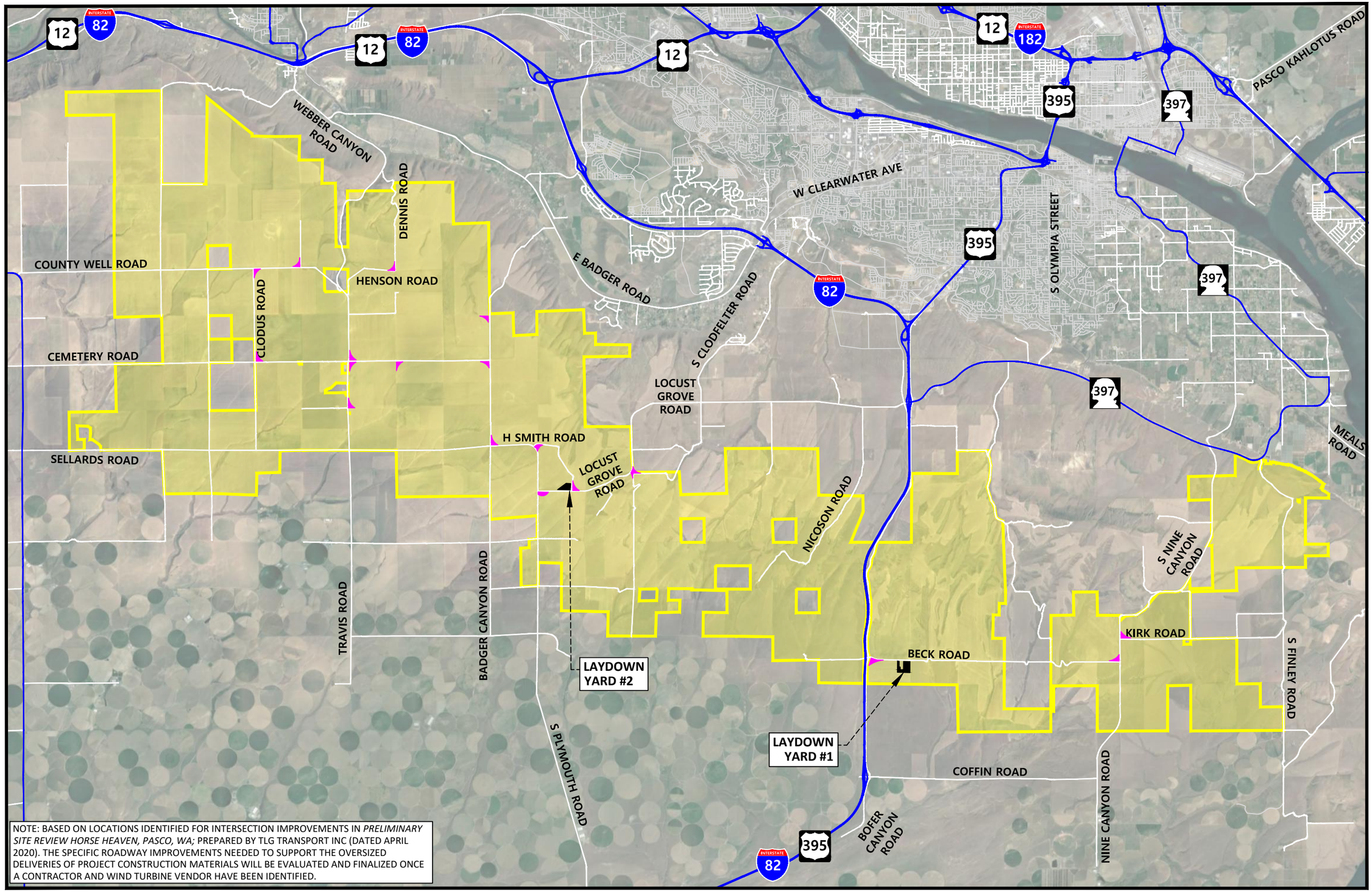
LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
TRUCK ROUTE

TETRA TECH

Horse Heaven Wind Farm
Benton County, WA

EXITING TRUCK ROUTE - TOWER TRANSFER YARD

FIGURE
33



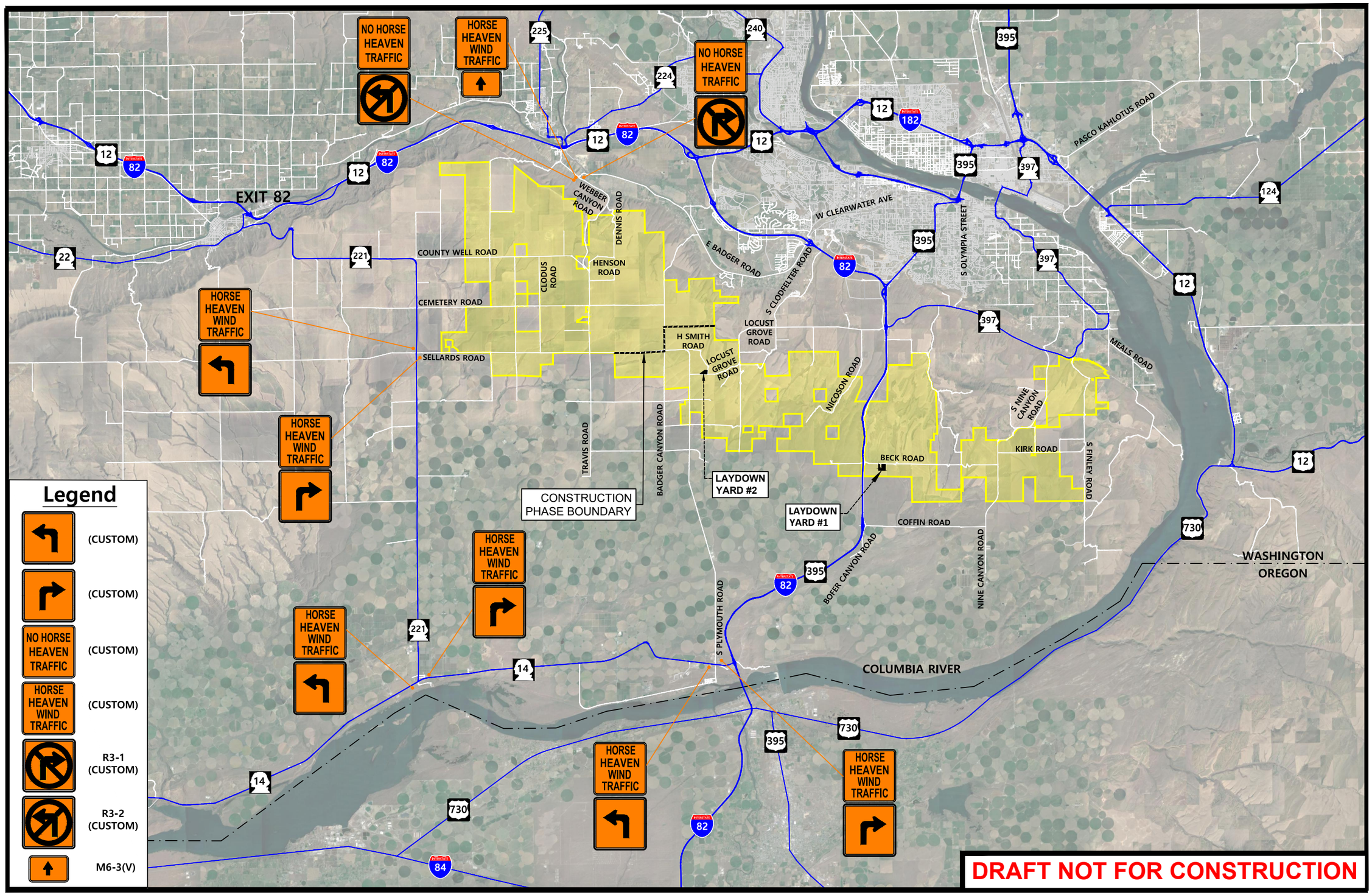
TETRA TECH

LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
PROPOSED INTERNAL ROADWAYS
INTERSECTION IMPROVEMENTS

Horse Heaven Wind Farm
Benton County, WA

POTENTIAL TRAFFIC MITIGATION LOCATIONS - OVERSIZED LOADS

FIGURE
34



TETRA TECH

LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY

Horse Heaven Wind Farm
Benton County, WA

POTENTIAL TEMPORARY CONSTRUCTION WARNING SIGNAGE

FIGURE
35

APPENDIX A: TRAFFIC SCOPING LETTER

TETRA TECH

May 26, 2023

Ms. Amy Moon
Siting and Compliance Lead
Washington State Energy Facility Site Evaluation Council
P.O. Box 43172
Olympia, WA 98504-3172
Amy.Moon@efsec.wa.gov

RE: Traffic Scoping Letter
Horse Heaven Wind Farm
EFSEC Docket Number: EF-210011
Benton County, WA

Dear Ms. Moon,

Tetra Tech has prepared this Transportation Scoping Letter (TSL) to provide the Washington State Energy Facility Site Evaluation Council (EFSEC) and Washington State Department of Transportation (WSDOT) with the basic scope of analysis, technical assumptions, and key transportation issues to be addressed in the Traffic Impact Analysis (TIA) to be prepared for the Horse Heaven Wind Farm project (the Project). The TIA will be prepared in accordance with WSDOT TIA guidelines. Preliminary transportation assessments were previously included in the December 2022 Draft Environmental Impact Statement (DEIS) and February 2021 (as revised December 2022) Updated Application for Site Certification (ASC) for the Project.

Pending EFSEC approval of the ASC at its earliest opportunity, given recent delays, the Applicant now anticipates beginning construction of the first phase of the Project in late 2024 or early 2025 with commercial operation approximately 11 months following start of construction. A second phase of the Project would begin construction in 2025 and begin operation in 2026. The construction schedule would be revised according to the actual approval of the Site Certification Agreement and implementation of commercial agreements for power purchase, and a copy provided to EFSEC at least sixty (60) days prior to the start of construction.

The TSL provides a brief discussion of key elements of the transportation analysis for the Project including:

- Project Description
- Planned Roadway Improvements
- Transportation Demand Management
- Project Construction Trip Generation
- Project Trip Distribution Patterns
- Study Area and Transportation Network
- Analysis Periods
- Traffic Safety
- Truck Haul Route Evaluation
- Traffic Mitigation

Tetra Tech is seeking EFSEC's and WSDOT's concurrence on the proposed study methodology so that we can proceed with preparation of the TIA.

Project Description

Horse Heaven Wind Farm, LLC (Applicant) is proposing to construct and operate the Project in unincorporated Benton County, Washington, within the Horse Heaven Hills area. The Project would consist of a renewable energy generation facility that would have a maximum grid injection capacity of up to 1,150 megawatts for a combination of wind and solar facilities, battery energy storage systems (BESS), and other Project components, including underground and overhead electrical collection lines, underground communication lines, new Project substations, access roads, operations and maintenance facilities, and meteorological towers.

At its closest point, the Project would be located approximately 4 miles south/southwest of the City of Kennewick and the larger Tri-Cities urban area, along the Columbia River. Figure 1 shows the current Project Lease Boundary and Project vicinity. The Project's Lease Boundary (approximately 72,428 acres) incorporates all of the parcels for which the Applicant has executed a lease to construct the turbines, solar arrays, and associated facilities. The Project's Wind Energy Micrositing Corridor encompasses 11,850 acres within the Lease Boundary and consists of the areas where the turbines and supporting facilities would be sited during the final design. The Applicant seeks authorization for up to 244 turbine locations and a maximum of three solar arrays, with all possible turbine locations and solar arrays cumulatively reviewed to analyze potential resource impacts.

There are two options for the wind turbines (Option 1 and Option 2). The final number and location of turbines within the proposed Wind Energy Micrositing Corridor would reflect the final engineering design, model selection, and any additional avoidance and mitigation identified in the Final EIS. The specific model used would depend on the commercial availability and technology at the time of construction. The number of turbines would not exceed 244, and the maximum turbine height (at blade tip) would not exceed 671 feet. The DEIS assumed that the road disturbance associated with Turbine Option 1 and Turbine Option 2 would be identical.

As currently proposed, the Project would be built in two construction phases (Phase 1 and Phase 2). Phase 1 construction could generate power via wind and solar. Phase 1 could also include a BESS capable of storing energy. Phase 2 construction has two alternatives (Phase 2a and Phase 2b). Phase 2a could consist of the construction of both wind and solar facilities. The Applicant's Phase 2a scenario also includes the construction of a BESS. Phase 2b could increase power generation via the construction of additional wind turbines, but construction would not include a BESS.

During peak construction of each phase, a typical day would include the transportation of workers, materials, and movement of heavy equipment. Numerous on-site roadways are proposed to support the Project as well as one laydown area per construction phase as shown in Figure 1. The laydown areas would facilitate the delivery and assembly of materials and equipment. They would also serve as parking areas for the construction workforce.

Planned Roadway Improvements

As part of the TIA preparation, Tetra Tech will coordinate with WSDOT and Benton County to identify roadway improvements planned to be implemented by Others prior to the Project construction at study area roadways and intersections. If the construction of any roadway improvement projects planned by Others are anticipated to overlap with the proposed Project construction, Tetra Tech will coordinate closely with WSDOT and Benton County staff to implement additional construction management strategies and traffic mitigation, where appropriate, to ensure that cumulative construction impacts are minimized.

Transportation Demand Management

There are currently no public transportation services in the vicinity of the proposed laydown areas. However, the Applicant commits to encouraging carpooling among the Project's construction workforce to reduce single

occupancy vehicle trips to and from the site. Additionally, the Applicant will explore the feasibility of other potential transportation demand management (TDM) measures as part of the TIA.

Project Construction Trip Generation

The Project will consist of three stages: construction, O&M, and decommissioning. The highest volume of site-related trips will occur during the peak construction phase of the Project. Therefore, the TIA will be based on the vehicle trip generation associated with the peak construction phase workforce levels.

Preliminary vehicle trip generation estimates were included in the Project's ASC. These estimates were further refined as part of this TSL to inform the study area and be used as the basis for analysis in the TIA. Construction of the proposed energy facility is expected to include grading, panel installation, inspections, and equipment deliveries. It is anticipated that, at peak operations, the site could experience construction workforce levels of up to 467 construction workers at one time. Construction hours of operation are assumed to generally be 7:00 AM to 7:00 PM with the majority of construction workers arriving prior to 7:00 AM and departing after 7:00 PM. Since the peak hours of the adjacent street traffic are expected to occur sometime during the peak commuting periods of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, it is expected that the majority of construction workers would arrive and depart the site outside of the typical weekday morning and weekday evening commuter peak hours of the adjacent streets. However, to present a conservative assessment of potential traffic increases associated with the Project, it is assumed the TIA will assume they arrive to the laydown sites and park, then drive to the specific worksites, then return to the laydown sites at the end of the day and that all of the construction workers would arrive during the weekday morning peak hour and depart during the weekday evening peak hour. Additionally, peak construction activities are currently anticipated to occur for only a portion of each the two successive 11-month periods. The remainder of the construction periods is anticipated to generate fewer vehicle trips. The supporting trip generation calculations and assumptions for the proposed Project's peak construction workforce levels are provided in the Attachments.

There are no public transportation services in the vicinity of the Project site that are anticipated to be used for the Project. Therefore, for the purposes of this assessment, it was assumed that no construction workers would use public transit to access the site. Additionally, it is anticipated that some construction workers would arrive and depart the site together (carpooling). For purposes of this assessment, it was assumed that the average vehicle would have 1.25 occupants to represent carpooling to/from the site.

There are currently two alternatives being considered for Phase 2 of the Project construction. Table 1 presents a summary of the trip generation estimates for the proposed Project's peak construction workforce activities by phase. The more conservative trip generation of the two Phase 2 alternatives (Phase 2a) will be used for the TIA analyses.

Table 1 Construction Trip Generation Summary[1]

	Phase 1			Phase 2a			Phase 2b		
Time Period/ Direction	Workforce[2]	Trucks[3]	Total	Workforce[4]	Trucks[5]	Total	Workforce[6]	Trucks[7]	Total
Weekday Daily									
Enter	748	250	998	688	200	888	660	206	866
Exit	748	250	998	688	200	888	660	206	866
Total	**1,496**	**500**	**1,996**	**1,376**	**400**	**1,776**	**1,320**	**412**	**1,732**
Weekday Morning Peak Hour									
Enter	374	13	387	344	10	354	330	11	341
Exit	0	13	13	0	10	10	0	11	11
Total	**374**	**26**	**400**	**344**	**20**	**364**	**330**	**22**	**352**
Weekday Evening Peak Hour									
Enter	0	13	13	0	10	10	0	11	11
Exit	374	13	387	344	10	354	330	11	341
Total	**374**	**26**	**400**	**344**	**20**	**364**	**330**	**22**	**352**

1) Based on the Horse Heaven Wind Farm Updated ASC (December 2022).

2) Used ASC estimated maximum Phase 1 peak period worker vehicle trips of 374. Weekday daily workforce traffic volumes account for all workers travelling within the site from the laydown yard to the worksite and back before heading home.

3) Used ASC estimated maximum Phase 1 250 truck trips per day. Used ASC assumption of 5% of daily truck trips occur during the peak hours.

4) Used ASC estimated maximum Phase 2a peak period worker vehicle trips of 344. Weekday daily workforce traffic volumes account for all workers travelling within the site from the laydown yard to the worksite and back before heading home.

5) Used ASC estimated maximum Phase 2a 200 truck trips per day. Used ASC assumption of 5% of daily truck trips occur during the peak hours.

6) Used ASC estimated maximum Phase 2b peak period worker vehicle trips of 330. Weekday daily workforce traffic volumes account for all workers travelling within the site from the laydown yard to the worksite and back before heading home.

7) Used ASC estimated maximum Phase 2b 206 truck trips per day. Used ASC assumption of 5% of daily truck trips occur during the peak hours.

Project Trip Distribution Patterns

Tetra Tech has developed separate Project trip distribution patterns for the Project's peak construction activities at the two proposed laydown areas. The trip distribution patterns were developed based on consideration of the effective population within the anticipated employment workforce (approximate 2-hour drivetime zone) and the currently proposed location of the laydown area for each phase. The Project construction workforce trip distribution patterns are shown in Figures 2 and 3, respectively.

Study Area Intersections

A comprehensive group of intersections have been chosen for detailed analysis in the TIA to be prepared for the Project. These study area intersections are shown in Figure 1 and include the 29 existing locations listed below. These are the intersections that have the potential be materially impacted by the Project. The TIA will also include an analysis of the proposed laydown site driveways where they intersect the public roadway system.

- Wine Country Road at I-82 NB Ramps
- Wine Country Road at I-82 SB Ramps
- Wine Country Road at Route 22
- Route 22 at Route 221 and Paterson Avenue
- Route 221 at County Well Road
- Route 221 at Cemetery Road
- Route 221 at Sellards Road
- Webber Canyon road at County Well Road
- Cemetery Road at Travis Road
- S. Plymouth Road at S. Clodfelter Road
- Route 221 at Route 14
- Route 14 at S. Plymouth Road
- Route 14 at I-82 SB Ramps
- Route 14 at I-82 NB Ramps
- Coffin Road at I-82 SB Ramps
- Coffin Road at I-82 NB Ramps
- Coffin Road at Bofer Canyon Road
- Bofer Canyon Road at Beck Road
- Locust Grove Road at I-82 SB Ramps
- Locust Grove Road at I-82 NB Ramps
- Route 397/Locust Grove Road at Bofer Canyon Road
- Route 397 at S. Owens Road
- Route 397 at S. Nine Canyon Road
- Route 397 at S. Finley Road
- Nine Canyon Road at Kirk Road
- Nine Canyon Road at Beck Road
- Nine Canyon Road at Coffin Road
- Locust Grove Road at S. Clodfelter Road
- Webber Canyon Road at Badger Road

Analysis Periods

The TIA will be prepared based on WSDOT guidelines and provide a detailed analysis of the 2023 Existing, 2025 No Build (Without Project), 2025 Phase 1 Build (With Phase 1 Peak Construction) and 2026 Phase 2 Build (With Phase 2 Peak Construction) traffic operations at the study intersections for the weekday morning and weekday evening peak hours, when the combination of Project construction traffic and existing traffic already traveling on the adjacent area roadways would be greatest. As described under Project Description, Phases 1 and 2 of Project construction are anticipated to occur in successive 11-month periods, with Phase 1 beginning in late 2024/early 2025. As a conservative measure, the future year chosen for analysis in the TIA will be the design year 2025 for Phase 1 and the year 2026 for Phase 2.

The 2023 existing traffic volumes will be developed based on intersection Turning Movement Counts (TMCs) to be collected at the study area intersections Construction hours of operation are anticipated to generally occur from 7:00 AM to 7:00 PM. Therefore, the TMCs will be collected at the study area intersections on a typical weekday (Tuesday, Wednesday, or Thursday) from 6:00 AM to 9:00 AM and 4:00 PM to 8:00 PM to establish the weekday morning and evening commuter peak hour conditions. Any necessary seasonal adjustment factors to be applied to the observed traffic volumes will be identified in consultation with WSDOT.

Analysis of roadway segments will also be included in the TIA for the following three key locations. Permanent count station data from WSDOT will be used for locations 1 and 2. New Automatic Traffic Recorder (ATR) counts will be collected for a 24-hour weekday period at Locations 2 and 4 through 10.

1. I- 82 (North of Coffin Road)
2. Route 397 (West of Nine Canyon Road)
3. Route 221 (South of Sellards Road)
4. Bofer Canyon Road (north of Coffin Road)
5. Nine Canyon Road (south of Route 397)
6. Locust Grove Road (between Nicosin Road and I-82)
7. Travis Road (north of Sellards Road)
8. Plymouth Road (north of Route 14)
9. Sellards Road (between Route 221 and Tyack Road)
10. Badger Canyon Road (north of Sellards Road)

The future year (2025) baseline peak hour volumes will be forecasted using a general background growth rate to be identified in consultation with WSDOT staff. The general background growth rate will be applied to the 2023 existing traffic volumes to develop the future 2025 Baseline peak hour traffic volumes. Additionally, Tetra Tech will coordinate with WSDOT and Benton County planning staff to identify any specific background development projects to include in the future year forecasts. Only projects anticipated to be built and occupied by 2025 will be included in the development of future year traffic volumes. The Phase 1 and Phase 2 project trips will then be added to the 2025 No Build (Without Project) peak hour traffic volumes to estimate the 2025 Phase 1 Build (Peak Construction) and 2026 Phase 2 Build (Peak Construction) peak hour traffic volumes.

Capacity analyses of the study area intersections will be conducted using Synchro Version 11 software for the 2023 Existing, 2025 No Build, 2025 Phase 1 Build (Peak Construction) and 2026 Phase 2 Build (Peak Construction) weekday morning and weekday evening peak hours.

Traffic Safety Evaluation

As part of the TIA, Tetra Tech will submit a Request for Crash Data form to WSDOT to obtain crash data for the study area roadways and intersections for the most recent 5-year period available. Highway Safety Manual (HSM) predictive methods will be used to analyze safety at each of the study area intersections in accordance with WSDOT guidelines using Transportation Research Board (TRB) spreadsheets and/or the Federal Highway Administration (FHWA) IHSDM software.

Stopping sight distance (SSD) and intersection sight distance (ISD) analyses will be conducted at the proposed laydown area site driveways where they intersect the public roadway system. The sight distance analyses will be performed in accordance with WSDOT and American Association of State Highway Transportation Officials (AASHTO) guidelines.

A Draft Safety Management Plan will also be prepared for the Project-related construction activity separate from the TIA in accordance with WSDOT standards.

Truck Haul Route Evaluation

The ASC included a preliminary truck haul assessment prepared by TLG Transport Inc. The preliminary truck haul routes identified in the DEIS and Updated ASC for Phase 1 and Phase 2 of Project construction are shown in Figures 4 through 7. The truck haul routes will continue to be evaluated as part of the TIA and the estimated truck trips summarized in Table 1 will be assigned to the study area roadway network based on the final truck routes.

Traffic Mitigation

Traffic mitigation needed to support peak construction activities associated with the Project will be recommended in the TIA. Mitigation will be identified for any study area intersection or roadway segment determined to exceed LOS C operations for rural facilities and LOS D for urban non-NHS facilities and/or locations identified in the TIA to have safety deficiencies that may be enhanced with geometric, traffic control or signage improvements. Traffic mitigation will also be proposed at locations where existing geometry does not currently support the largest vehicles anticipated to be used during construction of the Project. The 2020 WSDOT State Highway Log will be used to determine urban or rural status for study area roadways.

Traffic mitigation will be designed in accordance with WSDOT and Benton County standards. The Applicant indicates in a signed franchise agreement with Benton County Public Works, dated July 2, 2019, that all work done on existing Benton County roads will be done in accordance with Benton County requirements and with review and approval by the County Engineer. Preliminary findings and traffic mitigation recommendations will be reviewed with WSDOT prior to the finalization of the TIA.

We respectfully request concurrence from EFSEC and WSODT on the proposed study area and methodologies discussed above. Please do not hesitate to contact Robert Woodland with any questions or concerns at (781) 910-7015 or Kristen Daniel at (509) 372-5819.

Sincerely,



Kristen Daniel, PE
Principal Civil Engineer



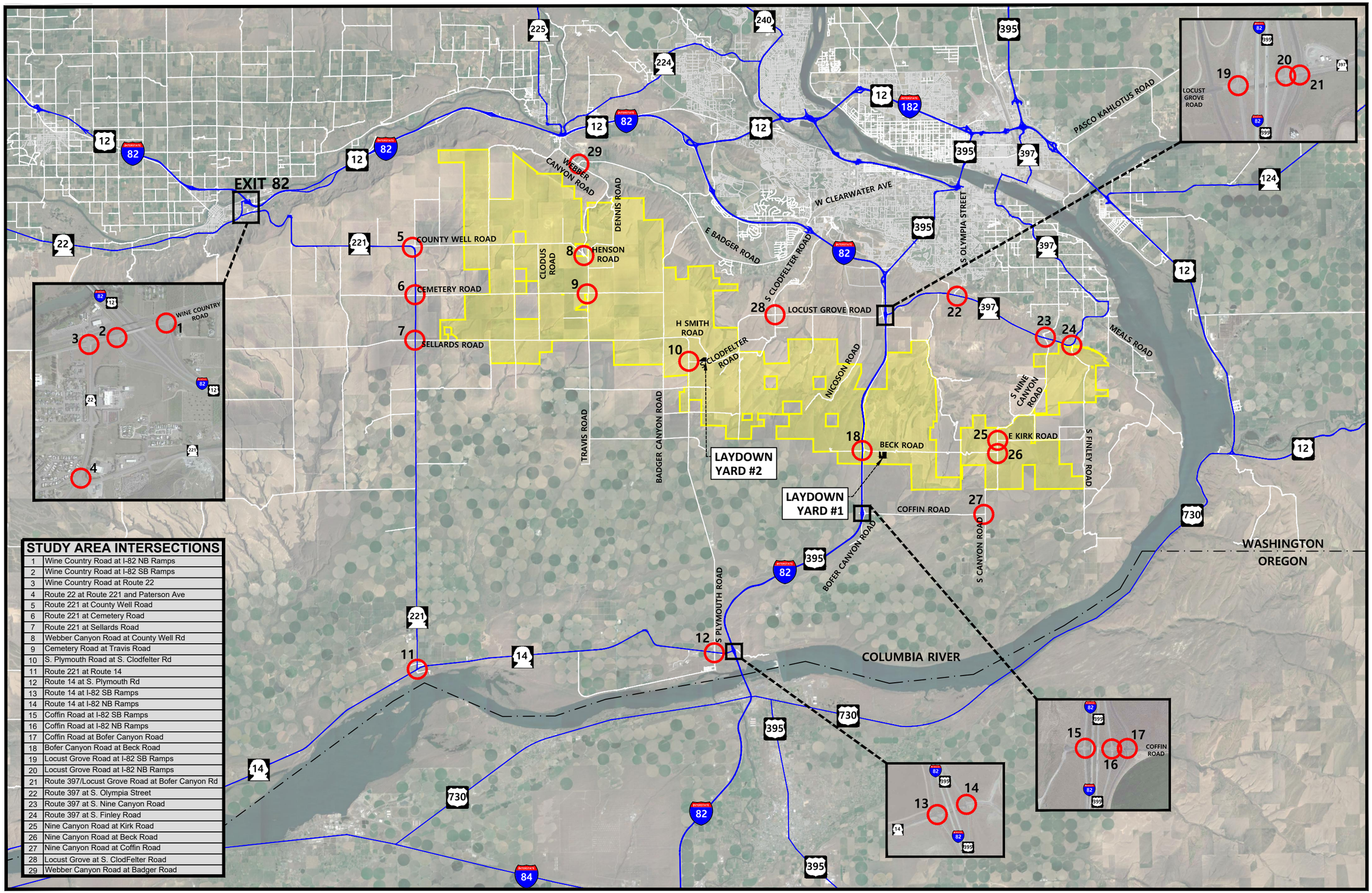
Robert Woodland, PE
Senior Project Manager

cc (by email): Ami Hafkemeyer, Sean Greene – EFSEC
Jacob Palucik, Paul Gonseth, Todd Daley – WSDOT
Sierra Harmening, Vamshi Akkinepally – WSP
Dave Kobus – Scout Clean Energy

Attachments: Figures 1 – 7, Trip Distribution Calculations

Attachments

FIGURES



STUDY AREA INTERSECTIONS	
1	Wine Country Road at I-82 NB Ramps
2	Wine Country Road at I-82 SB Ramps
3	Wine Country Road at Route 22
4	Route 22 at Route 221 and Paterson Ave
5	Route 221 at County Well Road
6	Route 221 at Cemetery Road
7	Route 221 at Sellards Road
8	Webber Canyon Road at County Well Rd
9	Cemetery Road at Travis Road
10	S. Plymouth Road at S. Clodfelter Rd
11	Route 221 at Route 14
12	Route 14 at S. Plymouth Rd
13	Route 14 at I-82 SB Ramps
14	Route 14 at I-82 NB Ramps
15	Coffin Road at I-82 SB Ramps
16	Coffin Road at I-82 NB Ramps
17	Coffin Road at Bofer Canyon Road
18	Bofer Canyon Road at Beck Road
19	Locust Grove Road at I-82 SB Ramps
20	Locust Grove Road at I-82 NB Ramps
21	Route 397/Locust Grove Road at Bofer Canyon Rd
22	Route 397 at S. Olympia Street
23	Route 397 at S. Nine Canyon Road
24	Route 397 at S. Finley Road
25	Nine Canyon Road at Kirk Road
26	Nine Canyon Road at Beck Road
27	Nine Canyon Road at Coffin Road
28	Locust Grove at S. ClodFelter Road
29	Webber Canyon Road at Badger Road

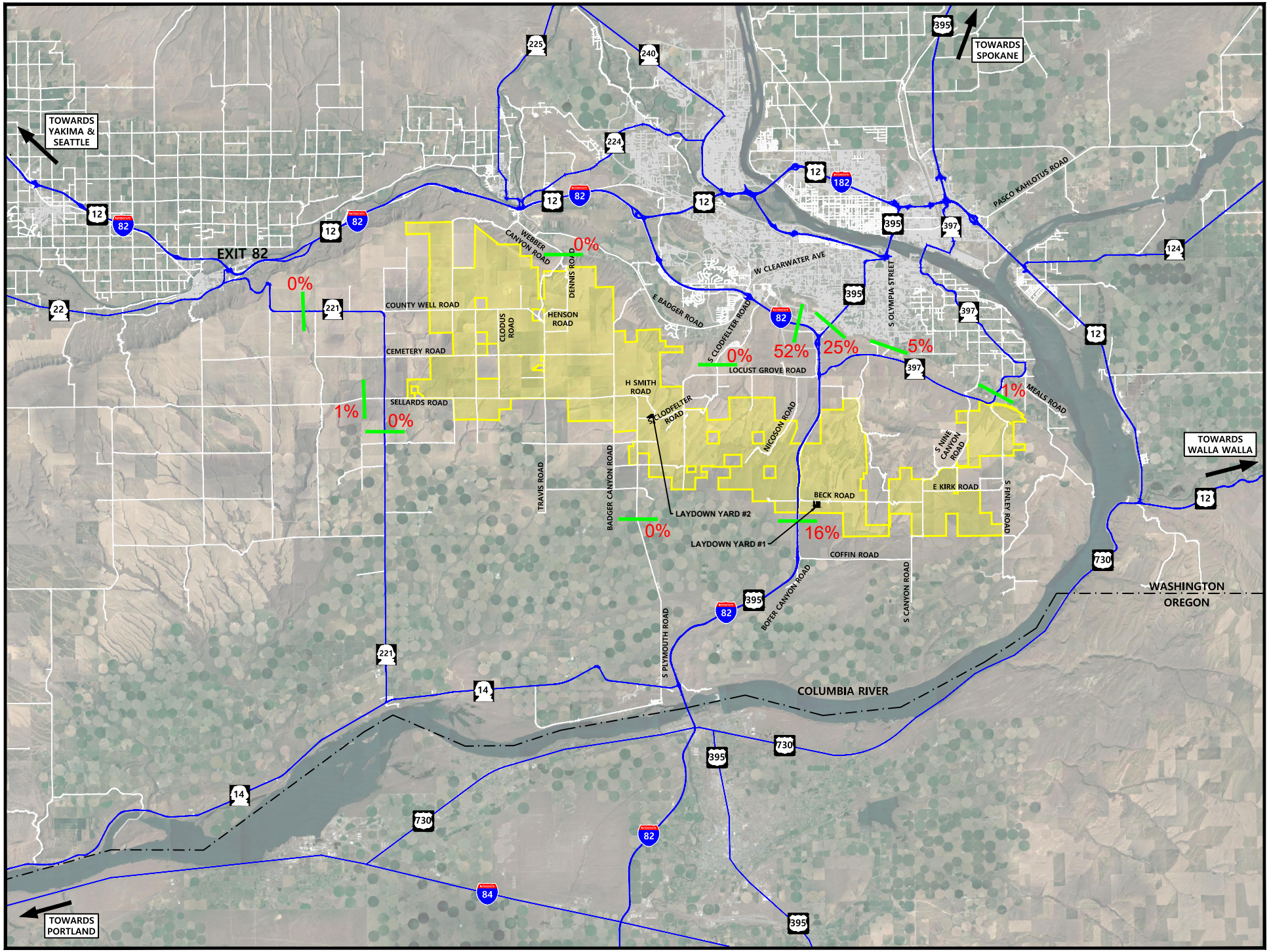
TETRA TECH

LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
TIA STUDY INTERSECTIONS

Horse Heaven Wind Farm
Benton County, WA

PROPOSED TIA STUDY AREA INTERSECTIONS

FIGURE
1



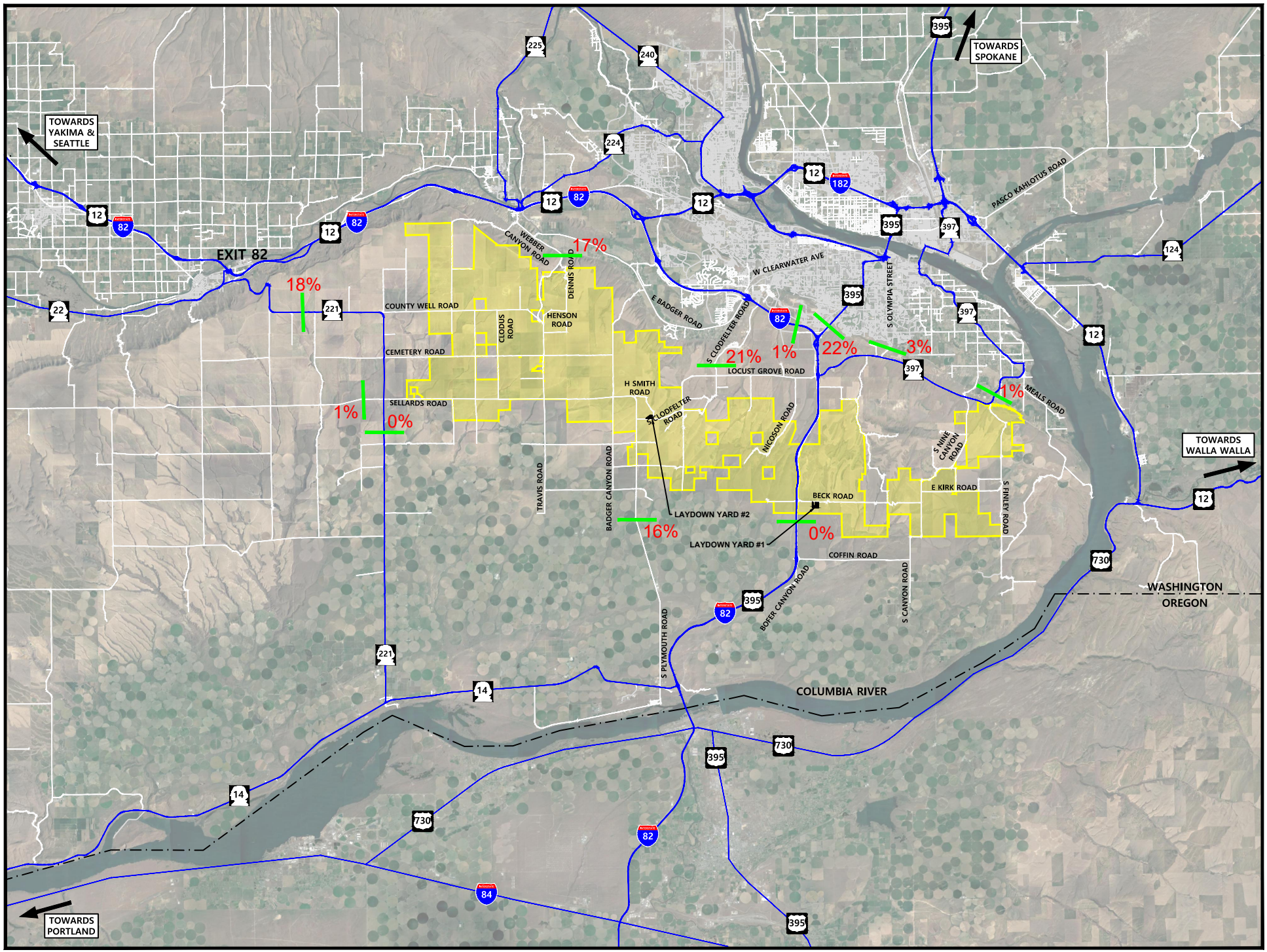
TETRA TECH

LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
LOCAL CORDON LINES

CONSTRUCTION WORKFORCE TRIP DISTRIBUTION - LAYDOWN YARD #1

Horse Heaven Wind Farm
Benton County, WA

FIGURE
2



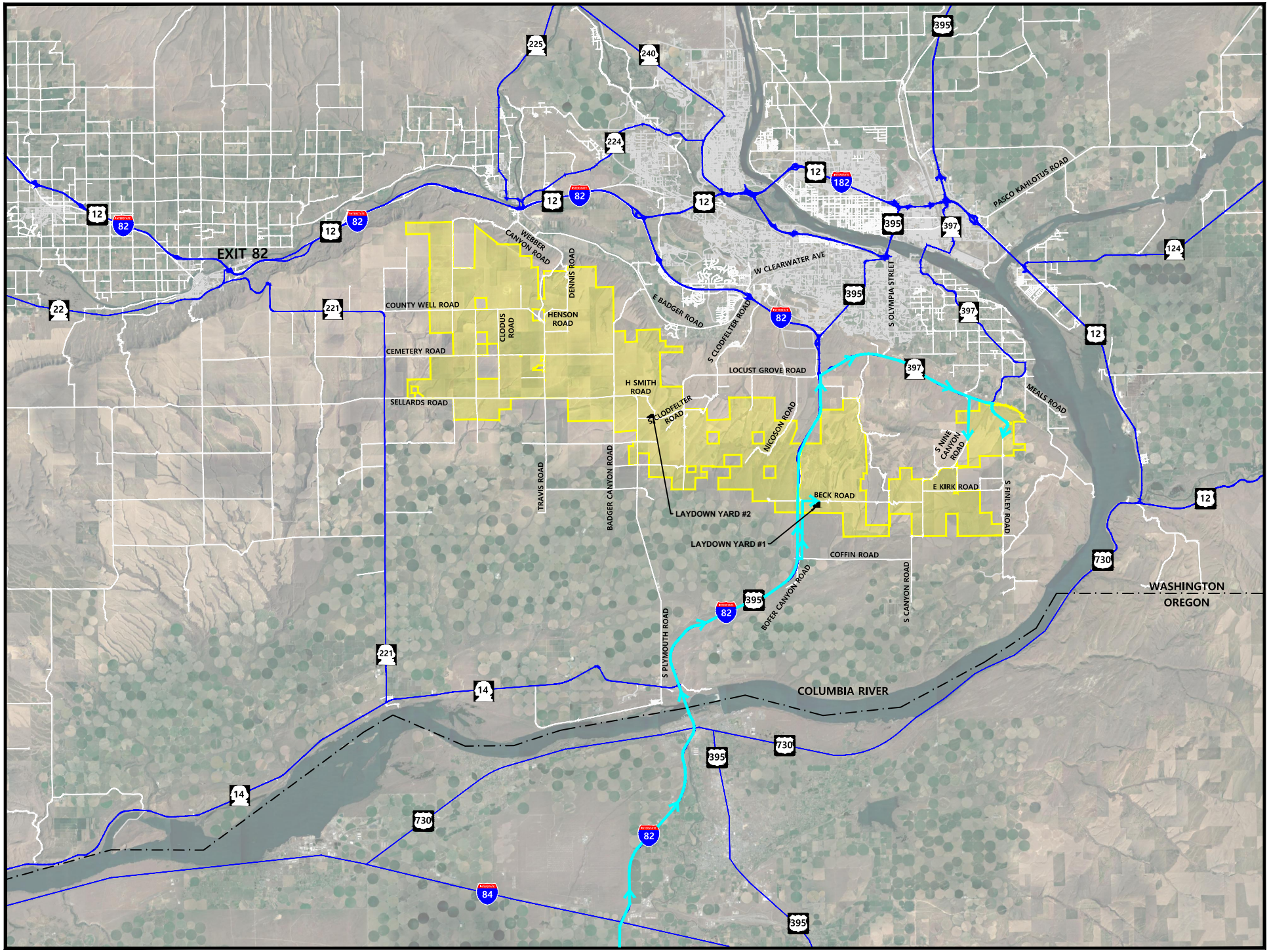
TETRA TECH

LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
LOCAL CORDON LINES

CONSTRUCTION WORKFORCE TRIP DISTRIBUTION - LAYDOWN YARD #2

Horse Heaven Wind Farm
Benton County, WA

FIGURE
3



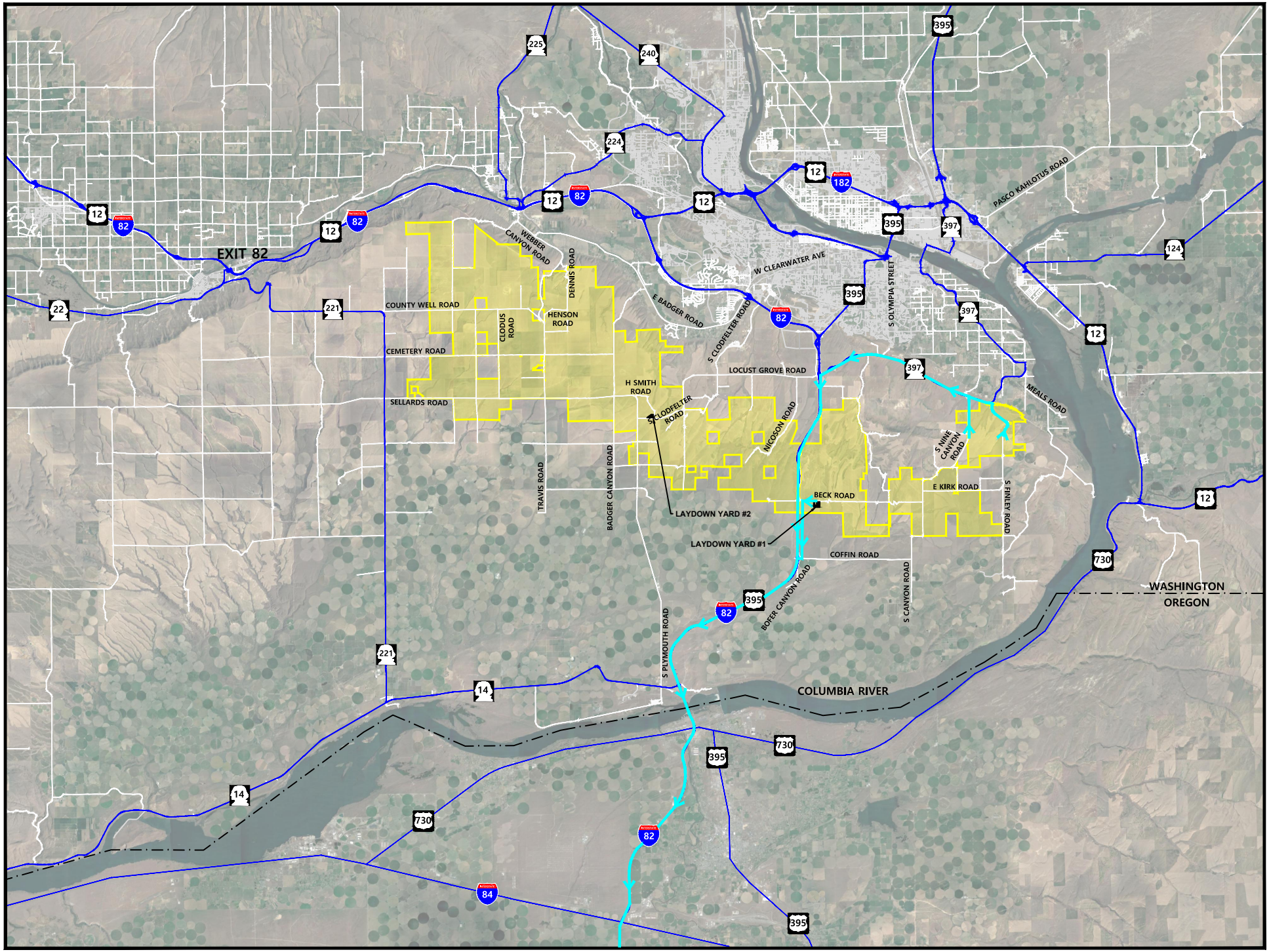
TETRA TECH

LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
SOLAR TRUCK ROUTE

Horse Heaven Wind Farm
Benton County, WA

TRUCK ROUTES - PHASE 1 ENTERING

FIGURE
4



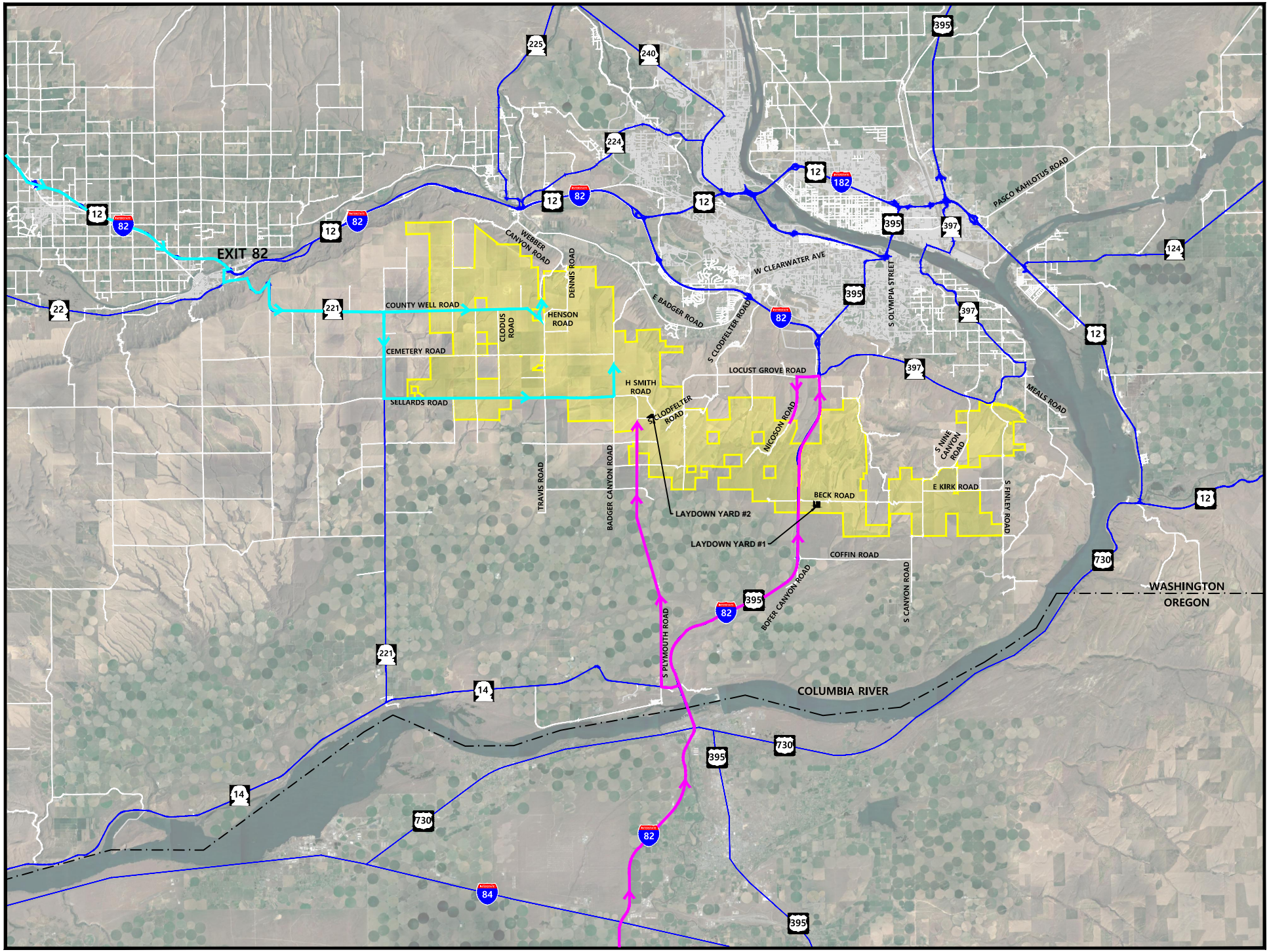
TETRA TECH

LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
SOLAR TRUCK ROUTE

Horse Heaven Wind Farm
Benton County, WA

TRUCK ROUTES - PHASE 1 EXITING

FIGURE
5



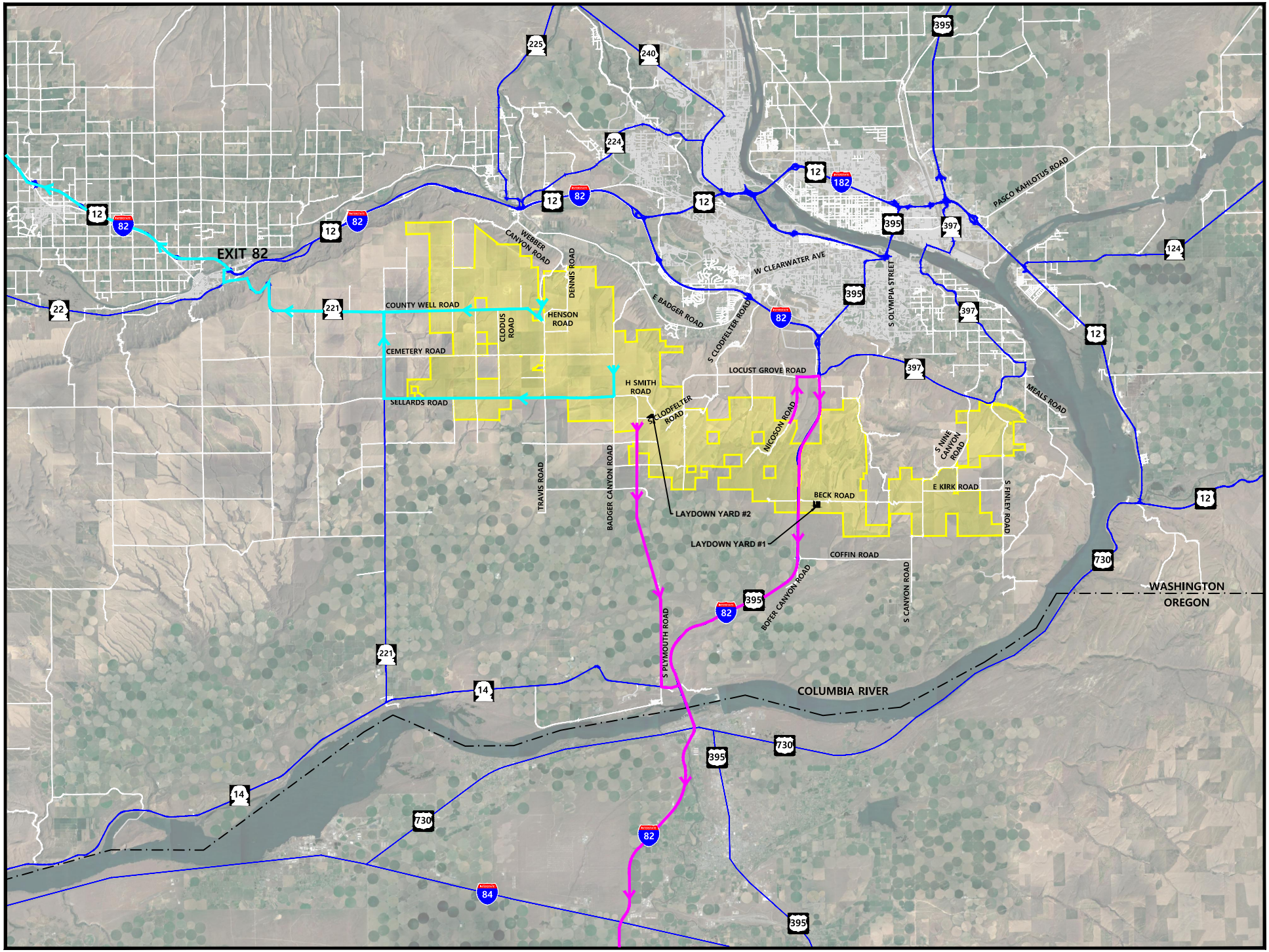
TETRA TECH

LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
SOLAR TRUCK ROUTE
WIND TRUCK ROUTE

Horse Heaven Wind Farm
Benton County, WA

TRUCK ROUTES - PHASE 2 ENTERING

FIGURE
6



TETRA TECH

LOCAL ROADWAYS
COUNTY ROADWAYS
STATE ROADWAYS
PROJECT BOUNDARY
SOLAR TRUCK ROUTE
WIND TRUCK ROUTE

Horse Heaven Wind Farm
Benton County, WA

TRUCK ROUTES - PHASE 2 EXITING

FIGURE
7

TRIP DISTRIBUTION CALCULATIONS

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #1 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Benton County	101	WA	4,873	30 mins	100.0%	4873	0.661%					100%							100%	0.7%
Benton County	102.01	WA	5,718	30 mins	100.0%	5718	0.776%					100%							100%	0.8%
Benton County	102.03	WA	4,637	30 mins	100.0%	4637	0.629%					100%							100%	0.6%
Benton County	102.04	WA	2,830	30 mins	100.0%	2830	0.384%					100%							100%	0.4%
Benton County	103	WA	6,153	30 mins	100.0%	6153	0.835%					100%							100%	0.8%
Benton County	104	WA	3,637	30 mins	100.0%	3637	0.494%					100%							100%	0.5%
Benton County	105	WA	3,271	30 mins	100.0%	3271	0.444%					100%							100%	0.4%
Benton County	106	WA	4,930	30 mins	100.0%	4930	0.669%					100%							100%	0.7%
Benton County	107.01	WA	2,021	35 mins	98.3%	1986	0.270%					100%							100%	0.3%
Benton County	107.03	WA	3,424	35 mins	98.3%	3365	0.457%					100%							100%	0.5%
Benton County	107.05	WA	5,741	35 mins	98.3%	5643	0.766%					100%							100%	0.8%
Benton County	107.07	WA	3,775	30 mins	100.0%	3775	0.512%					100%							100%	0.5%
Benton County	107.08	WA	4,332	30 mins	100.0%	4332	0.588%					100%							100%	0.6%
Benton County	108.07	WA	1,762	25 mins	100.0%	1762	0.239%					100%							100%	0.2%
Benton County	108.09	WA	6,391	25 mins	100.0%	6391	0.867%					100%							100%	0.9%
Benton County	108.10	WA	4,861	25 mins	100.0%	4861	0.660%					100%							100%	0.7%
Benton County	108.11	WA	5,275	20 Mins or less	100.0%	5275	0.716%					100%							100%	0.7%
Benton County	108.14	WA	5,186	20 Mins or less	100.0%	5186	0.704%					100%							100%	0.7%
Benton County	108.15	WA	8,567	20 Mins or less	100.0%	8567	1.163%					50%	50%						100%	1.2%
Benton County	108.16	WA	5,589	20 Mins or less	100.0%	5589	0.759%					50%	50%						100%	0.8%
Benton County	108.17	WA	6,198	25 mins	100.0%	6198	0.841%					100%							100%	0.8%
Benton County	108.18	WA	3,274	25 mins	100.0%	3274	0.444%					100%							100%	0.4%
Benton County	108.19	WA	3,304	25 mins	100.0%	3304	0.448%					100%							100%	0.4%
Benton County	108.20	WA	3,737	25 mins	100.0%	3737	0.507%					50%	50%						100%	0.5%
Benton County	109.01	WA	6,251	25 mins	100.0%	6251	0.848%					50%	50%						100%	0.8%
Benton County	109.02	WA	5,698	20 Mins or less	100.0%	5698	0.773%						100%						100%	0.8%
Benton County	110.01	WA	6,025	25 mins	100.0%	6025	0.818%						50%	50%					100%	0.8%
Benton County	110.02	WA	4,859	20 Mins or less	100.0%	4859	0.659%						100%						100%	0.7%
Benton County	111	WA	7,879	20 Mins or less	100.0%	7879	1.069%						50%	50%					100%	1.1%
Benton County	112.01	WA	4,267	20 Mins or less	100.0%	4267	0.579%						50%	50%					100%	0.6%
Benton County	112.02	WA	3,323	20 Mins or less	100.0%	3323	0.451%						50%	50%					100%	0.5%
Benton County	113	WA	5,040	25 mins	100.0%	5040	0.684%						50%	50%					100%	0.7%
Benton County	114.01	WA	3,580	20 Mins or less	100.0%	3580	0.486%						50%	50%					100%	0.5%
Benton County	114.02	WA	5,415	20 Mins or less	100.0%	5415	0.735%							100%					100%	0.7%
Benton County	115.01	WA	6,443	25 mins	100.0%	6443	0.874%								100%				100%	0.9%
Benton County	115.04	WA	2,866	20 Mins or less	100.0%	2866	0.389%							100%					100%	0.4%
Benton County	115.05	WA	4,177	20 Mins or less	100.0%	4177	0.567%						100%						100%	0.6%
Benton County	115.06	WA	7,519	20 Mins or less	100.0%	7519	1.020%							100%					100%	1.0%
Benton County	117.01	WA	3,012	40 Mins	96.5%	2906	0.394%					100%							100%	0.4%
Benton County	117.02	WA	5,132	40 Mins	96.5%	4952	0.672%					100%							100%	0.7%
Benton County	118.01	WA	3,655	45 mins	94.6%	3457	0.469%					100%							100%	0.5%
Benton County	118.02	WA	2,665	45 mins	94.6%	2520	0.342%					100%							100%	0.3%
Benton County	119	WA	6,325	30 Mins	100.0%	6325	0.858%					100%							100%	0.9%
Benton County	120	WA	0	40 mins	96.5%	0	0.000%												0%	0.0%
Franklin County	201.01	WA	1,828	30 Mins	100.0%	1828	0.248%						50%	50%					100%	0.2%
Franklin County	201.02	WA	6,609	30 Mins	100.0%	6609	0.897%						100%						100%	0.9%
Franklin County	201.03	WA	3,811	30 Mins	100.0%	3811	0.517%						75%	25%					100%	0.5%
Franklin County	202.01	WA	2,201	25 Mins	100.0%	2201	0.299%						75%	25%					100%	0.3%
Franklin County	202.02	WA	4,142	30 Mins	100.0%	4142	0.562%						75%	25%					100%	0.6%
Franklin County	203	WA	6,088	30 Mins	100.0%	6088	0.826%						100%						100%	0.8%
Franklin County	204.01	WA	1,065	25 Mins	100.0%	1065	0.145%						100%						100%	0.1%
Franklin County	204.02	WA	1,101	25 Mins	100.0%	1101	0.149%						100%						100%	0.1%
Franklin County	204.03	WA	3,611	25 Mins	100.0%	3611	0.490%						100%						100%	0.5%
Franklin County	204.04	WA	2,928	25 Mins	100.0%	2928	0.397%						100%						100%	0.4%
Franklin County	205	WA	5,161	30 Mins	100.0%	5161	0.700%					50%	50%						100%	0.7%
Franklin County	205	WA	3,296	30 Mins	100.0%	3296	0.447%						100%						100%	0.4%
Franklin County	205	WA	6,522	30 Mins	100.0%	6522	0.885%						100%						100%	0.9%
Franklin County	206	WA	4,546	35 Mins	98.3%	4468	0.606%					50%	50%						100%	0.6%
Franklin County	206	WA	9,548	35 Mins	98.3%	9385	1.274%					50%	50%						100%	1.3%
Franklin County	206	WA	8,729	35 Mins	98.3%	8580	1.164%					50%	50%						100%	1.2%
Franklin County	206	WA	6,719	35 Mins	98.3%	6604	0.896%					50%	50%						100%	0.9%
Franklin County	206	WA	6,601	35 Mins	98.3%	6488	0.881%					50%	50%						100%	0.9%
Morrow County	9701.01	OR	5,034	45 Mins	94.6%	4761	0.646%									100%			100%	0.6%
Morrow County	9701.02	OR	3,676	30 Mins	100.0%	3676	0.499%									100%			100%	0.5%

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #1 - LOCAL TRAVEL ROUTES											
								To/From West		To/From North						To/From South			
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Morrow County	9702	OR	3,254	0	88.1%	2867	0.389%									100%			100%	0.4%
Umatilla County	9400	OR	3,072	0	88.1%	2706	0.367%									100%			100%	0.4%
Umatilla County	9501	OR	4,659	0	76.9%	3581	0.486%						25%			75%			100%	0.5%
Umatilla County	9502.01	OR	3,712	0	76.9%	2853	0.387%						25%			75%			100%	0.4%
Umatilla County	9502.02	OR	4,043	0	76.9%	3108	0.422%						25%			75%			100%	0.4%
Umatilla County	9503	OR	3,371	0	82.9%	2796	0.379%									100%			100%	0.4%
Umatilla County	9504	OR	6,038	0	88.1%	5319	0.722%									100%			100%	0.7%
Umatilla County	9505	OR	4,754	0	88.1%	4188	0.568%									100%			100%	0.6%
Umatilla County	9506.01	OR	2,600	0	88.1%	2290	0.311%									100%			100%	0.3%
Umatilla County	9506.02	OR	3,212	0	88.1%	2830	0.384%									100%			100%	0.4%
Umatilla County	9507	OR	2,513	55 Mins	90.4%	2272	0.308%									100%			100%	0.3%
Umatilla County	9508	OR	7,508	25 Mins	100.0%	7508	1.019%									100%			100%	1.0%
Umatilla County	9509	OR	5,133	20 Mins or less	100.0%	5133	0.697%									100%			100%	0.7%
Umatilla County	9510	OR	6,224	25 Mins	100.0%	6224	0.845%									100%			100%	0.8%
Umatilla County	9511	OR	6,018	25 Mins	100.0%	6018	0.817%									100%			100%	0.8%
Umatilla County	9512.01	OR	6,207	30 Mins	100.0%	6207	0.842%									100%			100%	0.8%
Umatilla County	9512.02	OR	4,040	30 Mins	100.0%	4040	0.548%									100%			100%	0.5%
Umatilla County	9513	OR	3,989	30 Mins	100.0%	3989	0.541%									100%			100%	0.5%
Umatilla County	9514	OR	2,416	1:10	82.9%	2004	0.272%									100%			100%	0.3%
Union County	9701	OR	3,238	2:00	23.1%	749	0.102%									100%			100%	0.1%
Union County	9702	OR	3,376	1:55	36.7%	1238	0.168%									100%			100%	0.2%
Union County	9703	OR	2,427	1:55	36.7%	890	0.121%									100%			100%	0.1%
Union County	9704	OR	2,732	1:50	46.3%	1264	0.172%									100%			100%	0.2%
Union County	9705	OR	3,196	1:35	65.0%	2076	0.282%									100%			100%	0.3%
Union County	9706	OR	3,927	1:50	46.3%	1817	0.247%									100%			100%	0.2%
Union County	9707	OR	3,416	1:40	59.8%	2043	0.277%									100%			100%	0.3%
Union County	9708	OR	3,943	1:40	59.8%	2358	0.320%									100%			100%	0.3%
Adams County	9501	WA	2,577	1:30	69.4%	1789	0.243%						100%						100%	0.2%
Adams County	9502	WA	1,794	1:20	76.9%	1379	0.187%						100%						100%	0.2%
Adams County	9503.01	WA	1,790	1:20	76.9%	1376	0.187%						100%						100%	0.2%
Adams County	9503.02	WA	2,738	1:20	76.9%	2104	0.286%					50%	50%						100%	0.3%
Adams County	9503.03	WA	2,555	1:15	80.0%	2045	0.278%					50%	50%						100%	0.3%
Adams County	9504	WA	3,100	1:15	80.0%	2481	0.337%					50%	50%						100%	0.3%
Adams County	9505	WA	5,799	1:15	80.0%	4642	0.630%					50%	50%						100%	0.6%
Columbia County	9602	WA	3,969	1:30	69.4%	2755	0.374%						100%						100%	0.4%
Franklin County	207	WA	1,277	1:15	80.0%	1022	0.139%						100%						100%	0.1%
Franklin County	208.01	WA	3,401	1:00	88.1%	2996	0.407%						100%						100%	0.4%
Franklin County	208.02	WA	3,129	1:00	88.1%	2756	0.374%						100%						100%	0.4%
Grant County	101	WA	3,610	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	102	WA	3,382	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	103	WA	5,425	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	104.01	WA	3,148	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	104.02	WA	5,495	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	105	WA	3,270	greater than 2:00	0.0%	0	0.000%					50%	50%						100%	0.0%
Grant County	106	WA	7,614	greater than 2:00	0.0%	0	0.000%					50%	50%						100%	0.0%
Grant County	107	WA	3,186	1:45	53.7%	1712	0.232%					50%	50%						100%	0.2%
Grant County	108	WA	5,398	1:30	69.4%	3747	0.509%						100%						100%	0.5%
Grant County	109.01	WA	1,679	1:30	69.4%	1165	0.158%						100%						100%	0.2%
Grant County	109.03	WA	5,281	1:30	69.4%	3666	0.497%						100%						100%	0.5%
Grant County	109.04	WA	6,136	1:30	69.4%	4259	0.578%						100%						100%	0.6%
Grant County	110.01	WA	5,723	1:30	69.4%	3973	0.539%						100%						100%	0.5%
Grant County	110.02	WA	6,225	1:30	69.4%	4321	0.586%						100%						100%	0.6%
Grant County	111.01	WA	4,657	1:30	69.4%	3233	0.439%						100%						100%	0.4%
Grant County	111.02	WA	2,891	1:30	69.4%	2007	0.272%						100%						100%	0.3%
Grant County	112	WA	7,100	1:45	53.7%	3814	0.518%					50%	50%						100%	0.5%
Grant County	113	WA	3,367	1:20	76.9%	2588	0.351%						100%						100%	0.4%
Grant County	114.01	WA	2,249	1:20	76.9%	1729	0.235%						100%						100%	0.2%
Grant County	114.03	WA	4,871	1:15	80.0%	3899	0.529%					100%							100%	0.5%
Grant County	114.04	WA	963	1:30	69.4%	668	0.091%					100%							100%	0.1%
Grant County	114.05	WA	3,019	1:30	69.4%	2096	0.284%					50%	50%						100%	0.3%
Grant County	114.06	WA	3,185	1:30	69.4%	2211	0.300%					50%	50%						100%	0.3%
Kittitas County	9751.01	WA	2,363	greater than 2:00	0.0%	0	0.000%					100%							100%	0.0%
Kittitas County	9751.02	WA	1,290	greater than 2:00	0.0%	0	0.000%					100%							100%	0.0%
Kittitas County	9751.03	WA	1,444	greater than 2:00	0.0%	0	0.000%					100%							100%	0.0%

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #1 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Kittitas County	9751.04	WA	1,644	greater than 2:00	0.0%	0	0.000%					100%							100%	0.0%
Kittitas County	9752.01	WA	3,364	greater than 2:00	0.0%	0	0.000%					100%							100%	0.0%
Kittitas County	9752.02	WA	1,395	1:45	53.7%	749	0.102%					100%							100%	0.1%
Kittitas County	9752.03	WA	1,098	1:45	53.7%	590	0.080%					100%							100%	0.1%
Kittitas County	9753	WA	5,316	2:00	23.1%	1230	0.167%					100%							100%	0.2%
Kittitas County	9754.02	WA	4,713	1:45	53.7%	2532	0.344%					100%							100%	0.3%
Kittitas County	9754.03	WA	2,921	1:45	53.7%	1569	0.213%					100%							100%	0.2%
Kittitas County	9754.04	WA	5,145	1:45	53.7%	2764	0.375%					100%							100%	0.4%
Kittitas County	9755	WA	5,956	1:45	53.7%	3200	0.434%					100%							100%	0.4%
Kittitas County	9756	WA	2,790	1:45	53.7%	1499	0.203%					100%							100%	0.2%
Kittitas County	9757	WA	4,708	2:00	23.1%	1089	0.148%					100%							100%	0.1%
Klickitat County	9501.01	WA	1,538	1:00	88.1%	1355	0.184%	50%				50%							100%	0.2%
Klickitat County	9501.02	WA	3,507	1:20	76.9%	2696	0.366%					100%							100%	0.4%
Klickitat County	9501.03	WA	4,189	1:45	53.7%	2251	0.305%									100%			100%	0.3%
Klickitat County	9502	WA	4,383	greater than 2:00	0.0%	0	0.000%									100%			100%	0.0%
Klickitat County	9503.01	WA	3,465	greater than 2:00	0.0%	0	0.000%									100%			100%	0.0%
Klickitat County	9503.02	WA	5,396	greater than 2:00	0.0%	0	0.000%									100%			100%	0.0%
Walla Walla County	9200	WA	6,176	1:00	88.1%	5441	0.738%						100%						100%	0.7%
Walla Walla County	9201	WA	5,165	1:00	88.1%	4550	0.618%						75%			25%			100%	0.6%
Walla Walla County	9202	WA	4,715	1:15	80.0%	3774	0.512%						50%			50%			100%	0.5%
Walla Walla County	9203.01	WA	3,243	1:15	80.0%	2596	0.352%						50%			50%			100%	0.4%
Walla Walla County	9203.02	WA	5,434	1:15	80.0%	4350	0.590%						50%			50%			100%	0.6%
Walla Walla County	9204	WA	2,640	1:15	80.0%	2113	0.287%						50%			50%			100%	0.3%
Walla Walla County	9205	WA	2,959	1:15	80.0%	2368	0.321%						50%			50%			100%	0.3%
Walla Walla County	9206	WA	6,205	1:15	80.0%	4967	0.674%						50%			50%			100%	0.7%
Walla Walla County	9207.01	WA	3,545	1:15	80.0%	2838	0.385%						50%			50%			100%	0.4%
Walla Walla County	9207.02	WA	4,293	1:15	80.0%	3436	0.466%						50%			50%			100%	0.5%
Walla Walla County	9208.01	WA	4,945	1:15	80.0%	3958	0.537%						50%			50%			100%	0.5%
Walla Walla County	9208.02	WA	3,223	1:15	80.0%	2580	0.350%						50%			50%			100%	0.4%
Walla Walla County	9209.01	WA	4,134	1:15	80.0%	3309	0.449%						50%			50%			100%	0.4%
Walla Walla County	9209.02	WA	5,491	1:15	80.0%	4395	0.596%						50%			50%			100%	0.6%
Yakima County	1	WA	3,072	1:15	80.0%	2459	0.334%					100%							100%	0.3%
Yakima County	2	WA	5,595	1:15	80.0%	4478	0.608%					100%							100%	0.6%
Yakima County	3.01	WA	2,473	1:15	80.0%	1979	0.269%					100%							100%	0.3%
Yakima County	3.02	WA	2,283	1:15	80.0%	1827	0.248%					100%							100%	0.2%
Yakima County	4.01	WA	5,958	1:15	80.0%	4769	0.647%					100%							100%	0.6%
Yakima County	4.02	WA	2,407	1:15	80.0%	1927	0.261%					100%							100%	0.3%
Yakima County	5	WA	4,599	1:15	80.0%	3681	0.500%					100%							100%	0.5%
Yakima County	6	WA	5,696	1:15	80.0%	4559	0.619%					100%							100%	0.6%
Yakima County	7	WA	7,077	1:15	80.0%	5665	0.769%					100%							100%	0.8%
Yakima County	8	WA	4,484	1:15	80.0%	3589	0.487%					100%							100%	0.5%
Yakima County	9.02	WA	4,507	1:20	76.9%	3464	0.470%					100%							100%	0.5%
Yakima County	9.03	WA	4,008	1:20	76.9%	3081	0.418%					100%							100%	0.4%
Yakima County	9.04	WA	3,332	1:20	76.9%	2561	0.348%					100%							100%	0.3%
Yakima County	10	WA	6,499	1:20	76.9%	4995	0.678%					100%							100%	0.7%
Yakima County	11	WA	7,361	1:15	80.0%	5892	0.800%					100%							100%	0.8%
Yakima County	12.01	WA	4,723	1:15	80.0%	3780	0.513%					100%							100%	0.5%
Yakima County	12.02	WA	7,051	1:15	80.0%	5644	0.766%					100%							100%	0.8%
Yakima County	13	WA	2,653	1:10	82.9%	2201	0.299%					100%							100%	0.3%
Yakima County	14	WA	4,099	1:10	82.9%	3400	0.461%					100%							100%	0.5%
Yakima County	15.02	WA	2,658	1:10	82.9%	2205	0.299%					100%							100%	0.3%
Yakima County	15.03	WA	4,558	1:10	82.9%	3781	0.513%					100%							100%	0.5%
Yakima County	15.04	WA	2,894	1:10	82.9%	2401	0.326%					100%							100%	0.3%
Yakima County	16.01	WA	2,537	1:15	80.0%	2031	0.276%					100%							100%	0.3%
Yakima County	16.02	WA	8,633	1:15	80.0%	6910	0.938%					100%							100%	0.9%
Yakima County	17.01	WA	3,654	1:10	82.9%	3031	0.411%					100%							100%	0.4%
Yakima County	17.02	WA	6,565	1:10	82.9%	5446	0.739%					100%							100%	0.7%
Yakima County	18.01	WA	4,419	40 Mins	96.5%	4264	0.579%					100%							100%	0.6%
Yakima County	18.02	WA	2,933	40 Mins	96.5%	2830	0.384%					100%							100%	0.4%
Yakima County	19.01	WA	3,680	40 Mins	96.5%	3551	0.482%					100%							100%	0.5%
Yakima County	19.02	WA	6,678	40 Mins	96.5%	6443	0.874%					100%							100%	0.9%
Yakima County	20.03	WA	5,057	45 Mins	94.6%	4783	0.649%					100%							100%	0.6%
Yakima County	20.04	WA	4,734	45 Mins	94.6%	4477	0.608%					100%							100%	0.6%
Yakima County	20.05	WA	2,544	45 Mins	94.6%	2406	0.327%					100%							100%	0.3%

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #1 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Yakima County	20.06	WA	6,934	45 Mins	94.6%	6558	0.890%					100%							100%	0.9%
Yakima County	21.01	WA	2,468	45 Mins	94.6%	2334	0.317%					100%							100%	0.3%
Yakima County	21.03	WA	2,709	45 Mins	94.6%	2562	0.348%					100%							100%	0.3%
Yakima County	21.04	WA	5,099	50 Mins	92.6%	4719	0.640%					100%							100%	0.6%
Yakima County	22.01	WA	5,153	55 Mins	90.4%	4658	0.632%					100%							100%	0.6%
Yakima County	22.02	WA	2,017	1:00	88.1%	1777	0.241%					100%							100%	0.2%
Yakima County	27.01	WA	3,466	40 Mins	96.5%	3344	0.454%	100%											100%	0.5%
Yakima County	28.01	WA	5,627	1:20	76.9%	4325	0.587%					100%							100%	0.6%
Yakima County	28.03	WA	5,809	1:20	76.9%	4465	0.606%					100%							100%	0.6%
Yakima County	28.04	WA	3,607	1:20	76.9%	2772	0.376%					100%							100%	0.4%
Yakima County	29	WA	7,131	1:30	69.4%	4950	0.672%					100%							100%	0.7%
Yakima County	30.02	WA	4,085	1:30	69.4%	2836	0.385%					100%							100%	0.4%
Yakima County	30.03	WA	1,724	greater than 2:00	0.0%	0	0.000%					100%							100%	0.0%
Yakima County	30.04	WA	2,644	1:40	59.8%	1581	0.215%					100%							100%	0.2%
Yakima County	31	WA	5,297	1:15	80.0%	4240	0.575%					100%							100%	0.6%
Yakima County	32	WA	7,012	1:15	80.0%	5613	0.762%					100%							100%	0.8%
Yakima County	34	WA	5,228	1:15	80.0%	4185	0.568%					100%							100%	0.6%
Yakima County	9400.01	WA	6,534	1:10	82.9%	5420	0.736%					100%							100%	0.7%
Yakima County	9400.02	WA	4,762	1:00	88.1%	4195	0.569%					100%							100%	0.6%
Yakima County	9400.03	WA	3,292	1:15	80.0%	2635	0.358%					100%							100%	0.4%
Yakima County	9400.05	WA	4,776	1:00	88.1%	4207	0.571%					100%							100%	0.6%
Yakima County	9400.06	WA	4,758	1:00	88.1%	4192	0.569%					100%							100%	0.6%
Yakima County	9400.07	WA	3,449	1:10	82.9%	2861	0.388%					100%							100%	0.4%
Yakima County	9400.08	WA	2,149	1:10	82.9%	1783	0.242%					100%							100%	0.2%
		Total	919,798			736,840	100.00%	0.55%	0.00%	0.00%	0.00%	52.26%	25.63%	4.66%	0.87%	16.03%	0.00%	0.00%	100%	100.00%
							Use	1%	0%	0%	0%	52%	25%	5%	1%	16%	0%	0%	100%	

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #2 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Benton County	101	WA	4,873	30 mins	100.0%	4873	0.660%				100%								100%	0.7%
Benton County	102.01	WA	5,718	30 mins	100.0%	5718	0.775%				100%								100%	0.8%
Benton County	102.03	WA	4,637	30 mins	100.0%	4637	0.629%				100%								100%	0.6%
Benton County	102.04	WA	2,830	30 mins	100.0%	2830	0.384%				100%								100%	0.4%
Benton County	103	WA	6,153	30 mins	100.0%	6153	0.834%				100%								100%	0.8%
Benton County	104	WA	3,637	30 mins	100.0%	3637	0.493%				100%								100%	0.5%
Benton County	105	WA	3,271	25 mins	100.0%	3271	0.443%				100%								100%	0.4%
Benton County	106	WA	4,930	25 mins	100.0%	4930	0.668%				100%								100%	0.7%
Benton County	107.01	WA	2,021	25 mins	100.0%	2021	0.274%			100%									100%	0.3%
Benton County	107.03	WA	3,424	30 mins	100.0%	3424	0.464%			100%									100%	0.5%
Benton County	107.05	WA	5,741	30 mins	100.0%	5741	0.778%				100%								100%	0.8%
Benton County	107.07	WA	3,775	30 mins	100.0%	3775	0.512%			33%	34%	33%							100%	0.5%
Benton County	107.08	WA	4,332	30 mins	100.0%	4332	0.587%			33%	34%	33%							100%	0.6%
Benton County	108.07	WA	1,762	25 mins	100.0%	1762	0.239%			33%	34%	33%							100%	0.2%
Benton County	108.09	WA	6,391	20 Mins or less	100.0%	6391	0.866%				100%								100%	0.9%
Benton County	108.10	WA	4,861	20 Mins or less	100.0%	4861	0.659%				75%	25%							100%	0.7%
Benton County	108.11	WA	5,275	20 Mins or less	100.0%	5275	0.715%				100%								100%	0.7%
Benton County	108.14	WA	5,186	20 Mins or less	100.0%	5186	0.703%				100%								100%	0.7%
Benton County	108.15	WA	8,567	20 Mins or less	100.0%	8567	1.161%				100%								100%	1.2%
Benton County	108.16	WA	5,589	20 Mins or less	100.0%	5589	0.758%				100%								100%	0.8%
Benton County	108.17	WA	6,198	20 Mins or less	100.0%	6198	0.840%				75%	25%							100%	0.8%
Benton County	108.18	WA	3,274	25 mins	100.0%	3274	0.444%				75%	25%							100%	0.4%
Benton County	108.19	WA	3,304	20 Mins or less	100.0%	3304	0.448%				75%	25%							100%	0.4%
Benton County	108.20	WA	3,737	25 mins	100.0%	3737	0.507%				75%	25%							100%	0.5%
Benton County	109.01	WA	6,251	20 Mins or less	100.0%	6251	0.847%				75%	25%							100%	0.8%
Benton County	109.02	WA	5,698	20 Mins or less	100.0%	5698	0.772%				75%	25%							100%	0.8%
Benton County	110.01	WA	6,025	25 mins	100.0%	6025	0.817%				50%		50%						100%	0.8%
Benton County	110.02	WA	4,859	20 Mins or less	100.0%	4859	0.659%				50%		50%						100%	0.7%
Benton County	111	WA	7,879	20 Mins or less	100.0%	7879	1.068%						50%	50%					100%	1.1%
Benton County	112.01	WA	4,267	20 Mins or less	100.0%	4267	0.578%						50%	50%					100%	0.6%
Benton County	112.02	WA	3,323	20 Mins or less	100.0%	3323	0.450%						50%	50%					100%	0.5%
Benton County	113	WA	5,040	25 mins	100.0%	5040	0.683%						50%	50%					100%	0.7%
Benton County	114.01	WA	3,580	20 Mins or less	100.0%	3580	0.485%						50%	50%					100%	0.5%
Benton County	114.02	WA	5,415	20 Mins or less	100.0%	5415	0.734%						50%	50%					100%	0.7%
Benton County	115.01	WA	6,443	25 mins	100.0%	6443	0.873%								100%				100%	0.9%
Benton County	115.04	WA	2,866	20 Mins or less	100.0%	2866	0.388%						50%	50%					100%	0.4%
Benton County	115.05	WA	4,177	20 Mins or less	100.0%	4177	0.566%						100%						100%	0.6%
Benton County	115.06	WA	7,519	20 Mins or less	100.0%	7519	1.019%						50%	50%					100%	1.0%
Benton County	117.01	WA	3,012	30 Mins	100.0%	3012	0.408%		100%										100%	0.4%
Benton County	117.02	WA	5,132	30 Mins	100.0%	5132	0.696%		100%										100%	0.7%
Benton County	118.01	WA	3,655	35 mins	98.3%	3592	0.487%		100%										100%	0.5%
Benton County	118.02	WA	2,665	40 mins	96.5%	2571	0.349%		100%										100%	0.3%
Benton County	119	WA	6,325	25 mins	100.0%	6325	0.857%			100%									100%	0.9%
Benton County	120	WA	0	40 mins	96.5%	0	0.000%			100%									100%	0.0%
Franklin County	201.01	WA	1,828	30 Mins	100.0%	1828	0.248%						100%						100%	0.2%
Franklin County	201.02	WA	6,609	30 Mins	100.0%	6609	0.896%						100%						100%	0.9%
Franklin County	201.03	WA	3,811	30 Mins	100.0%	3811	0.517%						100%						100%	0.5%
Franklin County	202.01	WA	2,201	30 Mins	100.0%	2201	0.298%						100%						100%	0.3%
Franklin County	202.02	WA	4,142	30 Mins	100.0%	4142	0.561%						100%						100%	0.6%
Franklin County	203	WA	6,088	30 Mins	100.0%	6088	0.825%						100%						100%	0.8%
Franklin County	204.01	WA	1,065	30 Mins	100.0%	1065	0.144%						100%						100%	0.1%
Franklin County	204.02	WA	1,101	25 Mins	100.0%	1101	0.149%						100%						100%	0.1%
Franklin County	204.03	WA	3,611	25 Mins	100.0%	3611	0.489%						100%						100%	0.5%
Franklin County	204.04	WA	2,928	25 Mins	100.0%	2928	0.397%						100%						100%	0.4%
Franklin County	205.01	WA	5,161	30 Mins	100.0%	5161	0.700%				100%								100%	0.7%
Franklin County	205.03	WA	3,296	30 Mins	100.0%	3296	0.447%				50%		50%						100%	0.4%
Franklin County	205.04	WA	6,522	30 Mins	100.0%	6522	0.884%				50%		50%						100%	0.9%
Franklin County	206.03	WA	4,546	30 Mins	100.0%	4546	0.616%				100%								100%	0.6%
Franklin County	206.05	WA	9,548	30 Mins	100.0%	9548	1.294%				50%		50%						100%	1.3%
Franklin County	206.06	WA	8,729	25 mins	100.0%	8729	1.183%				100%								100%	1.2%
Franklin County	206.07	WA	6,719	35 Mins	98.3%	6604	0.895%				50%		50%						100%	0.9%
Franklin County	206.08	WA	6,601	40 Mins	96.5%	6369	0.863%				50%		50%						100%	0.9%
Morrow County	9701.01	OR	5,034	45 Mins	94.6%	4761	0.645%										100%		100%	0.6%
Morrow County	9701.02	OR	3,676	30 Mins	100.0%	3676	0.498%										100%		100%	0.5%

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #2 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Morrow County	9702	OR	3,254	1:00	88.1%	2867	0.389%										100%		100%	0.4%
Umatilla County	9400	OR	3,072	1:00	88.1%	2706	0.367%										100%		100%	0.4%
Umatilla County	9501	OR	4,659	1:20	76.9%	3581	0.485%						25%				75%		100%	0.5%
Umatilla County	9502.01	OR	3,712	1:20	76.9%	2853	0.387%						25%				75%		100%	0.4%
Umatilla County	9502.02	OR	4,043	1:20	76.9%	3108	0.421%						25%				75%		100%	0.4%
Umatilla County	9503	OR	3,371	1:10	82.9%	2796	0.379%										100%		100%	0.4%
Umatilla County	9504	OR	6,038	1:00	88.1%	5319	0.721%										100%		100%	0.7%
Umatilla County	9505	OR	4,754	1:00	88.1%	4188	0.568%										100%		100%	0.6%
Umatilla County	9506.01	OR	2,600	1:00	88.1%	2290	0.310%										100%		100%	0.3%
Umatilla County	9506.02	OR	3,212	1:00	88.1%	2830	0.384%										100%		100%	0.4%
Umatilla County	9507	OR	2,513	55 Mins	90.4%	2272	0.308%										100%		100%	0.3%
Umatilla County	9508	OR	7,508	25 Mins	100.0%	7508	1.018%										100%		100%	1.0%
Umatilla County	9509	OR	5,133	20 Mins or less	100.0%	5133	0.696%										100%		100%	0.7%
Umatilla County	9510	OR	6,224	25 Mins	100.0%	6224	0.844%										100%		100%	0.8%
Umatilla County	9511	OR	6,018	25 Mins	100.0%	6018	0.816%										100%		100%	0.8%
Umatilla County	9512.01	OR	6,207	30 Mins	100.0%	6207	0.841%										100%		100%	0.8%
Umatilla County	9512.02	OR	4,040	30 Mins	100.0%	4040	0.548%										100%		100%	0.5%
Umatilla County	9513	OR	3,989	30 Mins	100.0%	3989	0.541%										100%		100%	0.5%
Umatilla County	9514	OR	2,416	1:10	82.9%	2004	0.272%										100%		100%	0.3%
Union County	9701	OR	3,238	2:00	23.1%	749	0.102%										100%		100%	0.1%
Union County	9702	OR	3,376	1:55	36.7%	1238	0.168%										100%		100%	0.2%
Union County	9703	OR	2,427	1:55	36.7%	890	0.121%										100%		100%	0.1%
Union County	9704	OR	2,732	1:50	46.3%	1264	0.171%										100%		100%	0.2%
Union County	9705	OR	3,196	1:35	65.0%	2076	0.281%										100%		100%	0.3%
Union County	9706	OR	3,927	1:50	46.3%	1817	0.246%										100%		100%	0.2%
Union County	9707	OR	3,416	1:40	59.8%	2043	0.277%										100%		100%	0.3%
Union County	9708	OR	3,943	1:40	59.8%	2358	0.320%										100%		100%	0.3%
Adams County	9501	WA	2,577	1:30	69.4%	1789	0.242%						100%						100%	0.2%
Adams County	9502	WA	1,794	1:20	76.9%	1379	0.187%						100%						100%	0.2%
Adams County	9503.01	WA	1,790	1:20	76.9%	1376	0.186%						100%						100%	0.2%
Adams County	9503.02	WA	2,738	1:20	76.9%	2104	0.285%				50%		50%						100%	0.3%
Adams County	9503.03	WA	2,555	1:15	80.0%	2045	0.277%				50%		50%						100%	0.3%
Adams County	9504	WA	3,100	1:15	80.0%	2481	0.336%				50%		50%						100%	0.3%
Adams County	9505	WA	5,799	1:15	80.0%	4642	0.629%				50%		50%						100%	0.6%
Columbia County	9602	WA	3,969	1:30	69.4%	2755	0.373%						100%						100%	0.4%
Franklin County	207	WA	1,277	1:15	80.0%	1022	0.139%						100%						100%	0.1%
Franklin County	208.01	WA	3,401	1:00	88.1%	2996	0.406%						100%						100%	0.4%
Franklin County	208.02	WA	3,129	1:00	88.1%	2756	0.374%						100%						100%	0.4%
Grant County	101	WA	3,610	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	102	WA	3,382	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	103	WA	5,425	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	104.01	WA	3,148	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	104.02	WA	5,495	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	105	WA	3,270	greater than 2:00	0.0%	0	0.000%			25%	25%		50%						100%	0.0%
Grant County	106	WA	7,614	greater than 2:00	0.0%	0	0.000%			25%	25%		50%						100%	0.0%
Grant County	107	WA	3,186	1:45	53.7%	1712	0.232%			25%	25%		50%						100%	0.2%
Grant County	108	WA	5,398	1:30	69.4%	3747	0.508%						100%						100%	0.5%
Grant County	109.01	WA	1,679	1:30	69.4%	1165	0.158%						100%						100%	0.2%
Grant County	109.03	WA	5,281	1:30	69.4%	3666	0.497%						100%						100%	0.5%
Grant County	109.04	WA	6,136	1:30	69.4%	4259	0.577%						100%						100%	0.6%
Grant County	110.01	WA	5,723	1:30	69.4%	3973	0.538%						100%						100%	0.5%
Grant County	110.02	WA	6,225	1:30	69.4%	4321	0.586%						100%						100%	0.6%
Grant County	111.01	WA	4,657	1:30	69.4%	3233	0.438%						100%						100%	0.4%
Grant County	111.02	WA	2,891	1:30	69.4%	2007	0.272%						100%						100%	0.3%
Grant County	112	WA	7,100	1:45	53.7%	3814	0.517%			25%	25%		50%						100%	0.5%
Grant County	113	WA	3,367	1:20	76.9%	2588	0.351%						100%						100%	0.4%
Grant County	114.01	WA	2,249	1:20	76.9%	1729	0.234%						100%						100%	0.2%
Grant County	114.03	WA	4,871	1:15	80.0%	3899	0.528%			50%	50%								100%	0.5%
Grant County	114.04	WA	963	1:30	69.4%	668	0.091%			50%	50%								100%	0.1%
Grant County	114.05	WA	3,019	1:30	69.4%	2096	0.284%			25%	25%		50%						100%	0.3%
Grant County	114.06	WA	3,185	1:30	69.4%	2211	0.300%			25%	25%		50%						100%	0.3%
Kittitas County	9751.01	WA	2,363	greater than 2:00	0.0%	0	0.000%		25%	50%	25%								100%	0.0%
Kittitas County	9751.02	WA	1,290	greater than 2:00	0.0%	0	0.000%		25%	50%	25%								100%	0.0%
Kittitas County	9751.03	WA	1,444	greater than 2:00	0.0%	0	0.000%		25%	50%	25%								100%	0.0%

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #2 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Kittitas County	9751.04	WA	1,644	greater than 2:00	0.0%	0	0.000%		25%	50%	25%								100%	0.0%
Kittitas County	9752.01	WA	3,364	greater than 2:00	0.0%	0	0.000%		25%	50%	25%								100%	0.0%
Kittitas County	9752.02	WA	1,395	1:45	53.7%	749	0.102%		25%	50%	25%								100%	0.1%
Kittitas County	9752.03	WA	1,098	1:45	53.7%	590	0.080%		25%	50%	25%								100%	0.1%
Kittitas County	9753	WA	5,316	2:00	23.1%	1230	0.167%		25%	50%	25%								100%	0.2%
Kittitas County	9754.02	WA	4,713	1:45	53.7%	2532	0.343%		25%	50%	25%								100%	0.3%
Kittitas County	9754.03	WA	2,921	1:45	53.7%	1569	0.213%		25%	50%	25%								100%	0.2%
Kittitas County	9754.04	WA	5,145	1:45	53.7%	2764	0.375%		25%	50%	25%								100%	0.4%
Kittitas County	9755	WA	5,956	1:45	53.7%	3200	0.434%		25%	50%	25%								100%	0.4%
Kittitas County	9756	WA	2,790	1:45	53.7%	1499	0.203%		25%	50%	25%								100%	0.2%
Kittitas County	9757	WA	4,708	2:00	23.1%	1089	0.148%		25%	50%	25%								100%	0.1%
Klickitat County	9501.01	WA	1,538	1:00	88.1%	1355	0.184%	50%	50%										100%	0.2%
Klickitat County	9501.02	WA	3,507	1:20	76.9%	2696	0.365%		75%	25%									100%	0.4%
Klickitat County	9501.03	WA	4,189	1:45	53.7%	2251	0.305%										100%		100%	0.3%
Klickitat County	9502	WA	4,383	greater than 2:00	0.0%	0	0.000%										100%		100%	0.0%
Klickitat County	9503.01	WA	3,465	greater than 2:00	0.0%	0	0.000%										100%		100%	0.0%
Klickitat County	9503.02	WA	5,396	greater than 2:00	0.0%	0	0.000%										100%		100%	0.0%
Walla Walla County	9200	WA	6,176	1:00	88.1%	5441	0.737%						100%						100%	0.7%
Walla Walla County	9201	WA	5,165	1:00	88.1%	4550	0.617%						75%				25%		100%	0.6%
Walla Walla County	9202	WA	4,715	1:15	80.0%	3774	0.512%						50%				50%		100%	0.5%
Walla Walla County	9203.01	WA	3,243	1:15	80.0%	2596	0.352%						50%				50%		100%	0.4%
Walla Walla County	9203.02	WA	5,434	1:15	80.0%	4350	0.590%						50%				50%		100%	0.6%
Walla Walla County	9204	WA	2,640	1:15	80.0%	2113	0.286%						50%				50%		100%	0.3%
Walla Walla County	9205	WA	2,959	1:15	80.0%	2368	0.321%						50%				50%		100%	0.3%
Walla Walla County	9206	WA	6,205	1:15	80.0%	4967	0.673%						50%				50%		100%	0.7%
Walla Walla County	9207.01	WA	3,545	1:15	80.0%	2838	0.385%						50%				50%		100%	0.4%
Walla Walla County	9207.02	WA	4,293	1:15	80.0%	3436	0.466%						50%				50%		100%	0.5%
Walla Walla County	9208.01	WA	4,945	1:15	80.0%	3958	0.536%						50%				50%		100%	0.5%
Walla Walla County	9208.02	WA	3,223	1:15	80.0%	2580	0.350%						50%				50%		100%	0.3%
Walla Walla County	9209.01	WA	4,134	1:15	80.0%	3309	0.449%						50%				50%		100%	0.4%
Walla Walla County	9209.02	WA	5,491	1:15	80.0%	4395	0.596%						50%				50%		100%	0.6%
Yakima County	1	WA	3,072	1:15	80.0%	2459	0.333%		50%	50%									100%	0.3%
Yakima County	2	WA	5,595	1:15	80.0%	4478	0.607%		50%	50%									100%	0.6%
Yakima County	3.01	WA	2,473	1:15	80.0%	1979	0.268%		50%	50%									100%	0.3%
Yakima County	3.02	WA	2,283	1:15	80.0%	1827	0.248%		50%	50%									100%	0.2%
Yakima County	4.01	WA	5,958	1:15	80.0%	4769	0.646%		50%	50%									100%	0.6%
Yakima County	4.02	WA	2,407	1:15	80.0%	1927	0.261%		50%	50%									100%	0.3%
Yakima County	5	WA	4,599	1:15	80.0%	3681	0.499%		50%	50%									100%	0.5%
Yakima County	6	WA	5,696	1:15	80.0%	4559	0.618%		50%	50%									100%	0.6%
Yakima County	7	WA	7,077	1:15	80.0%	5665	0.768%		50%	50%									100%	0.8%
Yakima County	8	WA	4,484	1:15	80.0%	3589	0.486%		50%	50%									100%	0.5%
Yakima County	9.02	WA	4,507	1:20	76.9%	3464	0.470%		50%	50%									100%	0.5%
Yakima County	9.03	WA	4,008	1:20	76.9%	3081	0.418%		50%	50%									100%	0.4%
Yakima County	9.04	WA	3,332	1:20	76.9%	2561	0.347%		50%	50%									100%	0.3%
Yakima County	10	WA	6,499	1:20	76.9%	4995	0.677%		50%	50%									100%	0.7%
Yakima County	11	WA	7,361	1:15	80.0%	5892	0.799%		50%	50%									100%	0.8%
Yakima County	12.01	WA	4,723	1:15	80.0%	3780	0.512%		50%	50%									100%	0.5%
Yakima County	12.02	WA	7,051	1:15	80.0%	5644	0.765%		50%	50%									100%	0.8%
Yakima County	13	WA	2,653	1:10	82.9%	2201	0.298%		50%	50%									100%	0.3%
Yakima County	14	WA	4,099	1:10	82.9%	3400	0.461%		50%	50%									100%	0.5%
Yakima County	15.02	WA	2,658	1:10	82.9%	2205	0.299%		50%	50%									100%	0.3%
Yakima County	15.03	WA	4,558	1:10	82.9%	3781	0.512%		50%	50%									100%	0.5%
Yakima County	15.04	WA	2,894	1:10	82.9%	2401	0.325%		50%	50%									100%	0.3%
Yakima County	16.01	WA	2,537	1:15	80.0%	2031	0.275%		50%	50%									100%	0.3%
Yakima County	16.02	WA	8,633	1:15	80.0%	6910	0.937%		50%	50%									100%	0.9%
Yakima County	17.01	WA	3,654	1:10	82.9%	3031	0.411%		25%	50%	25%								100%	0.4%
Yakima County	17.02	WA	6,565	1:10	82.9%	5446	0.738%		50%	50%									100%	0.7%
Yakima County	18.01	WA	4,419	40 Mins	96.5%	4264	0.578%		50%	50%									100%	0.6%
Yakima County	18.02	WA	2,933	40 Mins	96.5%	2830	0.384%		75%	25%									100%	0.4%
Yakima County	19.01	WA	3,680	40 Mins	96.5%	3551	0.481%		50%	50%									100%	0.5%
Yakima County	19.02	WA	6,678	40 Mins	96.5%	6443	0.873%		50%	50%									100%	0.9%
Yakima County	20.03	WA	5,057	45 Mins	94.6%	4783	0.648%		50%	50%									100%	0.6%
Yakima County	20.04	WA	4,734	45 Mins	94.6%	4477	0.607%		50%	50%									100%	0.6%
Yakima County	20.05	WA	2,544	45 Mins	94.6%	2406	0.326%		50%	50%									100%	0.3%

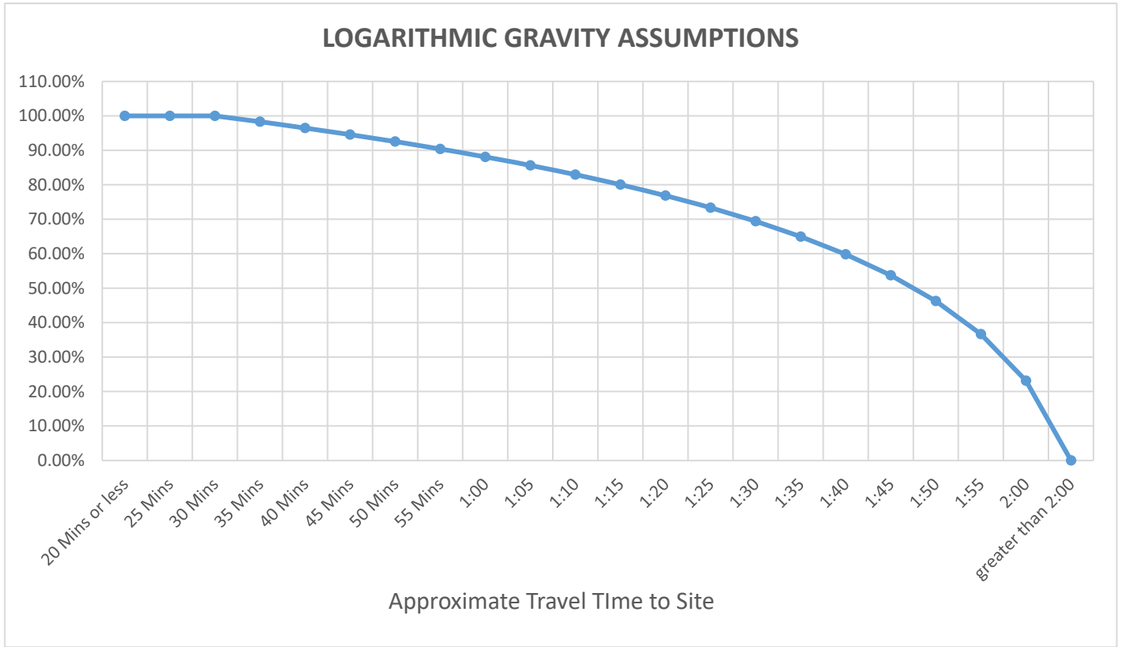
Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #2 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Yakima County	20.06	WA	6,934	45 Mins	94.6%	6558	0.889%		50%	50%									100%	0.9%
Yakima County	21.01	WA	2,468	45 Mins	94.6%	2334	0.316%		50%	50%									100%	0.3%
Yakima County	21.03	WA	2,709	45 Mins	94.6%	2562	0.347%		50%	50%									100%	0.3%
Yakima County	21.04	WA	5,099	50 Mins	92.6%	4719	0.640%		50%	50%									100%	0.6%
Yakima County	22.01	WA	5,153	55 Mins	90.4%	4658	0.631%		50%	50%									100%	0.6%
Yakima County	22.02	WA	2,017	1:00	88.1%	1777	0.241%		50%	50%									100%	0.2%
Yakima County	27.01	WA	3,466	40 Mins	96.5%	3344	0.453%	100%											100%	0.5%
Yakima County	28.01	WA	5,627	1:20	76.9%	4325	0.586%		50%	50%									100%	0.6%
Yakima County	28.03	WA	5,809	1:20	76.9%	4465	0.605%		50%	50%									100%	0.6%
Yakima County	28.04	WA	3,607	1:20	76.9%	2772	0.376%		50%	50%									100%	0.4%
Yakima County	29	WA	7,131	1:30	69.4%	4950	0.671%		50%	50%									100%	0.7%
Yakima County	30.02	WA	4,085	1:30	69.4%	2836	0.384%		50%	50%									100%	0.4%
Yakima County	30.03	WA	1,724	greater than 2:00	0.0%	0	0.000%		50%	50%									100%	0.0%
Yakima County	30.04	WA	2,644	1:40	59.8%	1581	0.214%		50%	50%									100%	0.2%
Yakima County	31	WA	5,297	1:15	80.0%	4240	0.575%		50%	50%									100%	0.6%
Yakima County	32	WA	7,012	1:15	80.0%	5613	0.761%		50%	50%									100%	0.8%
Yakima County	34	WA	5,228	1:15	80.0%	4185	0.567%		50%	50%									100%	0.6%
Yakima County	9400.01	WA	6,534	1:10	82.9%	5420	0.735%		50%	50%									100%	0.7%
Yakima County	9400.02	WA	4,762	1:00	88.1%	4195	0.569%		75%	25%									100%	0.6%
Yakima County	9400.03	WA	3,292	1:15	80.0%	2635	0.357%		75%	25%									100%	0.4%
Yakima County	9400.05	WA	4,776	1:00	88.1%	4207	0.570%		75%	25%									100%	0.6%
Yakima County	9400.06	WA	4,758	1:00	88.1%	4192	0.568%		75%	25%									100%	0.6%
Yakima County	9400.07	WA	3,449	1:10	82.9%	2861	0.388%		75%	25%									100%	0.4%
Yakima County	9400.08	WA	2,149	1:10	82.9%	1783	0.242%		75%	25%									100%	0.2%
		Total	919,798			737,776	100.00%	0.55%	17.54%	17.09%	21.16%	1.57%	22.50%	2.70%	0.87%	0.00%	16.01%	0.00%	100%	100.00%
							Use	1%	18%	17%	21%	1%	22%	3%	1%	0%	16%	0%	100%	

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

LOGARITHMIC GRAVITY ASSUMPTIONS	
Travel time to Site (approx.)	Adjustment Factor (0-100%)
20 Mins or less	100.00%
25 Mins	100.00%
30 Mins	100.00%
35 Mins	98.29%
40 Mins	96.48%
45 Mins	94.57%
50 Mins	92.55%
55 Mins	90.40%
1:00	88.09%
1:05	85.62%
1:10	82.95%
1:15	80.04%
1:20	76.86%
1:25	73.35%
1:30	69.41%
1:35	64.96%
1:40	59.81%
1:45	53.72%
1:50	46.28%
1:55	36.67%
2:00	23.14%
greater than 2:00	0.00%



APPENDIX B: TRAFFIC COUNT DATA

Type of report: Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
12:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
01:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
01:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
01:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	51-60	2
01:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	41-50	1
02:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
02:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
04:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
04:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
04:45 AM	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	51-60	3
05:00 AM	0	0	0	0	0	0	1	3	2	1	1	0	0	0	8	46-55	5
05:15 AM	0	0	0	0	0	0	0	1	4	0	**2**	0	0	0	7	46-55	5
05:30 AM	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	46-55	4
05:45 AM	0	0	0	0	0	**1**	2	5	4	0	0	0	0	0	**12**	46-55	9
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	1	2	2	1	0	0	0	6	51-60	4
06:15 AM	0	0	0	0	0	0	**3**	**6**	1	0	0	0	0	0	10	41-50	9
06:30 AM	0	0	0	0	0	1	0	2	2	1	0	0	0	0	6	46-55	4
06:45 AM	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6	46-55	5
07:00 AM	0	0	0	0	0	0	0	4	2	3	1	0	0	0	10	46-55	6
07:15 AM	0	0	0	0	0	0	0	0	3	**5**	0	0	0	0	8	51-60	8
07:30 AM	0	0	0	0	0	0	0	0	3	0	0	1	0	0	4	46-55	3
07:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	46-55	2
08:00 AM	0	0	0	0	0	0	0	0	4	1	1	0	0	0	6	51-60	5
08:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	46-55	3
08:30 AM	0	0	0	0	0	0	0	0	2	1	1	0	0	0	4	51-60	3
08:45 AM	0	0	0	0	0	0	0	1	**5**	2	1	0	0	0	9	51-60	7
09:00 AM	0	0	0	0	0	0	2	3	5	0	0	0	0	0	10	46-55	8
09:15 AM	0	0	0	0	0	0	0	5	1	2	1	0	0	0	9	46-55	6
09:30 AM	0	0	0	0	0	0	0	2	2	1	1	0	0	0	6	46-55	4
09:45 AM	0	0	0	0	0	0	3	0	4	1	1	0	0	0	9	51-60	5
10:00 AM	0	0	0	0	0	0	1	4	2	1	1	0	0	0	9	46-55	6
10:15 AM	0	0	0	0	0	0	1	2	3	0	1	0	0	0	7	46-55	5
10:30 AM	0	0	0	0	0	0	0	0	3	3	1	0	0	0	7	51-60	6
10:45 AM	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	46-55	4
11:00 AM	0	0	0	0	0	0	0	0	1	5	0	0	0	0	6	51-60	6
11:15 AM	0	0	0	0	0	0	0	2	1	0	0	1	0	0	4	46-55	3
11:30 AM	0	0	0	0	0	0	0	0	4	1	0	0	**1**	0	6	51-60	5
11:45 AM	0	0	0	0	0	0	0	4	1	4	1	**2**	0	0	12	46-55	5
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	**1**	4	3	3	0	0	0	0	11	46-55	7
12:15 PM	0	0	0	0	0	0	0	0	3	2	1	0	0	0	6	51-60	5
12:30 PM	0	0	0	0	0	0	0	0	3	3	1	0	0	0	7	51-60	6
12:45 PM	0	0	0	0	0	0	0	0	4	3	1	0	0	0	8	51-60	7
01:00 PM	0	0	0	0	0	0	1	2	6	1	0	0	0	0	10	46-55	8
01:15 PM	0	0	0	0	0	0	0	3	2	1	0	0	0	0	6	46-55	5
01:30 PM	0	0	0	0	0	0	1	0	4	2	0	0	0	0	7	51-60	6
01:45 PM	0	0	0	0	0	0	0	3	1	1	2	0	**1**	0	8	46-55	4
02:00 PM	0	0	0	0	0	0	1	2	1	3	0	0	0	0	7	51-60	4
02:15 PM	0	0	0	0	0	0	0	3	4	2	3	0	0	0	12	46-55	7
02:30 PM	0	0	0	0	0	**1**	0	1	7	3	0	0	0	0	12	51-60	10
02:45 PM	0	0	0	0	0	0	0	1	8	3	0	0	0	0	12	51-60	11
03:00 PM	0	0	0	0	0	0	0	2	2	1	0	**2**	0	0	7	46-55	4
03:15 PM	0	0	0	0	0	0	0	2	**9**	4	3	1	0	0	**19**	51-60	13
03:30 PM	0	0	0	0	0	0	0	**7**	3	1	0	1	0	0	12	46-55	10
03:45 PM	0	0	0	0	0	0	0	6	2	1	0	0	1	0	10	46-55	8
04:00 PM	0	0	0	0	0	0	1	4	6	2	1	0	0	0	14	46-55	10
04:15 PM	0	0	0	0	0	0	0	4	3	4	0	0	0	0	11	50-59	7
04:30 PM	0	0	0	0	0	0	0	5	7	3	0	0	0	0	15	46-55	12
04:45 PM	0	0	0	0	0	0	1	1	4	4	2	0	0	0	12	51-60	8
05:00 PM	0	0	0	0	0	0	1	1	6	4	**4**	0	0	0	16	51-60	10
05:15 PM	0	0	0	0	0	0	0	3	3	5	0	1	0	0	12	51-60	8
05:30 PM	0	0	0	0	0	1	0	2	7	1	1	0	0	0	12	46-55	9
05:45 PM	0	0	0	0	0	0	1	1	6	**6**	0	0	1	0	15	51-60	12
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

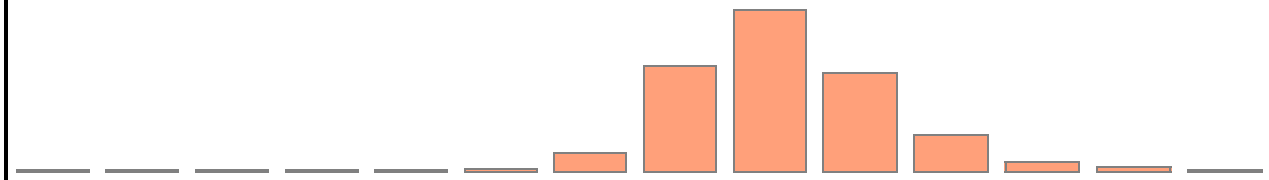
Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	1	1	3	3	1	0	0	0	9	51-60	6
06:15 PM	0	0	0	0	0	0	1	0	3	2	0	0	0	**1**	7	51-60	5
06:30 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	0	5	51-60	5
06:45 PM	0	0	0	0	0	0	0	3	3	2	2	0	0	0	10	46-55	6
07:00 PM	0	0	0	0	0	0	0	1	0	2	1	0	1	0	5	56-65	3
07:15 PM	0	0	0	0	0	0	1	1	3	2	0	0	0	0	7	51-60	5
07:30 PM	0	0	0	0	0	0	0	2	0	3	3	0	0	0	8	56-65	6
07:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
08:00 PM	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3	46-55	2
08:15 PM	0	0	0	0	0	0	0	3	2	3	0	0	0	0	8	46-55	5
08:30 PM	0	0	0	0	0	0	0	1	3	0	1	0	0	0	5	46-55	4
08:45 PM	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	46-55	4
09:00 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3	51-60	2
09:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
10:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	46-55	1
10:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
10:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
10:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
11:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
11:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	41-50	1
11:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	0	0	0	0	0	4	25	136	209	129	46	11	5	1	566	46-55	345
Percent	0%	0%	0%	0%	0%	0.7%	4.4%	24%	36.9%	22.8%	8.1%	1.9%	0.9%	0.2%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	5:45 AM	6:15 AM	6:15 AM	8:45 AM	7:15 AM	5:15 AM	11:45 AM	11:30 AM	12:00 AM	5:45 AM		
15-min Vol	0	0	0	0	0	1	3	6	5	5	2	2	1	0	12		
PM Peak	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:30 PM	12:00 PM	3:30 PM	3:15 PM	5:45 PM	5:00 PM	3:00 PM	1:45 PM	6:15 PM	3:15 PM		
15-min Vol	0	0	0	0	0	1	1	7	9	6	4	2	1	1	19		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

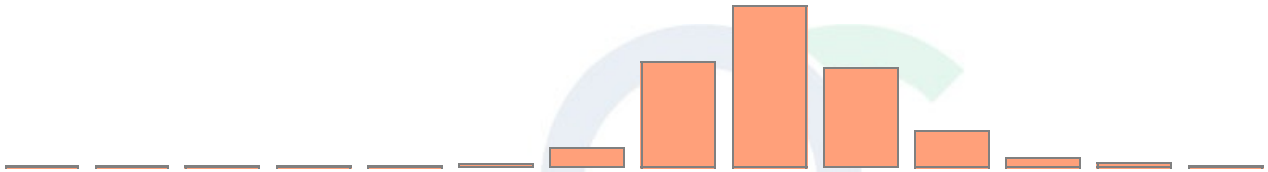
SUMMARY - Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236659
DIRECTION: EB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total Percent	0 0%	0 0%	0 0%	0 0%	0 0%	4 0.7%	25 4.4%	136 24%	209 36.9%	129 22.8%	46 8.1%	11 1.9%	5 0.9%	1 0.2%	566	46-55	345
Cumulative Percent	0%	0%	0%	0%	0%	0.7%	5.1%	29.2%	66.1%	88.9%	97%	98.9%	99.8%	100%			

ADT
566



85th Percentile: 59 MPH
Mean Speed(Average): 52 MPH
Median: 52 MPH
Mode: 53 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1
01:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:15 AM	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	2
01:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
01:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
02:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
04:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 AM	0	2	0	1	0	0	0	1	0	0	0	0	0	0	4
05:00 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
05:15 AM	0	3	2	0	1	0	0	1	0	0	0	0	0	0	7
05:30 AM	0	1	0	0	1	0	0	2	0	0	0	0	0	0	4
05:45 AM	0	**7**	**3**	0	0	0	0	2	0	0	0	0	0	0	**12**
Day Total															
Percent															
ADT															
566															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
06:15 AM	0	7	0	1	1	0	0	1	0	0	0	0	0	0	10
06:30 AM	0	4	0	0	1	0	0	1	0	0	0	0	0	0	6
06:45 AM	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6
07:00 AM	0	4	3	0	**2**	0	0	1	0	0	0	0	0	0	10
07:15 AM	0	3	1	1	0	0	0	3	0	0	0	0	0	0	8
07:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	2	1	1	0	0	0	2	0	0	0	0	0	0	6
08:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	1	1	0	1	0	0	1	0	0	0	0	0	0	4
08:45 AM	0	4	2	1	0	0	0	2	0	0	0	0	0	0	9
09:00 AM	0	4	2	**2**	0	0	0	2	0	0	0	0	0	0	10
09:15 AM	0	3	1	1	0	0	0	3	0	0	1	0	0	0	9
09:30 AM	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
09:45 AM	0	4	0	1	0	0	0	**4**	0	0	0	0	0	0	9
10:00 AM	0	3	3	1	1	0	0	1	0	0	0	0	0	0	9
10:15 AM	0	3	1	1	1	0	0	1	0	0	0	0	0	0	7
10:30 AM	0	4	0	0	0	0	0	3	0	0	0	0	0	0	7
10:45 AM	0	1	1	1	0	0	0	1	0	0	0	0	0	0	4
11:00 AM	0	1	3	0	1	0	0	1	0	0	0	0	0	0	6
11:15 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
11:45 AM	0	6	2	0	1	0	0	3	0	0	0	0	0	0	12
Day Total															
Percent															
ADT 566															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	4	4	1	0	0	0	2	0	0	0	0	0	0	11
12:15 PM	0	3	0	1	1	0	0	1	0	0	0	0	0	0	6
12:30 PM	0	4	2	0	0	0	0	1	0	0	0	0	0	0	7
12:45 PM	0	3	2	1	0	0	0	1	**1**	0	0	0	0	0	8
01:00 PM	0	5	2	0	1	0	0	2	0	0	0	0	0	0	10
01:15 PM	0	2	1	1	0	0	0	2	0	0	0	0	0	0	6
01:30 PM	0	1	2	0	1	0	0	3	0	0	0	0	0	0	7
01:45 PM	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8
02:00 PM	0	3	2	0	1	0	0	1	0	0	0	0	0	0	7
02:15 PM	0	6	1	1	**2**	0	0	2	0	0	0	0	0	0	12
02:30 PM	0	6	5	0	0	0	0	1	0	0	0	0	0	0	12
02:45 PM	0	5	2	1	0	0	0	3	1	0	0	0	0	0	12
03:00 PM	0	1	2	0	0	0	0	4	0	0	0	0	0	0	7
03:15 PM	0	6	8	0	1	0	0	4	0	0	0	0	0	0	**19**
03:30 PM	0	4	3	**2**	1	0	0	2	0	0	0	0	0	0	12
03:45 PM	0	5	2	0	0	0	0	3	0	0	0	0	0	0	10
04:00 PM	0	7	4	2	0	0	0	1	0	0	0	0	0	0	14
04:15 PM	0	6	2	1	0	0	0	2	0	0	0	0	0	0	11
04:30 PM	0	**10**	1	0	0	0	0	4	0	0	0	0	0	0	15
04:45 PM	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
05:00 PM	0	8	1	0	1	0	0	5	0	0	**1**	0	0	0	16
05:15 PM	0	5	4	0	1	0	0	2	0	0	0	0	0	0	12
05:30 PM	0	6	1	0	1	0	0	4	0	0	0	0	0	0	12
05:45 PM	0	4	**9**	0	0	0	0	2	0	0	0	0	0	0	15
Day Total															
Percent															
ADT															
566															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

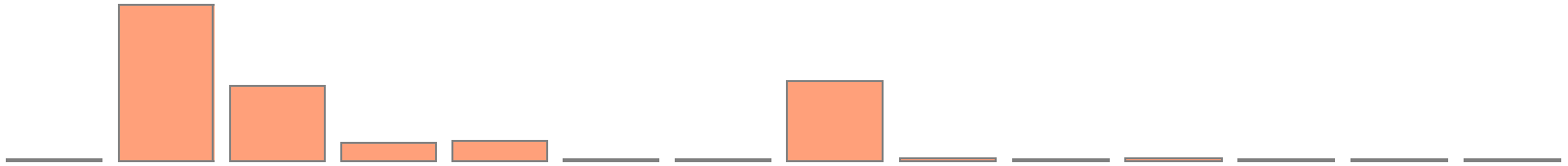
Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	0	3	0	0	0	0	6	0	0	0	0	0	0	9
06:15 PM	0	3	1	1	0	0	0	2	0	0	0	0	0	0	7
06:30 PM	0	1	0	0	1	0	0	3	0	0	0	0	0	0	5
06:45 PM	0	5	0	0	2	0	0	3	0	0	0	0	0	0	10
07:00 PM	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
07:15 PM	0	3	2	0	0	0	0	2	0	0	0	0	0	0	7
07:30 PM	0	4	0	1	1	0	0	2	0	0	0	0	0	0	8
07:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
08:15 PM	0	5	1	0	2	0	0	0	0	0	0	0	0	0	8
08:30 PM	0	2	1	0	0	0	0	2	0	0	0	0	0	0	5
08:45 PM	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4
09:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
09:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
11:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	249	121	29	32	0	0	127	4	0	4	0	0	0	566
Percent	0%	44%	21.4%	5.1%	5.7%	0%	0%	22.4%	0.7%	0%	0.7%	0%	0%	0%	
ADT 566															
AM Peak	12:00 AM	5:45 AM	5:45 AM	9:00 AM	7:00 AM	12:00 AM	12:00 AM	9:45 AM	1:15 AM	12:00 AM	12:45 AM	12:00 AM	12:00 AM	12:00 AM	5:45 AM
15-min Vol	0	7	3	2	2	0	0	4	1	0	1	0	0	0	12
PM Peak	12:00 PM	4:30 PM	5:45 PM	3:30 PM	2:15 PM	12:00 PM	12:00 PM	6:00 PM	12:45 PM	12:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	3:15 PM
15-min Vol	0	10	9	2	2	0	0	6	1	0	1	0	0	0	19

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	249	121	29	32	0	0	127	4	0	4	0	0	0	566
Percent	0%	44%	21.4%	5.1%	5.7%	0%	0%	22.4%	0.7%	0%	0.7%	0%	0%	0%	

ADT
566



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd **QC JOB #:** 16236659

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		1				1			1	
12:30 AM		1				1			1	
12:45 AM		1				1			1	
01:00 AM		1				1			1	
01:15 AM		2				2			2	
01:30 AM		2				2			2	
01:45 AM		2				2			2	
02:00 AM		1				1			1	
02:15 AM		0				0			0	
02:30 AM		1				1			1	
02:45 AM		1				1			1	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		1				1			1	
03:45 AM		0				0			0	
04:00 AM		1				1			1	
04:15 AM		2				2			2	
04:30 AM		1				1			1	
04:45 AM		4				4			4	
05:00 AM		8				8			8	
05:15 AM		7				7			7	
05:30 AM		4				4			4	
05:45 AM		**12**				**12**			**12**	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		6				6			6	
06:15 AM		10				10			10	
06:30 AM		6				6			6	
06:45 AM		6				6			6	
07:00 AM		10				10			10	
07:15 AM		8				8			8	
07:30 AM		4				4			4	
07:45 AM		2				2			2	
08:00 AM		6				6			6	
08:15 AM		3				3			3	
08:30 AM		4				4			4	
08:45 AM		9				9			9	
09:00 AM		10				10			10	
09:15 AM		9				9			9	
09:30 AM		6				6			6	
09:45 AM		9				9			9	
10:00 AM		9				9			9	
10:15 AM		7				7			7	
10:30 AM		7				7			7	
10:45 AM		4				4			4	
11:00 AM		6				6			6	
11:15 AM		4				4			4	
11:30 AM		6				6			6	
11:45 AM		12				12			12	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		11				11			11	
12:15 PM		6				6			6	
12:30 PM		7				7			7	
12:45 PM		8				8			8	
01:00 PM		10				10			10	
01:15 PM		6				6			6	
01:30 PM		7				7			7	
01:45 PM		8				8			8	
02:00 PM		7				7			7	
02:15 PM		12				12			12	
02:30 PM		12				12			12	
02:45 PM		12				12			12	
03:00 PM		7				7			7	
03:15 PM		**19**				**19**			**19**	
03:30 PM		12				12			12	
03:45 PM		10				10			10	
04:00 PM		14				14			14	
04:15 PM		11				11			11	
04:30 PM		15				15			15	
04:45 PM		12				12			12	
05:00 PM		16				16			16	
05:15 PM		12				12			12	
05:30 PM		12				12			12	
05:45 PM		15				15			15	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		9				9			9	
06:15 PM		7				7			7	
06:30 PM		5				5			5	
06:45 PM		10				10			10	
07:00 PM		5				5			5	
07:15 PM		7				7			7	
07:30 PM		8				8			8	
07:45 PM		1				1			1	
08:00 PM		3				3			3	
08:15 PM		8				8			8	
08:30 PM		5				5			5	
08:45 PM		4				4			4	
09:00 PM		3				3			3	
09:15 PM		2				2			2	
09:30 PM		0				0			0	
09:45 PM		2				2			2	
10:00 PM		2				2			2	
10:15 PM		1				1			1	
10:30 PM		1				1			1	
10:45 PM		1				1			1	
11:00 PM		2				2			2	
11:15 PM		2				2			2	
11:30 PM		1				1			1	
11:45 PM		0				0			0	
Day Total		566				566			566	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		5:45 AM 12				5:45 AM 12			5:45 AM 12	
PM Peak 15-min Vol		3:15 PM 19				3:15 PM 19			3:15 PM 19	

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	46-55	2
12:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
12:45 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	46-55	1
01:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	51-60	2
01:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
01:30 AM	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5	48-57	4
01:45 AM	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	41-50	2
02:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
02:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
02:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	51-60	3
02:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
03:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	41-50	2
03:45 AM	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	56-65	2
04:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
04:15 AM	0	0	0	0	0	0	0	1	1	3	1	0	0	0	6	53-62	4
04:30 AM	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4	41-50	2
04:45 AM	0	0	0	0	0	0	1	3	3	3	1	0	0	0	11	46-55	6
05:00 AM	0	0	0	0	0	0	1	4	4	2	1	0	0	0	12	46-55	8
05:15 AM	0	0	0	0	0	0	1	2	5	1	2	0	0	0	11	46-55	7
05:30 AM	0	0	0	0	0	0	1	1	8	0	0	**2**	0	0	12	46-55	9
05:45 AM	0	0	0	0	0	**1**	2	5	4	1	0	0	0	0	13	46-55	9
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** EB, WB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	1	6	5	1	0	0	0	13	51-60	11
06:15 AM	0	0	0	0	0	0	3	6	5	1	1	0	0	0	16	46-55	11
06:30 AM	0	0	0	0	0	1	1	5	2	1	0	0	0	0	10	46-55	7
06:45 AM	0	0	0	0	0	0	**4**	7	1	3	1	0	0	0	16	41-50	11
07:00 AM	0	0	0	0	0	1	0	8	3	5	1	0	**1**	0	19	46-55	11
07:15 AM	0	0	0	0	0	0	0	3	8	**8**	0	0	0	0	19	51-60	16
07:30 AM	0	0	0	0	0	0	0	3	**9**	0	1	1	0	0	14	46-55	12
07:45 AM	0	0	0	0	0	0	0	2	3	2	0	0	0	0	7	48-57	5
08:00 AM	0	0	0	0	0	0	1	2	5	1	1	0	0	0	10	46-55	7
08:15 AM	0	0	0	0	0	0	1	1	7	3	0	0	0	0	12	51-60	10
08:30 AM	0	0	0	0	0	0	0	1	4	1	2	0	0	0	8	50-59	5
08:45 AM	0	0	0	0	0	0	0	2	7	2	1	0	0	0	12	47-56	9
09:00 AM	0	0	0	0	0	0	2	7	7	1	0	1	0	0	18	46-55	14
09:15 AM	0	0	0	0	0	0	1	6	3	3	1	0	0	0	14	46-55	9
09:30 AM	0	0	0	0	0	0	0	5	7	2	**3**	0	0	0	17	46-55	12
09:45 AM	0	0	0	0	0	0	3	2	8	5	1	0	0	0	19	51-60	13
10:00 AM	0	0	0	0	0	0	2	9	4	2	1	0	0	0	18	46-55	13
10:15 AM	0	0	0	0	0	0	3	4	6	1	2	0	0	0	16	46-55	10
10:30 AM	0	0	0	0	0	0	0	3	6	6	1	0	0	0	16	51-60	12
10:45 AM	0	0	0	0	0	0	0	7	4	1	1	0	0	0	13	46-55	11
11:00 AM	0	0	0	0	0	0	0	2	3	5	1	1	0	0	12	51-60	8
11:15 AM	0	0	0	0	0	0	1	6	1	2	0	1	0	0	11	41-50	7
11:30 AM	0	0	0	0	0	0	0	4	8	1	1	0	1	0	15	46-55	12
11:45 AM	0	0	0	0	0	0	0	**11**	3	6	1	2	0	0	**23**	46-55	14
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	1	6	7	4	0	0	0	0	18	46-55	13
12:15 PM	0	0	0	0	0	0	0	0	13	3	1	0	0	0	17	51-60	16
12:30 PM	0	0	0	0	0	0	0	0	3	7	1	0	0	0	11	51-60	10
12:45 PM	0	0	0	0	0	0	1	2	5	4	1	0	0	0	13	51-60	9
01:00 PM	0	0	0	0	0	0	1	6	7	2	0	0	0	0	16	46-55	13
01:15 PM	0	0	0	0	0	0	1	8	5	1	0	0	0	0	15	46-55	13
01:30 PM	0	0	0	0	0	0	3	0	6	3	0	0	0	0	12	51-60	9
01:45 PM	0	0	0	0	0	0	2	4	3	4	2	0	**1**	0	16	50-59	7
02:00 PM	0	0	0	0	0	0	1	4	8	4	0	0	0	0	17	51-60	12
02:15 PM	0	0	0	0	0	0	1	4	6	2	3	0	0	0	16	46-55	10
02:30 PM	0	0	0	0	0	**1**	0	5	11	5	0	0	0	0	22	46-55	16
02:45 PM	0	0	0	0	0	0	2	2	9	3	0	0	0	0	16	51-60	12
03:00 PM	0	0	0	0	0	0	1	2	6	1	0	**2**	0	0	12	46-55	8
03:15 PM	0	0	0	0	0	0	0	3	**15**	5	3	1	0	0	**27**	51-60	20
03:30 PM	0	0	0	0	0	1	**5**	**10**	3	1	1	1	0	0	22	41-50	15
03:45 PM	0	0	0	0	0	0	2	10	7	1	0	0	1	0	21	46-55	17
04:00 PM	0	0	0	0	0	0	1	10	8	3	1	0	0	0	23	46-55	18
04:15 PM	0	0	0	0	0	0	0	5	8	4	0	0	0	0	17	46-55	13
04:30 PM	0	0	0	0	0	0	0	9	8	4	1	0	0	0	22	46-55	17
04:45 PM	0	0	0	0	0	0	2	3	7	**9**	2	0	0	0	23	51-60	16
05:00 PM	0	0	0	0	0	0	1	2	13	5	**4**	0	0	0	25	51-60	18
05:15 PM	0	0	0	0	0	0	2	5	9	9	0	1	0	0	26	51-60	18
05:30 PM	0	0	0	0	0	1	1	6	9	1	1	0	0	0	19	46-55	15
05:45 PM	0	0	0	0	0	0	1	4	10	9	0	0	1	0	25	51-60	19
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

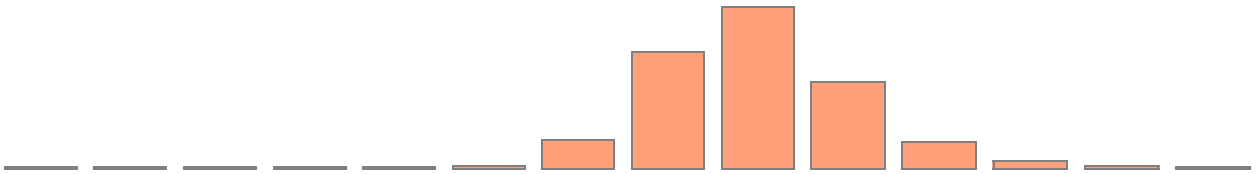
Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	1	3	3	3	1	1	0	0	12	46-55	6
06:15 PM	0	0	0	0	0	0	2	3	6	2	1	0	0	**1**	15	46-55	9
06:30 PM	0	0	0	0	0	0	0	2	4	4	0	1	0	0	11	51-60	8
06:45 PM	0	0	0	0	0	0	2	4	5	3	2	1	0	0	17	46-55	9
07:00 PM	0	0	0	0	0	0	0	2	1	2	2	0	1	0	8	56-65	4
07:15 PM	0	0	0	0	0	1	2	2	3	3	0	0	0	0	11	51-60	6
07:30 PM	0	0	0	0	0	0	1	3	1	3	3	0	0	0	11	56-65	6
07:45 PM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	46-55	3
08:00 PM	0	0	0	0	0	0	0	2	1	2	1	0	0	0	6	46-55	3
08:15 PM	0	0	0	0	0	0	0	3	3	3	0	0	0	0	9	46-55	6
08:30 PM	0	0	0	0	0	0	0	1	3	1	1	0	0	0	6	48-57	4
08:45 PM	0	0	0	0	0	0	0	3	4	0	0	0	0	0	7	46-55	7
09:00 PM	0	0	0	0	**1**	0	0	0	1	1	0	1	0	0	4	51-60	2
09:15 PM	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	46-55	5
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	46-55	4
10:00 PM	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	46-55	2
10:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
10:30 PM	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4	46-55	4
10:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
11:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
11:15 PM	0	0	0	0	0	0	0	2	1	0	1	0	0	0	4	46-55	3
11:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	41-50	2
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	0	0	0	0	1	7	67	285	391	209	63	18	6	1	1048	46-55	676
Percent	0%	0%	0%	0%	0.1%	0.7%	6.4%	27.2%	37.3%	19.9%	6%	1.7%	0.6%	0.1%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	5:45 AM	6:45 AM	11:45 AM	7:30 AM	7:15 AM	9:30 AM	5:30 AM	7:00 AM	12:00 AM	11:45 AM		
15-min Vol	0	0	0	0	0	1	4	11	9	8	3	2	1	0	23		
PM Peak	12:00 PM	12:00 PM	12:00 PM	12:00 PM	9:00 PM	2:30 PM	3:30 PM	3:30 PM	3:15 PM	4:45 PM	5:00 PM	3:00 PM	1:45 PM	6:15 PM	3:15 PM		
15-min Vol	0	0	0	0	1	1	5	10	15	9	4	2	1	1	27		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236659
DIRECTION: EB, WB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	0	0	0	0	1	7	67	285	391	209	63	18	6	1	1048	46-55	676
Percent	0%	0%	0%	0%	0.1%	0.7%	6.4%	27.2%	37.3%	19.9%	6%	1.7%	0.6%	0.1%			
Cumulative Percent	0%	0%	0%	0%	0.1%	0.8%	7.2%	34.4%	71.7%	91.6%	97.6%	99.3%	99.9%	100%			

ADT
1048



85th Percentile: 58 MPH
Mean Speed(Average): 52 MPH
Median: 52 MPH
Mode: 53 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	1	0	0	0	0	0	0	0	0	**1**	0	0	0	2
01:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
01:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
01:30 AM	0	3	0	1	0	0	0	1	0	0	0	0	0	0	5
01:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
02:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
02:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30 AM	0	1	0	0	0	0	0	1	0	0	0	**1**	0	0	3
02:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
03:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	2	1	0	0	0	0	3	0	0	0	0	0	0	6
04:30 AM	0	2	1	0	0	0	0	0	0	**1**	0	0	0	0	4
04:45 AM	0	3	3	1	1	0	0	3	0	0	0	0	0	0	11
05:00 AM	0	9	2	1	0	0	0	0	0	0	0	0	0	0	12
05:15 AM	0	5	4	0	1	0	0	1	0	0	0	0	0	0	11
05:30 AM	0	5	3	1	1	0	0	2	0	0	0	0	0	0	12
05:45 AM	0	8	3	0	0	0	0	2	0	0	0	0	0	0	13
Day Total															
Percent															
ADT															
1048															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	5	4	0	1	0	0	3	0	0	0	0	0	0	13
06:15 AM	0	9	3	1	1	0	0	2	0	0	0	0	0	0	16
06:30 AM	0	4	2	0	1	0	0	3	0	0	0	0	0	0	10
06:45 AM	0	5	4	**3**	1	0	0	2	1	0	0	0	0	0	16
07:00 AM	0	7	5	1	**3**	0	0	3	0	0	0	0	0	0	19
07:15 AM	0	7	6	2	0	0	0	4	0	0	0	0	0	0	19
07:30 AM	0	6	4	0	0	0	0	4	0	0	0	0	0	0	14
07:45 AM	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
08:00 AM	0	3	4	1	0	0	0	2	0	0	0	0	0	0	10
08:15 AM	0	6	1	0	0	0	0	5	0	0	0	0	0	0	12
08:30 AM	0	2	3	0	2	0	0	1	0	0	0	0	0	0	8
08:45 AM	0	5	2	1	1	0	0	3	0	0	0	0	0	0	12
09:00 AM	0	8	4	3	0	0	0	2	1	0	0	0	0	0	18
09:15 AM	0	4	2	2	0	0	0	5	0	0	1	0	0	0	14
09:30 AM	0	5	**7**	0	2	0	0	3	0	0	0	0	0	0	17
09:45 AM	0	6	1	3	1	0	0	**7**	1	0	0	0	0	0	19
10:00 AM	0	7	4	2	1	0	0	4	0	0	0	0	0	0	18
10:15 AM	0	7	2	2	1	0	0	4	0	0	0	0	0	0	16
10:30 AM	0	9	1	1	0	0	0	5	0	0	0	0	0	0	16
10:45 AM	0	3	3	2	1	0	0	4	0	0	0	0	0	0	13
11:00 AM	0	3	4	0	1	0	0	4	0	0	0	0	0	0	12
11:15 AM	0	3	5	1	1	0	0	1	0	0	0	0	0	0	11
11:30 AM	0	8	4	1	0	0	0	2	0	0	0	0	0	0	15
11:45 AM	0	**12**	4	0	1	0	0	4	**2**	0	0	0	0	0	**23**
Day Total															
Percent															
ADT															
1048															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	8	5	1	0	0	0	4	0	0	0	0	0	0	18
12:15 PM	0	9	3	3	1	0	0	1	0	0	0	0	0	0	17
12:30 PM	0	5	4	0	0	0	0	2	0	0	0	0	0	0	11
12:45 PM	0	6	2	2	0	0	0	2	**1**	0	0	0	0	0	13
01:00 PM	0	6	3	1	1	0	0	5	0	0	0	0	0	0	16
01:15 PM	0	8	2	2	1	0	0	2	0	0	0	0	0	0	15
01:30 PM	0	3	2	0	1	0	0	6	0	0	0	0	0	0	12
01:45 PM	0	8	6	0	0	0	0	2	0	0	0	0	0	0	16
02:00 PM	0	7	2	1	1	0	0	5	1	0	0	0	0	0	17
02:15 PM	0	7	2	1	2	0	0	3	1	0	0	0	0	0	16
02:30 PM	0	10	5	1	2	0	0	3	1	0	0	0	0	0	22
02:45 PM	0	7	4	1	0	0	0	3	1	0	0	0	0	0	16
03:00 PM	0	5	2	0	0	0	0	5	0	0	0	0	0	0	12
03:15 PM	0	8	**11**	0	2	0	0	6	0	0	0	0	0	0	**27**
03:30 PM	0	8	4	**5**	1	0	0	3	1	0	0	0	0	0	22
03:45 PM	0	14	3	0	1	0	0	3	0	0	0	0	0	0	21
04:00 PM	0	12	5	2	2	0	0	2	0	0	0	0	0	0	23
04:15 PM	0	9	3	3	0	0	0	2	0	0	0	0	0	0	17
04:30 PM	0	16	2	0	0	0	0	4	0	0	0	0	0	0	22
04:45 PM	0	16	4	0	1	0	0	2	0	0	0	0	0	0	23
05:00 PM	0	12	2	1	1	0	0	**8**	0	0	**1**	0	0	0	25
05:15 PM	0	**17**	4	1	1	0	0	3	0	0	0	0	0	0	26
05:30 PM	0	10	2	0	1	0	0	6	0	0	0	0	0	0	19
05:45 PM	0	11	10	0	1	0	0	3	0	0	0	0	0	0	25
Day Total															
Percent															
ADT 1048															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

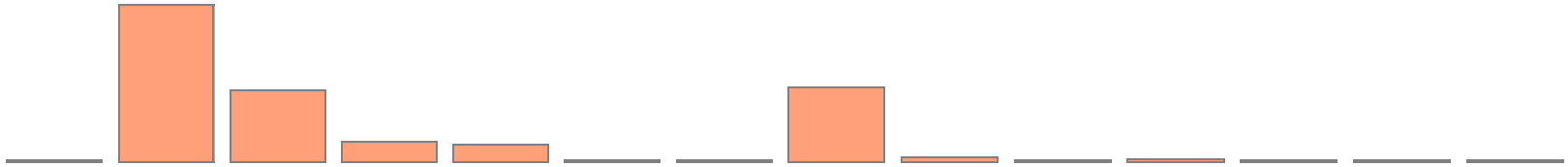
Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	1	4	0	0	0	0	7	0	0	0	0	0	0	12
06:15 PM	0	7	2	1	0	0	0	5	0	0	0	0	0	0	15
06:30 PM	0	4	2	0	1	0	0	4	0	0	0	0	0	0	11
06:45 PM	0	9	2	0	3	0	0	3	0	0	0	0	0	0	17
07:00 PM	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
07:15 PM	0	7	2	0	0	0	0	2	0	0	0	0	0	0	11
07:30 PM	0	5	1	1	1	0	0	3	0	0	0	0	0	0	11
07:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
08:00 PM	0	4	0	0	0	0	0	2	0	0	0	0	0	0	6
08:15 PM	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
08:30 PM	0	2	1	0	0	0	0	3	0	0	0	0	0	0	6
08:45 PM	0	2	1	0	1	0	0	3	0	0	0	0	0	0	7
09:00 PM	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
09:15 PM	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
10:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	1	2	0	0	0	0	0	0	0	1	0	0	0	4
10:45 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
11:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
11:15 PM	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4
11:30 PM	0	1	1	0	0	0	0	2	0	0	0	0	0	0	4
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	475	216	60	52	0	0	226	12	1	5	1	0	0	1048
Percent	0%	45.3%	20.6%	5.7%	5%	0%	0%	21.6%	1.1%	0.1%	0.5%	0.1%	0%	0%	
ADT 1048															
AM Peak	12:00 AM	11:45 AM	9:30 AM	6:45 AM	7:00 AM	12:00 AM	12:00 AM	9:45 AM	11:45 AM	4:30 AM	12:45 AM	2:30 AM	12:00 AM	12:00 AM	11:45 AM
15-min Vol	0	12	7	3	3	0	0	7	2	1	1	1	0	0	23
PM Peak	12:00 PM	5:15 PM	3:15 PM	3:30 PM	6:45 PM	12:00 PM	12:00 PM	5:00 PM	12:45 PM	12:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	3:15 PM
15-min Vol	0	17	11	5	3	0	0	8	1	0	1	0	0	0	27

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

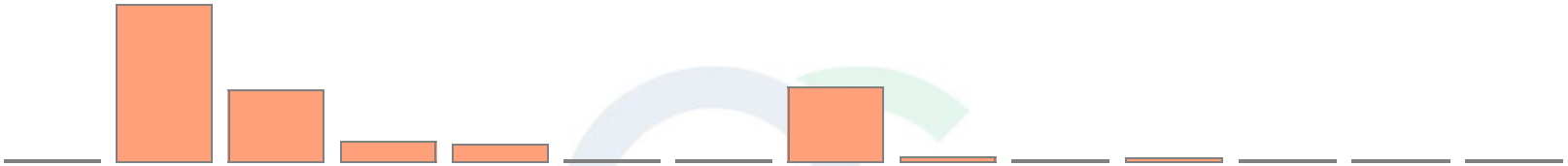
SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236659
DIRECTION: EB, WB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	475	216	60	52	0	0	226	12	1	5	1	0	0	1048
Percent	0%	45.3%	20.6%	5.7%	5%	0%	0%	21.6%	1.1%	0.1%	0.5%	0.1%	0%	0%	

ADT 1048



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** EB, WB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		2				2			2	
12:30 AM		1				1			1	
12:45 AM		2				2			2	
01:00 AM		2				2			2	
01:15 AM		2				2			2	
01:30 AM		5				5			5	
01:45 AM		3				3			3	
02:00 AM		1				1			1	
02:15 AM		2				2			2	
02:30 AM		3				3			3	
02:45 AM		1				1			1	
03:00 AM		1				1			1	
03:15 AM		0				0			0	
03:30 AM		2				2			2	
03:45 AM		3				3			3	
04:00 AM		1				1			1	
04:15 AM		6				6			6	
04:30 AM		4				4			4	
04:45 AM		11				11			11	
05:00 AM		12				12			12	
05:15 AM		11				11			11	
05:30 AM		12				12			12	
05:45 AM		13				13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		13				13			13	
06:15 AM		16				16			16	
06:30 AM		10				10			10	
06:45 AM		16				16			16	
07:00 AM		19				19			19	
07:15 AM		19				19			19	
07:30 AM		14				14			14	
07:45 AM		7				7			7	
08:00 AM		10				10			10	
08:15 AM		12				12			12	
08:30 AM		8				8			8	
08:45 AM		12				12			12	
09:00 AM		18				18			18	
09:15 AM		14				14			14	
09:30 AM		17				17			17	
09:45 AM		19				19			19	
10:00 AM		18				18			18	
10:15 AM		16				16			16	
10:30 AM		16				16			16	
10:45 AM		13				13			13	
11:00 AM		12				12			12	
11:15 AM		11				11			11	
11:30 AM		15				15			15	
11:45 AM		**23**				**23**			**23**	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** EB, WB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		18				18			18	
12:15 PM		17				17			17	
12:30 PM		11				11			11	
12:45 PM		13				13			13	
01:00 PM		16				16			16	
01:15 PM		15				15			15	
01:30 PM		12				12			12	
01:45 PM		16				16			16	
02:00 PM		17				17			17	
02:15 PM		16				16			16	
02:30 PM		22				22			22	
02:45 PM		16				16			16	
03:00 PM		12				12			12	
03:15 PM		**27**				**27**			**27**	
03:30 PM		22				22			22	
03:45 PM		21				21			21	
04:00 PM		23				23			23	
04:15 PM		17				17			17	
04:30 PM		22				22			22	
04:45 PM		23				23			23	
05:00 PM		25				25			25	
05:15 PM		26				26			26	
05:30 PM		19				19			19	
05:45 PM		25				25			25	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		12				12			12	
06:15 PM		15				15			15	
06:30 PM		11				11			11	
06:45 PM		17				17			17	
07:00 PM		8				8			8	
07:15 PM		11				11			11	
07:30 PM		11				11			11	
07:45 PM		3				3			3	
08:00 PM		6				6			6	
08:15 PM		9				9			9	
08:30 PM		6				6			6	
08:45 PM		7				7			7	
09:00 PM		4				4			4	
09:15 PM		5				5			5	
09:30 PM		0				0			0	
09:45 PM		4				4			4	
10:00 PM		3				3			3	
10:15 PM		1				1			1	
10:30 PM		4				4			4	
10:45 PM		2				2			2	
11:00 PM		2				2			2	
11:15 PM		4				4			4	
11:30 PM		4				4			4	
11:45 PM		0				0			0	
Day Total		1048				1048			1048	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		11:45 AM 23				11:45 AM 23			11:45 AM 23	
PM Peak 15-min Vol		3:15 PM 27				3:15 PM 27			3:15 PM 27	

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
01:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	46-55	3
01:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
02:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	51-60	2
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
03:45 AM	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	56-65	2
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	56-65	4
04:30 AM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	41-50	2
04:45 AM	0	0	0	0	0	0	1	2	3	0	1	0	0	0	7	46-55	5
05:00 AM	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4	51-60	3
05:15 AM	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4	41-50	2
05:30 AM	0	0	0	0	0	0	1	0	5	0	0	2	0	0	8	46-55	5
05:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	0	4	3	0	0	0	0	7	51-60	7
06:15 AM	0	0	0	0	0	0	0	0	4	1	1	0	0	0	6	51-60	5
06:30 AM	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4	41-50	4
06:45 AM	0	0	0	0	0	0	**4**	3	0	3	0	0	0	0	10	41-50	7
07:00 AM	0	0	0	0	0	**1**	0	4	1	2	0	0	**1**	0	9	46-55	5
07:15 AM	0	0	0	0	0	0	0	3	5	3	0	0	0	0	**11**	46-55	8
07:30 AM	0	0	0	0	0	0	0	3	**6**	0	1	0	0	0	10	46-55	9
07:45 AM	0	0	0	0	0	0	0	2	1	2	0	0	0	0	5	46-55	3
08:00 AM	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4	46-55	3
08:15 AM	0	0	0	0	0	0	1	1	4	3	0	0	0	0	9	51-60	7
08:30 AM	0	0	0	0	0	0	0	1	2	0	1	0	0	0	4	46-55	3
08:45 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	46-55	3
09:00 AM	0	0	0	0	0	0	0	4	2	1	0	1	0	0	8	46-55	6
09:15 AM	0	0	0	0	0	0	1	1	2	1	0	0	0	0	5	51-60	3
09:30 AM	0	0	0	0	0	0	0	3	5	1	2	0	0	0	11	46-55	8
09:45 AM	0	0	0	0	0	0	0	2	4	**4**	0	0	0	0	10	51-60	8
10:00 AM	0	0	0	0	0	0	1	5	2	1	0	0	0	0	9	46-55	7
10:15 AM	0	0	0	0	0	0	2	2	3	1	1	0	0	0	9	46-55	5
10:30 AM	0	0	0	0	0	0	0	3	3	3	0	0	0	0	9	46-55	6
10:45 AM	0	0	0	0	0	0	0	4	3	1	1	0	0	0	9	46-55	7
11:00 AM	0	0	0	0	0	0	0	2	2	0	1	1	0	0	6	46-55	4
11:15 AM	0	0	0	0	0	0	1	4	0	2	0	0	0	0	7	41-50	5
11:30 AM	0	0	0	0	0	0	0	4	4	0	1	0	0	0	9	46-55	8
11:45 AM	0	0	0	0	0	0	0	**7**	2	2	0	0	0	0	11	46-55	9
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	0	2	4	1	0	0	0	0	7	46-55	6
12:15 PM	0	0	0	0	0	0	0	0	**10**	1	0	0	0	0	11	51-60	11
12:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	51-60	4
12:45 PM	0	0	0	0	0	0	1	2	1	1	0	0	0	0	5	46-55	3
01:00 PM	0	0	0	0	0	0	0	4	1	1	0	0	0	0	6	46-55	5
01:15 PM	0	0	0	0	0	0	1	5	3	0	0	0	0	0	9	46-55	8
01:30 PM	0	0	0	0	0	0	2	0	2	1	0	0	0	0	5	51-60	3
01:45 PM	0	0	0	0	0	0	2	1	2	3	0	0	0	0	8	51-60	5
02:00 PM	0	0	0	0	0	0	0	2	7	1	0	0	0	0	10	46-55	9
02:15 PM	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4	46-55	3
02:30 PM	0	0	0	0	0	0	0	4	4	2	0	0	0	0	10	46-55	8
02:45 PM	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4	41-50	3
03:00 PM	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	46-55	4
03:15 PM	0	0	0	0	0	0	0	1	6	1	0	0	0	0	8	46-55	7
03:30 PM	0	0	0	0	0	**1**	**5**	3	0	0	**1**	0	0	0	10	41-50	8
03:45 PM	0	0	0	0	0	0	2	4	5	0	0	0	0	0	11	46-55	9
04:00 PM	0	0	0	0	0	0	0	**6**	2	1	0	0	0	0	9	46-55	8
04:15 PM	0	0	0	0	0	0	0	1	5	0	0	0	0	0	6	46-55	6
04:30 PM	0	0	0	0	0	0	0	4	1	1	1	0	0	0	7	46-55	5
04:45 PM	0	0	0	0	0	0	1	2	3	**5**	0	0	0	0	11	51-60	8
05:00 PM	0	0	0	0	0	0	0	1	7	1	0	0	0	0	9	50-59	8
05:15 PM	0	0	0	0	0	0	2	2	6	4	0	0	0	0	**14**	51-60	10
05:30 PM	0	0	0	0	0	0	1	4	2	0	0	0	0	0	7	46-55	6
05:45 PM	0	0	0	0	0	0	0	3	4	3	0	0	0	0	10	46-55	7
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

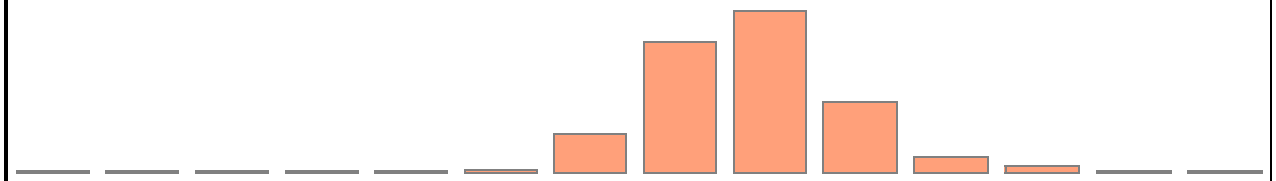
Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	41-50	2
06:15 PM	0	0	0	0	0	0	1	3	3	0	1	0	0	0	8	46-55	6
06:30 PM	0	0	0	0	0	0	0	2	3	0	0	1	0	0	6	46-55	5
06:45 PM	0	0	0	0	0	0	2	1	2	1	0	1	0	0	7	41-50	3
07:00 PM	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3	46-55	2
07:15 PM	0	0	0	0	0	1	1	1	0	1	0	0	0	0	4	36-45	2
07:30 PM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	41-50	2
07:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
08:00 PM	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	51-60	2
08:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
08:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
08:45 PM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	46-55	3
09:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
09:15 PM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	46-55	3
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	41-50	2
10:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 PM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	46-55	3
10:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
11:30 PM	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	51-60	2
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	0	0	0	0	1	3	42	149	182	80	17	7	1	0	482	46-55	331
Percent	0%	0%	0%	0%	0.2%	0.6%	8.7%	30.9%	37.8%	16.6%	3.5%	1.5%	0.2%	0%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM	6:45 AM	11:45 AM	7:30 AM	9:45 AM	3:45 AM	5:30 AM	7:00 AM	12:00 AM	7:15 AM		
15-min Vol	0	0	0	0	0	1	4	7	6	4	2	2	1	0	11		
PM Peak	12:00 PM	12:00 PM	12:00 PM	12:00 PM	9:00 PM	3:30 PM	3:30 PM	4:00 PM	12:15 PM	4:45 PM	3:30 PM	6:00 PM	12:00 PM	12:00 PM	5:15 PM		
15-min Vol	0	0	0	0	1	1	5	6	10	5	1	1	0	0	14		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236659
DIRECTION: WB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	0	0	0	0	1	3	42	149	182	80	17	7	1	0	482	46-55	331
Percent	0%	0%	0%	0%	0.2%	0.6%	8.7%	30.9%	37.8%	16.6%	3.5%	1.5%	0.2%	0%			
Cumulative Percent	0%	0%	0%	0%	0.2%	0.8%	9.5%	40.5%	78.2%	94.8%	98.3%	99.8%	100%	100%			

ADT
482



85th Percentile: 57 MPH
Mean Speed(Average): 51 MPH
Median: 51 MPH
Mode: 53 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
01:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30 AM	0	0	0	0	0	0	0	1	0	0	0	**1**	0	0	2
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	1	1	0	0	0	0	2	0	0	0	0	0	0	4
04:30 AM	0	1	1	0	0	0	0	0	0	**1**	0	0	0	0	3
04:45 AM	0	1	3	0	**1**	0	0	2	0	0	0	0	0	0	7
05:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
05:30 AM	0	4	3	1	0	0	0	0	0	0	0	0	0	0	8
05:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Day Total															
Percent															
ADT															
482															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	1	3	0	1	0	0	2	0	0	0	0	0	0	7
06:15 AM	0	2	3	0	0	0	0	1	0	0	0	0	0	0	6
06:30 AM	0	0	2	0	0	0	0	2	0	0	0	0	0	0	4
06:45 AM	0	2	2	3	1	0	0	2	0	0	0	0	0	0	10
07:00 AM	0	3	2	1	1	0	0	2	0	0	0	0	0	0	9
07:15 AM	0	4	5	1	0	0	0	1	0	0	0	0	0	0	11
07:30 AM	0	3	3	0	0	0	0	4	0	0	0	0	0	0	10
07:45 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	4	0	0	0	0	0	5	0	0	0	0	0	0	9
08:30 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
09:00 AM	0	4	2	1	0	0	0	0	1	0	0	0	0	0	8
09:15 AM	0	1	1	1	0	0	0	2	0	0	0	0	0	0	5
09:30 AM	0	3	5	0	0	0	0	3	0	0	0	0	0	0	11
09:45 AM	0	2	1	2	1	0	0	3	1	0	0	0	0	0	10
10:00 AM	0	4	1	1	0	0	0	3	0	0	0	0	0	0	9
10:15 AM	0	4	1	1	0	0	0	3	0	0	0	0	0	0	9
10:30 AM	0	5	1	1	0	0	0	2	0	0	0	0	0	0	9
10:45 AM	0	2	2	1	1	0	0	3	0	0	0	0	0	0	9
11:00 AM	0	2	1	0	0	0	0	3	0	0	0	0	0	0	6
11:15 AM	0	1	4	0	1	0	0	1	0	0	0	0	0	0	7
11:30 AM	0	5	2	0	0	0	0	2	0	0	0	0	0	0	9
11:45 AM	0	6	2	0	0	0	0	1	2	0	0	0	0	0	11
Day Total															
Percent															
ADT 482															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	4	1	0	0	0	0	2	0	0	0	0	0	0	7
12:15 PM	0	6	3	2	0	0	0	0	0	0	0	0	0	0	11
12:30 PM	0	1	2	0	0	0	0	1	0	0	0	0	0	0	4
12:45 PM	0	3	0	1	0	0	0	1	0	0	0	0	0	0	5
01:00 PM	0	1	1	1	0	0	0	3	0	0	0	0	0	0	6
01:15 PM	0	6	1	1	1	0	0	0	0	0	0	0	0	0	9
01:30 PM	0	2	0	0	0	0	0	3	0	0	0	0	0	0	5
01:45 PM	0	5	1	0	0	0	0	2	0	0	0	0	0	0	8
02:00 PM	0	4	0	1	0	0	0	4	1	0	0	0	0	0	10
02:15 PM	0	1	1	0	0	0	0	1	1	0	0	0	0	0	4
02:30 PM	0	4	0	1	2	0	0	2	1	0	0	0	0	0	10
02:45 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:00 PM	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
03:15 PM	0	2	3	0	1	0	0	2	0	0	0	0	0	0	8
03:30 PM	0	4	1	3	0	0	0	1	1	0	0	0	0	0	10
03:45 PM	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
04:00 PM	0	5	1	0	2	0	0	1	0	0	0	0	0	0	9
04:15 PM	0	3	1	2	0	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	7	2	0	0	0	0	2	0	0	0	0	0	0	11
05:00 PM	0	4	1	1	0	0	0	3	0	0	0	0	0	0	9
05:15 PM	0	12	0	1	0	0	0	1	0	0	0	0	0	0	14
05:30 PM	0	4	1	0	0	0	0	2	0	0	0	0	0	0	7
05:45 PM	0	7	1	0	1	0	0	1	0	0	0	0	0	0	10
Day Total															
Percent															
ADT 482															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

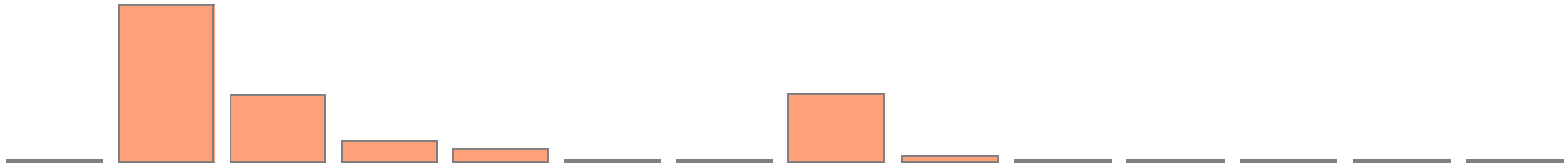
Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
QC JOB #: 16236659
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
06:15 PM	0	4	1	0	0	0	0	3	0	0	0	0	0	0	8
06:30 PM	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
06:45 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
07:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:30 PM	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
07:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
08:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
09:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	1	1	0	0	0	0	0	0	0	1	0	0	0	3
10:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
11:30 PM	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	226	95	31	20	0	0	99	8	1	1	1	0	0	482
Percent	0%	46.9%	19.7%	6.4%	4.1%	0%	0%	20.5%	1.7%	0.2%	0.2%	0.2%	0%	0%	
ADT 482															
AM Peak	12:00 AM	11:45 AM	7:15 AM	6:45 AM	4:45 AM	12:00 AM	12:00 AM	8:15 AM	11:45 AM	4:30 AM	12:00 AM	2:30 AM	12:00 AM	12:00 AM	7:15 AM
15-min Vol	0	6	5	3	1	0	0	5	2	1	0	1	0	0	11
PM Peak	12:00 PM	5:15 PM	12:15 PM	3:30 PM	2:30 PM	12:00 PM	12:00 PM	2:00 PM	2:00 PM	12:00 PM	10:30 PM	12:00 PM	12:00 PM	12:00 PM	5:15 PM
15-min Vol	0	12	3	3	2	0	0	4	1	0	1	0	0	0	14

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

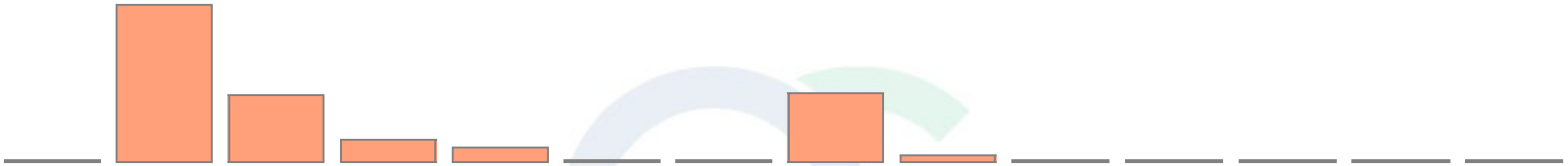
SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236659
DIRECTION: WB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	226	95	31	20	0	0	99	8	1	1	1	0	0	482
Percent	0%	46.9%	19.7%	6.4%	4.1%	0%	0%	20.5%	1.7%	0.2%	0.2%	0.2%	0%	0%	

ADT
482



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd **QC JOB #:** 16236659

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		1				1			1	
12:30 AM		0				0			0	
12:45 AM		1				1			1	
01:00 AM		1				1			1	
01:15 AM		0				0			0	
01:30 AM		3				3			3	
01:45 AM		1				1			1	
02:00 AM		0				0			0	
02:15 AM		2				2			2	
02:30 AM		2				2			2	
02:45 AM		0				0			0	
03:00 AM		1				1			1	
03:15 AM		0				0			0	
03:30 AM		1				1			1	
03:45 AM		3				3			3	
04:00 AM		0				0			0	
04:15 AM		4				4			4	
04:30 AM		3				3			3	
04:45 AM		7				7			7	
05:00 AM		4				4			4	
05:15 AM		4				4			4	
05:30 AM		8				8			8	
05:45 AM		1				1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		7				7			7	
06:15 AM		6				6			6	
06:30 AM		4				4			4	
06:45 AM		10				10			10	
07:00 AM		9				9			9	
07:15 AM		**11**				**11**			**11**	
07:30 AM		10				10			10	
07:45 AM		5				5			5	
08:00 AM		4				4			4	
08:15 AM		9				9			9	
08:30 AM		4				4			4	
08:45 AM		3				3			3	
09:00 AM		8				8			8	
09:15 AM		5				5			5	
09:30 AM		11				11			11	
09:45 AM		10				10			10	
10:00 AM		9				9			9	
10:15 AM		9				9			9	
10:30 AM		9				9			9	
10:45 AM		9				9			9	
11:00 AM		6				6			6	
11:15 AM		7				7			7	
11:30 AM		9				9			9	
11:45 AM		11				11			11	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		7				7			7	
12:15 PM		11				11			11	
12:30 PM		4				4			4	
12:45 PM		5				5			5	
01:00 PM		6				6			6	
01:15 PM		9				9			9	
01:30 PM		5				5			5	
01:45 PM		8				8			8	
02:00 PM		10				10			10	
02:15 PM		4				4			4	
02:30 PM		10				10			10	
02:45 PM		4				4			4	
03:00 PM		5				5			5	
03:15 PM		8				8			8	
03:30 PM		10				10			10	
03:45 PM		11				11			11	
04:00 PM		9				9			9	
04:15 PM		6				6			6	
04:30 PM		7				7			7	
04:45 PM		11				11			11	
05:00 PM		9				9			9	
05:15 PM		**14**				**14**			**14**	
05:30 PM		7				7			7	
05:45 PM		10				10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Sellards Rd btwn Rte 221 and Tyack Rd | **QC JOB #:** 16236659

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		3				3			3	
06:15 PM		8				8			8	
06:30 PM		6				6			6	
06:45 PM		7				7			7	
07:00 PM		3				3			3	
07:15 PM		4				4			4	
07:30 PM		3				3			3	
07:45 PM		2				2			2	
08:00 PM		3				3			3	
08:15 PM		1				1			1	
08:30 PM		1				1			1	
08:45 PM		3				3			3	
09:00 PM		1				1			1	
09:15 PM		3				3			3	
09:30 PM		0				0			0	
09:45 PM		2				2			2	
10:00 PM		1				1			1	
10:15 PM		0				0			0	
10:30 PM		3				3			3	
10:45 PM		1				1			1	
11:00 PM		0				0			0	
11:15 PM		2				2			2	
11:30 PM		3				3			3	
11:45 PM		0				0			0	
Day Total		482				482			482	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:15 AM 11				7:15 AM 11			7:15 AM 11	
PM Peak 15-min Vol		5:15 PM 14				5:15 PM 14			5:15 PM 14	

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	1	0	1	0	0	1	0	0	0	0	0	0	0	3	11-20	1
12:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
04:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
04:30 AM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	41-50	2
04:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	36-45	1
05:00 AM	0	0	0	0	1	0	0	0	2	0	1	0	0	0	4	46-55	2
05:15 AM	0	0	0	0	2	1	2	1	0	0	0	0	0	0	6	31-40	3
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:45 AM	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3	41-50	2
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	41-50	1
06:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
06:30 AM	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4	36-45	3
06:45 AM	0	0	0	0	0	0	2	**3**	2	0	0	0	0	0	7	43-52	5
07:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	26-35	1
07:15 AM	0	0	0	0	2	0	0	2	1	0	0	0	0	0	5	46-55	3
07:30 AM	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3	46-55	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:00 AM	0	0	0	0	3	0	2	1	0	0	0	0	0	0	6	41-50	3
08:15 AM	0	0	0	0	1	0	0	1	0	**1**	0	0	0	0	3	26-35	1
08:30 AM	0	0	0	0	3	1	0	2	1	0	0	0	0	0	7	31-40	4
08:45 AM	0	0	0	0	1	1	1	0	2	0	0	0	0	0	5	46-55	2
09:00 AM	0	0	0	0	0	1	1	1	0	1	0	0	0	0	4	36-45	2
09:15 AM	0	0	0	1	0	0	1	0	0	0	1	0	0	0	3	21-30	1
09:30 AM	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	31-40	2
09:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	26-35	1
10:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	26-35	1
10:15 AM	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4	36-45	3
10:30 AM	0	0	0	1	3	1	2	1	1	1	0	0	0	0	**10**	28-37	4
10:45 AM	0	0	0	**2**	0	0	0	3	0	1	0	0	0	0	6	41-50	3
11:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26-35	2
11:15 AM	0	0	0	0	**5**	0	0	0	0	0	0	0	0	0	5	26-35	5
11:30 AM	0	0	0	0	1	**5**	2	0	0	0	0	0	0	0	8	36-45	7
11:45 AM	0	0	0	0	0	2	2	1	**3**	0	0	0	0	0	8	46-55	4
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd | **QC JOB #:** 16236660

SPECIFIC LOCATION: | **DIRECTION:** NB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	2	3	2	0	1	0	0	0	0	0	8	33-42	5
12:15 PM	0	0	0	0	1	4	0	0	1	0	**1**	0	0	0	7	31-40	5
12:30 PM	0	0	0	0	0	1	1	2	1	0	0	0	0	0	5	46-55	3
12:45 PM	0	0	**1**	0	0	0	0	0	1	0	0	0	0	0	2	16-25	1
01:00 PM	0	0	0	0	2	2	1	0	0	1	0	0	0	0	6	31-40	4
01:15 PM	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5	41-50	3
01:30 PM	0	0	0	0	1	3	2	0	1	0	0	0	0	0	7	36-45	5
01:45 PM	0	0	0	0	0	1	0	0	0	1	0	**1**	0	0	3	31-40	1
02:00 PM	0	0	0	0	0	0	1	3	3	0	0	0	0	0	7	46-55	6
02:15 PM	0	0	0	0	0	2	4	1	2	1	0	0	0	0	10	36-45	6
02:30 PM	0	0	0	0	0	1	2	5	0	0	0	0	0	0	8	41-50	7
02:45 PM	0	0	0	0	1	2	0	1	1	0	1	0	0	0	6	31-40	3
03:00 PM	0	0	0	1	1	0	1	2	2	0	1	0	0	0	8	46-55	4
03:15 PM	0	0	0	0	1	0	4	2	2	0	1	0	0	0	10	41-50	6
03:30 PM	0	0	0	0	4	0	0	5	2	0	0	0	0	0	11	46-55	7
03:45 PM	0	0	0	0	**6**	1	2	4	2	0	0	0	0	0	15	31-40	7
04:00 PM	0	0	0	0	1	0	4	1	3	1	0	0	0	0	10	41-50	5
04:15 PM	0	0	0	0	2	0	1	3	3	0	0	0	0	0	9	46-55	6
04:30 PM	0	0	0	0	2	1	3	**6**	**5**	0	1	0	0	0	**18**	46-55	11
04:45 PM	0	0	0	0	1	0	1	6	4	**2**	0	0	0	0	14	46-55	10
05:00 PM	0	0	0	0	0	2	5	2	5	0	1	0	0	0	15	40-49	7
05:15 PM	0	0	0	0	0	0	2	2	3	0	1	0	0	0	8	46-55	5
05:30 PM	0	0	0	0	0	2	**6**	3	2	1	0	0	0	0	14	41-50	9
05:45 PM	0	0	0	0	0	1	1	2	1	0	0	0	0	0	5	46-55	3
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

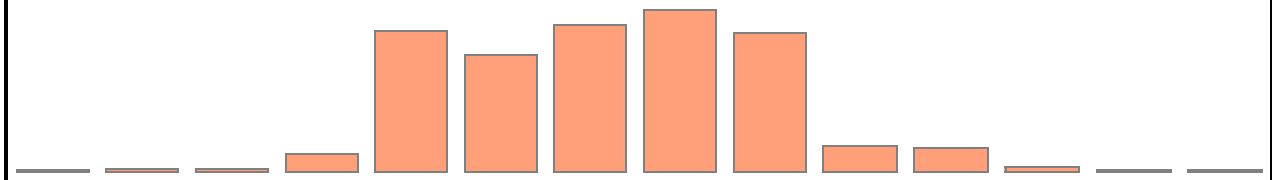
Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	2	1	2	1	0	0	0	0	0	0	0	6	26-35	3
06:15 PM	0	0	0	0	1	0	2	1	1	1	0	1	0	0	7	41-50	3
06:30 PM	0	0	0	0	3	5	0	0	1	0	0	0	0	0	9	31-40	8
06:45 PM	0	0	0	1	0	0	3	2	4	0	0	0	0	0	10	46-55	6
07:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
07:15 PM	0	0	0	0	0	2	1	0	0	0	1	0	0	0	4	36-45	3
07:30 PM	0	0	0	0	2	2	0	0	1	1	1	0	0	0	7	31-40	4
07:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
08:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
08:15 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	36-45	3
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 PM	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3	26-35	2
09:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
09:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	31-40	1
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4	26-35	3
10:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
11:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	0	1	1	9	73	60	76	83	72	13	12	2	0	0	402	41-50	159
Percent	0%	0.2%	0.2%	2.2%	18.2%	14.9%	18.9%	20.6%	17.9%	3.2%	3%	0.5%	0%	0%			



AM Peak	12:00 AM	12:30 AM	12:00 AM	10:45 AM	11:15 AM	11:30 AM	5:15 AM	6:45 AM	11:45 AM	8:15 AM	5:00 AM	12:00 AM	12:00 AM	12:00 AM	10:30 AM		
15-min Vol	0	1	0	2	5	5	2	3	3	1	1	0	0	0	10		
PM Peak	12:00 PM	12:00 PM	12:45 PM	6:00 PM	3:45 PM	6:30 PM	5:30 PM	4:30 PM	4:30 PM	4:45 PM	12:15 PM	1:45 PM	12:00 PM	12:00 PM	4:30 PM		
15-min Vol	0	0	1	2	6	5	6	6	5	2	1	1	0	0	18		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

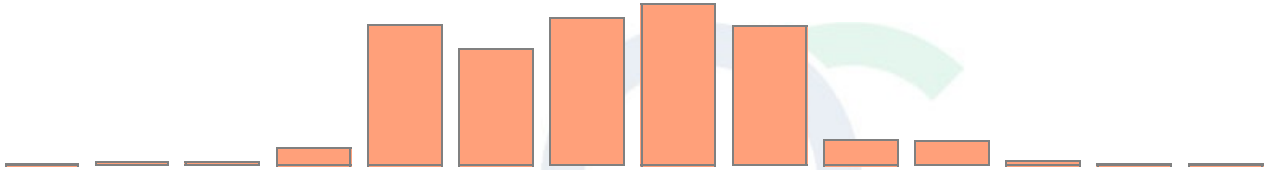
SUMMARY - Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236660
DIRECTION: NB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total **Percent**	0 0%	1 0.2%	1 0.2%	9 2.2%	73 18.2%	60 14.9%	76 18.9%	83 20.6%	72 17.9%	13 3.2%	12 3%	2 0.5%	0 0%	0 0%	402	41-50	159
Cumulative Percent	0%	0.2%	0.5%	2.7%	20.9%	35.8%	54.7%	75.4%	93.3%	96.5%	99.5%	100%	100%	100%			

ADT
402



85th Percentile: 52 MPH
Mean Speed(Average): 43 MPH
Median: 43 MPH
Mode: 48 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
12:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
05:15 AM	0	2	1	2	0	0	0	0	1	0	0	0	0	0	6
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
Day Total															
Percent															
ADT 402															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
06:45 AM	0	**5**	1	0	1	0	0	0	0	0	0	0	0	0	7
07:00 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
07:15 AM	0	2	1	0	1	0	0	1	0	0	0	0	0	0	5
07:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	2	2	0	0	0	0	0	0	0	0	0	6
08:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	**3**	0	2	**2**	0	0	0	0	0	0	0	0	7
08:45 AM	0	1	1	0	2	0	0	1	0	0	0	0	0	0	5
09:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	**1**	0	3
09:30 AM	0	1	0	0	0	0	0	0	**2**	0	0	0	0	0	3
09:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
10:15 AM	0	0	0	0	1	0	0	**2**	1	0	0	0	0	0	4
10:30 AM	0	3	1	0	2	1	0	1	2	0	0	0	0	0	**10**
10:45 AM	0	1	2	0	1	0	0	1	0	0	0	0	1	0	6
11:00 AM	0	0	0	0	0	0	0	1	0	**1**	0	0	0	0	2
11:15 AM	0	0	0	2	0	0	0	2	1	0	0	0	0	0	5
11:30 AM	**1**	0	0	2	**3**	0	0	1	1	0	0	0	0	0	8
11:45 AM	0	4	1	2	1	0	0	0	0	0	0	0	0	0	8
Day Total															
Percent															
ADT															
402															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	1	2	0	0	3	2	0	0	0	0	0	0	0	0	8
12:15 PM	0	1	1	1	2	0	0	1	1	0	0	0	0	0	7
12:30 PM	1	3	0	0	1	0	0	0	0	0	0	0	0	0	5
12:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:00 PM	1	1	0	0	3	0	0	0	0	1	0	0	0	0	6
01:15 PM	0	0	2	0	1	0	0	1	1	0	0	0	0	0	5
01:30 PM	0	1	0	0	2	1	0	3	0	0	0	0	0	0	7
01:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
02:00 PM	0	1	3	0	3	0	0	0	0	0	0	0	0	0	7
02:15 PM	0	1	0	1	5	0	0	3	0	0	0	0	0	0	10
02:30 PM	0	3	0	1	2	0	0	2	0	0	0	0	0	0	8
02:45 PM	0	1	0	0	2	0	0	1	1	1	0	0	0	0	6
03:00 PM	0	3	0	2	3	0	0	0	0	0	0	0	0	0	8
03:15 PM	0	4	1	1	2	0	0	1	0	1	0	0	0	0	10
03:30 PM	0	3	4	0	1	0	0	1	2	0	0	0	0	0	11
03:45 PM	1	2	4	2	3	1	0	1	0	0	0	0	1	0	15
04:00 PM	0	3	5	0	1	0	0	0	1	0	0	0	0	0	10
04:15 PM	0	6	2	1	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	0	8	6	1	0	0	0	1	1	0	0	0	1	0	18
04:45 PM	0	10	1	0	3	0	0	0	0	0	0	0	0	0	14
05:00 PM	0	11	1	0	1	0	0	0	1	0	1	0	0	0	15
05:15 PM	0	5	2	1	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	0	11	1	1	1	0	0	0	0	0	0	0	0	0	14
05:45 PM	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
Day Total															
Percent															
ADT 402															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

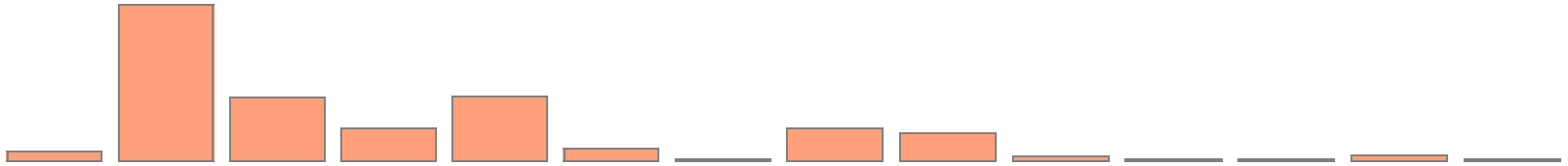
Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	1	1	0	2	1	0	0	0	1	0	0	0	0	0	6
06:15 PM	0	2	2	0	1	0	0	1	1	0	0	0	0	0	7
06:30 PM	1	1	1	2	1	1	0	1	1	0	0	0	0	0	9
06:45 PM	0	7	2	0	0	0	0	0	1	0	0	0	0	0	10
07:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15 PM	0	1	1	0	0	0	0	2	0	0	0	0	0	0	4
07:30 PM	1	4	0	1	0	0	0	0	1	0	0	0	0	0	7
07:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	3
09:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	1	0	0	1	0	0	1	0	0	0	0	0	4
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	9	153	62	32	64	12	0	32	27	4	1	0	6	0	402
Percent	2.2%	38.1%	15.4%	8%	15.9%	3%	0%	8%	6.7%	1%	0.2%	0%	1.5%	0%	
ADT 402															
AM Peak	11:30 AM	6:45 AM	8:30 AM	5:15 AM	11:30 AM	8:30 AM	12:00 AM	10:15 AM	9:30 AM	11:00 AM	12:00 AM	12:00 AM	9:15 AM	12:00 AM	10:30 AM
15-min Vol	1	5	3	2	3	2	0	2	2	1	0	0	1	0	10
PM Peak	12:00 PM	5:00 PM	4:30 PM	3:00 PM	2:15 PM	12:00 PM	12:00 PM	1:30 PM	3:30 PM	1:00 PM	5:00 PM	12:00 PM	3:45 PM	12:00 PM	4:30 PM
15-min Vol	1	11	6	2	5	2	0	3	2	1	1	0	1	0	18

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236660
DIRECTION: NB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	9	153	62	32	64	12	0	32	27	4	1	0	6	0	402
Percent	2.2%	38.1%	15.4%	8%	15.9%	3%	0%	8%	6.7%	1%	0.2%	0%	1.5%	0%	

ADT
402



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		0				0			0	
12:30 AM		3				3			3	
12:45 AM		1				1			1	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		1				1			1	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		1				1			1	
03:45 AM		0				0			0	
04:00 AM		1				1			1	
04:15 AM		1				1			1	
04:30 AM		3				3			3	
04:45 AM		2				2			2	
05:00 AM		4				4			4	
05:15 AM		6				6			6	
05:30 AM		0				0			0	
05:45 AM		3				3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		2				2			2	
06:15 AM		1				1			1	
06:30 AM		4				4			4	
06:45 AM		7				7			7	
07:00 AM		2				2			2	
07:15 AM		5				5			5	
07:30 AM		3				3			3	
07:45 AM		0				0			0	
08:00 AM		6				6			6	
08:15 AM		3				3			3	
08:30 AM		7				7			7	
08:45 AM		5				5			5	
09:00 AM		4				4			4	
09:15 AM		3				3			3	
09:30 AM		3				3			3	
09:45 AM		2				2			2	
10:00 AM		2				2			2	
10:15 AM		4				4			4	
10:30 AM		**10**				**10**			**10**	
10:45 AM		6				6			6	
11:00 AM		2				2			2	
11:15 AM		5				5			5	
11:30 AM		8				8			8	
11:45 AM		8				8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		8				8			8	
12:15 PM		7				7			7	
12:30 PM		5				5			5	
12:45 PM		2				2			2	
01:00 PM		6				6			6	
01:15 PM		5				5			5	
01:30 PM		7				7			7	
01:45 PM		3				3			3	
02:00 PM		7				7			7	
02:15 PM		10				10			10	
02:30 PM		8				8			8	
02:45 PM		6				6			6	
03:00 PM		8				8			8	
03:15 PM		10				10			10	
03:30 PM		11				11			11	
03:45 PM		15				15			15	
04:00 PM		10				10			10	
04:15 PM		9				9			9	
04:30 PM		**18**				**18**			**18**	
04:45 PM		14				14			14	
05:00 PM		15				15			15	
05:15 PM		8				8			8	
05:30 PM		14				14			14	
05:45 PM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		6				6			6	
06:15 PM		7				7			7	
06:30 PM		9				9			9	
06:45 PM		10				10			10	
07:00 PM		1				1			1	
07:15 PM		4				4			4	
07:30 PM		7				7			7	
07:45 PM		1				1			1	
08:00 PM		1				1			1	
08:15 PM		3				3			3	
08:30 PM		0				0			0	
08:45 PM		3				3			3	
09:00 PM		1				1			1	
09:15 PM		2				2			2	
09:30 PM		0				0			0	
09:45 PM		0				0			0	
10:00 PM		4				4			4	
10:15 PM		1				1			1	
10:30 PM		0				0			0	
10:45 PM		0				0			0	
11:00 PM		1				1			1	
11:15 PM		1				1			1	
11:30 PM		0				0			0	
11:45 PM		0				0			0	
Day Total		402				402			402	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		10:30 AM 10				10:30 AM 10			10:30 AM 10	
PM Peak 15-min Vol		4:30 PM 18				4:30 PM 18			4:30 PM 18	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
12:15 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	26-35	2
12:30 AM	0	**1**	0	2	0	0	1	0	0	0	0	0	0	0	4	21-30	2
12:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
03:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
04:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	21-30	1
04:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	41-50	2
04:30 AM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4	36-45	2
04:45 AM	0	0	0	0	1	2	2	1	1	0	0	0	0	0	7	36-45	4
05:00 AM	0	0	0	0	1	1	5	3	**4**	0	**1**	0	0	0	15	41-50	8
05:15 AM	0	0	0	1	3	5	**8**	4	0	0	0	0	0	0	**21**	36-45	13
05:30 AM	0	0	0	0	0	2	3	0	1	0	0	0	0	0	6	36-45	5
05:45 AM	0	0	0	0	1	0	2	3	0	0	0	0	0	0	6	41-50	5
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	1	0	0	1	2	0	0	1	0	0	0	5	41-50	3
06:15 AM	0	0	0	0	0	1	3	1	2	0	0	0	0	0	7	38-47	4
06:30 AM	0	0	0	0	1	2	3	1	1	0	0	0	0	0	8	36-45	5
06:45 AM	0	0	0	0	1	**8**	4	4	2	0	0	0	0	0	19	36-45	12
07:00 AM	0	0	0	1	1	1	3	2	1	0	0	0	0	0	9	41-50	5
07:15 AM	0	0	0	0	2	0	6	2	1	0	0	0	0	0	11	41-50	8
07:30 AM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4	36-45	2
07:45 AM	0	1	0	0	1	1	2	0	0	0	0	0	0	0	5	36-45	3
08:00 AM	0	0	0	0	**6**	2	2	3	0	0	0	0	0	0	13	31-40	8
08:15 AM	0	0	0	1	5	1	0	1	0	**1**	0	0	0	0	9	29-38	6
08:30 AM	0	0	0	2	5	2	1	3	3	0	0	0	0	0	16	30-39	7
08:45 AM	0	0	0	0	1	1	2	0	2	0	0	0	0	0	6	36-45	3
09:00 AM	0	0	0	1	0	1	1	2	1	1	0	0	0	0	7	46-55	3
09:15 AM	0	0	0	**3**	0	4	1	1	0	0	1	0	0	**1**	11	36-45	5
09:30 AM	0	0	0	0	2	1	0	2	0	0	0	0	0	0	5	31-40	3
09:45 AM	0	0	0	1	3	3	2	0	0	0	0	0	0	0	9	31-40	6
10:00 AM	0	0	0	1	3	2	3	1	2	0	0	**1**	0	0	13	31-40	5
10:15 AM	0	0	0	0	1	4	3	1	0	0	0	0	0	0	9	36-45	7
10:30 AM	0	0	0	2	4	3	2	2	1	1	0	0	0	0	15	31-40	7
10:45 AM	0	0	0	2	1	0	1	**5**	0	1	1	0	0	0	11	41-50	6
11:00 AM	0	0	0	1	5	4	0	1	0	1	0	0	**1**	0	13	31-40	9
11:15 AM	0	0	0	0	5	0	0	0	2	0	0	0	1	0	8	26-35	5
11:30 AM	0	0	0	0	2	5	3	2	0	0	0	0	0	0	12	36-45	8
11:45 AM	0	0	0	2	1	3	3	1	3	0	0	0	0	0	13	36-45	6
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	**3**	3	6	2	0	1	0	0	**1**	0	0	16	31-40	9
12:15 PM	0	0	0	2	1	5	2	1	1	0	**1**	0	0	0	13	36-45	7
12:30 PM	0	0	0	0	1	2	2	3	3	0	0	0	0	0	11	46-55	6
12:45 PM	0	0	1	2	1	0	2	0	1	0	0	0	0	0	7	26-35	3
01:00 PM	0	0	0	0	3	3	2	0	0	2	0	0	**1**	0	11	31-40	6
01:15 PM	0	0	1	1	3	3	1	2	0	0	0	0	0	0	11	31-40	6
01:30 PM	0	0	0	1	2	5	2	0	1	0	0	0	0	0	11	35-44	7
01:45 PM	0	0	0	2	1	1	1	1	0	1	0	1	0	0	8	26-35	3
02:00 PM	0	0	0	0	2	0	1	3	3	0	0	0	0	0	9	46-55	6
02:15 PM	0	0	**2**	2	1	4	7	4	3	1	0	0	0	0	**24**	39-48	11
02:30 PM	0	0	0	0	0	2	2	5	0	0	0	0	0	0	9	41-50	7
02:45 PM	0	0	0	0	2	2	1	1	1	0	1	0	0	0	8	31-40	4
03:00 PM	0	0	0	2	1	2	1	2	3	0	1	0	0	0	12	46-55	5
03:15 PM	0	0	0	0	2	2	4	2	2	0	1	0	0	0	13	41-50	6
03:30 PM	0	0	1	0	**8**	0	0	6	2	0	0	0	0	0	17	46-55	8
03:45 PM	0	0	0	1	6	2	3	7	2	1	0	0	0	0	22	41-50	10
04:00 PM	0	0	0	0	1	0	**8**	2	3	1	0	0	0	0	15	41-50	10
04:15 PM	0	0	0	0	2	0	1	4	3	0	0	0	0	0	10	46-55	7
04:30 PM	0	0	0	0	2	3	4	**8**	**5**	0	1	0	0	0	23	46-55	13
04:45 PM	0	0	0	0	2	1	1	7	4	**3**	0	0	0	0	18	46-55	11
05:00 PM	0	0	0	2	2	4	5	2	5	0	1	0	0	0	21	36-45	9
05:15 PM	0	0	0	0	1	0	4	3	3	1	1	0	0	0	13	41-50	7
05:30 PM	0	0	0	0	1	4	6	3	2	1	0	0	0	0	17	36-45	10
05:45 PM	0	0	0	0	0	1	1	2	1	0	0	0	0	0	5	46-55	3
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

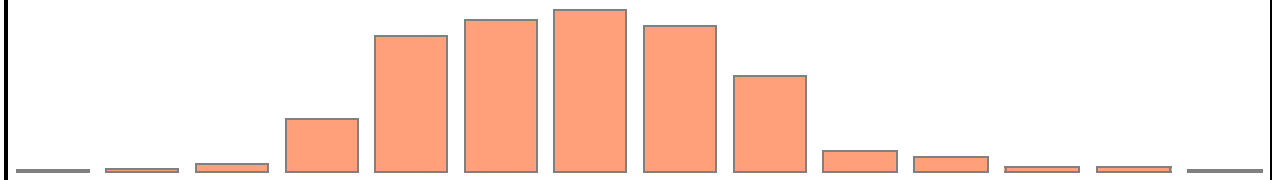
Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	1	3	1	3	1	0	0	0	0	0	0	0	9	23-32	4
06:15 PM	0	0	0	0	1	0	3	3	1	1	0	1	0	0	10	41-50	6
06:30 PM	0	0	0	0	3	**7**	0	0	2	0	0	0	0	0	12	31-40	10
06:45 PM	0	0	0	1	0	0	3	3	5	0	0	0	0	0	12	46-55	8
07:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
07:15 PM	0	0	0	0	0	2	3	1	0	0	1	0	0	0	7	36-45	5
07:30 PM	0	0	0	0	2	3	1	0	1	1	1	0	0	0	9	31-40	5
07:45 PM	0	0	0	0	1	0	1	1	1	0	0	0	0	0	4	41-50	2
08:00 PM	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3	26-35	2
08:15 PM	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4	36-45	4
08:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
08:45 PM	0	0	0	0	2	1	1	1	0	0	0	0	0	0	5	31-40	3
09:00 PM	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	26-35	4
09:15 PM	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4	31-40	3
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	4	0	1	0	0	0	0	0	0	0	5	26-35	4
10:15 PM	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4	31-40	2
10:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
11:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
11:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	0	2	6	49	126	141	150	135	89	18	13	4	3	1	737	36-45	291
Percent	0%	0.3%	0.8%	6.6%	17.1%	19.1%	20.4%	18.3%	12.1%	2.4%	1.8%	0.5%	0.4%	0.1%			



AM Peak	12:00 AM	12:30 AM	12:00 AM	9:15 AM	8:00 AM	6:45 AM	5:15 AM	10:45 AM	5:00 AM	8:15 AM	5:00 AM	10:00 AM	11:00 AM	9:15 AM	5:15 AM		
15-min Vol	0	1	0	3	6	8	8	5	4	1	1	1	1	1	21		
PM Peak	12:00 PM	12:00 PM	2:15 PM	12:00 PM	3:30 PM	6:30 PM	4:00 PM	4:30 PM	4:30 PM	4:45 PM	12:15 PM	12:00 PM	1:00 PM	12:00 PM	2:15 PM		
15-min Vol	0	0	2	3	8	7	8	8	5	3	1	1	1	0	24		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

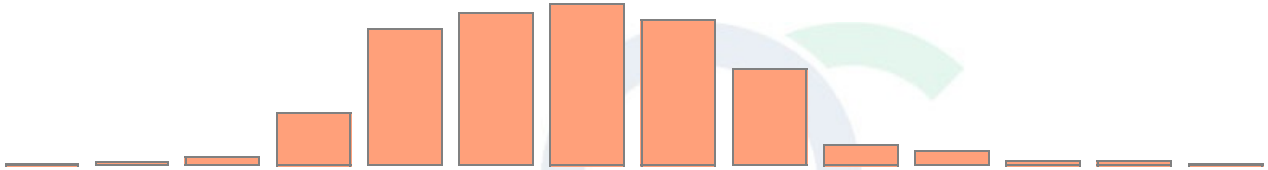
SUMMARY - Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236660
DIRECTION: NB, SB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	0	2	6	49	126	141	150	135	89	18	13	4	3	1	737	36-45	291
Percent	0%	0.3%	0.8%	6.6%	17.1%	19.1%	20.4%	18.3%	12.1%	2.4%	1.8%	0.5%	0.4%	0.1%			
Cumulative Percent	0%	0.3%	1.1%	7.7%	24.8%	44%	64.3%	82.6%	94.7%	97.2%	98.9%	99.5%	99.9%	100%			

ADT
737



85th Percentile: 50 MPH
Mean Speed(Average): 41 MPH
Median: 41 MPH
Mode: 43 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:15 AM	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
12:30 AM	0	2	0	0	1	0	0	1	0	0	0	0	0	0	4
12:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
04:45 AM	0	2	2	2	0	0	0	1	0	0	0	0	0	0	7
05:00 AM	0	9	5	0	0	0	0	0	1	0	0	0	0	0	15
05:15 AM	0	12	5	2	0	0	0	1	1	0	0	0	0	0	21
05:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
05:45 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	6
Day Total															
Percent															
ADT 737															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	2	2	0	0	0	0	1	0	0	0	0	0	0	5
06:15 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
06:30 AM	0	2	2	0	**3**	0	0	1	0	0	0	0	0	0	8
06:45 AM	0	11	4	1	1	0	0	2	0	0	0	0	0	0	19
07:00 AM	0	3	4	0	1	0	0	0	1	0	0	0	0	0	9
07:15 AM	0	3	4	1	1	0	0	2	0	0	0	0	0	0	11
07:30 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	3	0	0	1	0	0	1	0	0	0	0	0	5
08:00 AM	0	2	4	**4**	2	0	0	1	0	0	0	0	0	0	13
08:15 AM	0	2	3	1	1	0	0	1	0	**1**	0	0	0	0	9
08:30 AM	0	1	**8**	0	2	**3**	0	0	0	1	0	**1**	0	0	16
08:45 AM	0	1	2	0	2	0	0	1	0	0	0	0	0	0	6
09:00 AM	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
09:15 AM	0	2	5	1	1	0	0	1	0	0	0	0	**1**	0	11
09:30 AM	0	1	2	0	0	0	0	0	**2**	0	0	0	0	0	5
09:45 AM	0	1	0	2	2	1	0	3	0	0	0	0	0	0	9
10:00 AM	**1**	5	3	1	1	0	0	1	0	0	0	0	1	0	13
10:15 AM	0	0	3	0	1	0	0	**4**	1	0	0	0	0	0	9
10:30 AM	1	4	1	1	3	1	0	2	2	0	0	0	0	0	15
10:45 AM	1	3	2	1	1	0	0	2	0	0	0	0	1	0	11
11:00 AM	0	4	4	2	0	0	0	2	0	1	0	0	0	0	13
11:15 AM	0	1	1	2	1	0	0	2	1	0	0	0	0	0	8
11:30 AM	1	1	3	2	3	0	0	1	1	0	0	0	0	0	12
11:45 AM	1	5	1	3	2	0	0	0	1	0	0	0	0	0	13
Day Total															
Percent															
ADT															
737															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	1	5	2	2	3	**2**	0	1	0	0	0	0	0	0	16
12:15 PM	0	3	3	2	3	0	0	1	1	0	0	0	0	0	13
12:30 PM	1	4	3	1	2	0	0	0	0	0	0	0	0	0	11
12:45 PM	0	0	2	1	2	0	0	2	0	0	0	0	0	0	7
01:00 PM	1	4	1	0	3	0	0	1	0	**1**	0	0	0	0	11
01:15 PM	0	1	3	0	2	0	0	2	2	1	0	0	0	0	11
01:30 PM	0	1	2	0	2	1	0	**5**	0	0	0	0	0	0	11
01:45 PM	0	3	3	0	1	0	0	1	0	0	0	0	0	0	8
02:00 PM	0	1	3	0	3	0	0	2	0	0	0	0	0	0	9
02:15 PM	1	4	4	**3**	**7**	0	0	5	0	0	0	0	0	0	**24**
02:30 PM	0	3	0	1	3	0	0	2	0	0	0	0	0	0	9
02:45 PM	0	2	0	0	2	0	0	2	1	1	0	0	0	0	8
03:00 PM	0	5	1	2	3	0	0	1	0	0	0	0	0	0	12
03:15 PM	0	5	3	1	2	0	0	1	0	1	0	0	0	0	13
03:30 PM	0	5	4	1	2	0	0	2	**3**	0	0	0	0	0	17
03:45 PM	1	5	**6**	2	3	1	0	2	1	0	0	0	**1**	0	22
04:00 PM	0	6	6	0	1	0	0	1	1	0	0	0	0	0	15
04:15 PM	0	6	3	1	0	0	0	0	0	0	0	0	0	0	10
04:30 PM	0	13	6	1	0	0	0	1	1	0	0	0	1	0	23
04:45 PM	0	11	4	0	3	0	0	0	0	0	0	0	0	0	18
05:00 PM	0	**14**	2	0	2	0	0	1	1	0	**1**	0	0	0	21
05:15 PM	1	8	3	1	0	0	0	0	0	0	0	0	0	0	13
05:30 PM	0	13	1	1	1	0	0	1	0	0	0	0	0	0	17
05:45 PM	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
Day Total															
Percent															
ADT															
737															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

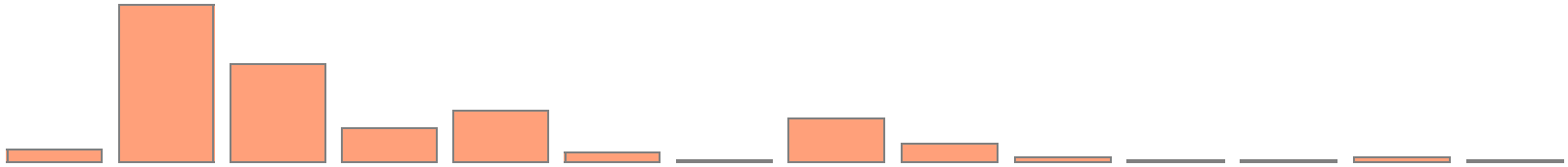
Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	2	2	1	2	1	0	0	0	1	0	0	0	0	0	9
06:15 PM	0	4	3	0	1	0	0	1	1	0	0	0	0	0	10
06:30 PM	1	3	1	3	1	1	0	1	1	0	0	0	0	0	12
06:45 PM	0	8	3	0	0	0	0	0	1	0	0	0	0	0	12
07:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15 PM	0	3	1	0	0	0	0	3	0	0	0	0	0	0	7
07:30 PM	2	5	0	1	0	0	0	0	1	0	0	0	0	0	9
07:45 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
08:00 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
08:15 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
08:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 PM	0	2	1	1	0	0	0	0	0	0	0	0	1	0	5
09:00 PM	0	0	0	0	2	0	0	1	1	0	0	0	0	0	4
09:15 PM	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	1	0	0	1	0	0	1	0	0	0	0	0	5
10:15 PM	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
10:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	19	269	168	57	88	14	0	75	32	7	1	1	6	0	737
Percent	2.6%	36.5%	22.8%	7.7%	11.9%	1.9%	0%	10.2%	4.3%	0.9%	0.1%	0.1%	0.8%	0%	
ADT 737															
AM Peak	10:00 AM	5:15 AM	8:30 AM	8:00 AM	6:30 AM	8:30 AM	12:00 AM	10:15 AM	9:30 AM	8:15 AM	12:00 AM	8:30 AM	9:15 AM	12:00 AM	5:15 AM
15-min Vol	1	12	8	4	3	3	0	4	2	1	0	1	1	0	21
PM Peak	6:00 PM	5:00 PM	3:45 PM	2:15 PM	2:15 PM	12:00 PM	12:00 PM	1:30 PM	3:30 PM	1:00 PM	5:00 PM	12:00 PM	3:45 PM	12:00 PM	2:15 PM
15-min Vol	2	14	6	3	7	2	0	5	3	1	1	0	1	0	24

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236660
DIRECTION: NB, SB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	19	269	168	57	88	14	0	75	32	7	1	1	6	0	737
Percent	2.6%	36.5%	22.8%	7.7%	11.9%	1.9%	0%	10.2%	4.3%	0.9%	0.1%	0.1%	0.8%	0%	
ADT 737															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Travis Rd north of Sellards Rd | **QC JOB #:** 16236660

SPECIFIC LOCATION: | **DIRECTION:** NB, SB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		2				2			2	
12:15 AM		3				3			3	
12:30 AM		4				4			4	
12:45 AM		1				1			1	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		1				1			1	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		1				1			1	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		1				1			1	
03:45 AM		1				1			1	
04:00 AM		2				2			2	
04:15 AM		2				2			2	
04:30 AM		4				4			4	
04:45 AM		7				7			7	
05:00 AM		15				15			15	
05:15 AM		**21**				**21**			**21**	
05:30 AM		6				6			6	
05:45 AM		6				6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		5				5			5	
06:15 AM		7				7			7	
06:30 AM		8				8			8	
06:45 AM		19				19			19	
07:00 AM		9				9			9	
07:15 AM		11				11			11	
07:30 AM		4				4			4	
07:45 AM		5				5			5	
08:00 AM		13				13			13	
08:15 AM		9				9			9	
08:30 AM		16				16			16	
08:45 AM		6				6			6	
09:00 AM		7				7			7	
09:15 AM		11				11			11	
09:30 AM		5				5			5	
09:45 AM		9				9			9	
10:00 AM		13				13			13	
10:15 AM		9				9			9	
10:30 AM		15				15			15	
10:45 AM		11				11			11	
11:00 AM		13				13			13	
11:15 AM		8				8			8	
11:30 AM		12				12			12	
11:45 AM		13				13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		16				16			16	
12:15 PM		13				13			13	
12:30 PM		11				11			11	
12:45 PM		7				7			7	
01:00 PM		11				11			11	
01:15 PM		11				11			11	
01:30 PM		11				11			11	
01:45 PM		8				8			8	
02:00 PM		9				9			9	
02:15 PM		**24**				**24**			**24**	
02:30 PM		9				9			9	
02:45 PM		8				8			8	
03:00 PM		12				12			12	
03:15 PM		13				13			13	
03:30 PM		17				17			17	
03:45 PM		22				22			22	
04:00 PM		15				15			15	
04:15 PM		10				10			10	
04:30 PM		23				23			23	
04:45 PM		18				18			18	
05:00 PM		21				21			21	
05:15 PM		13				13			13	
05:30 PM		17				17			17	
05:45 PM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		9				9			9	
06:15 PM		10				10			10	
06:30 PM		12				12			12	
06:45 PM		12				12			12	
07:00 PM		1				1			1	
07:15 PM		7				7			7	
07:30 PM		9				9			9	
07:45 PM		4				4			4	
08:00 PM		3				3			3	
08:15 PM		4				4			4	
08:30 PM		1				1			1	
08:45 PM		5				5			5	
09:00 PM		4				4			4	
09:15 PM		4				4			4	
09:30 PM		0				0			0	
09:45 PM		0				0			0	
10:00 PM		5				5			5	
10:15 PM		4				4			4	
10:30 PM		1				1			1	
10:45 PM		0				0			0	
11:00 PM		1				1			1	
11:15 PM		1				1			1	
11:30 PM		1				1			1	
11:45 PM		0				0			0	
Day Total		737				737			737	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		5:15 AM 21				5:15 AM 21			5:15 AM 21	
PM Peak 15-min Vol		2:15 PM 24				2:15 PM 24			2:15 PM 24	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
12:15 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	26-35	2
12:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
04:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
04:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
04:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
04:45 AM	0	0	0	0	1	2	1	1	0	0	0	0	0	0	5	36-45	3
05:00 AM	0	0	0	0	0	1	5	**3**	**2**	0	0	0	0	0	11	41-50	8
05:15 AM	0	0	0	1	1	4	**6**	3	0	0	0	0	0	0	**15**	36-45	10
05:30 AM	0	0	0	0	0	2	3	0	1	0	0	0	0	0	6	36-45	5
05:45 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	41-50	3
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	1	0	0	1	1	0	0	0	0	0	0	3	41-50	2
06:15 AM	0	0	0	0	0	1	3	0	2	0	0	0	0	0	6	36-45	4
06:30 AM	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4	31-40	2
06:45 AM	0	0	0	0	1	**8**	2	1	0	0	0	0	0	0	12	36-45	10
07:00 AM	0	0	0	1	0	1	3	2	0	0	0	0	0	0	7	41-50	5
07:15 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	36-45	6
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
07:45 AM	0	**1**	0	0	1	1	2	0	0	0	0	0	0	0	5	36-45	3
08:00 AM	0	0	0	0	3	2	0	2	0	0	0	0	0	0	7	31-40	5
08:15 AM	0	0	0	1	**4**	1	0	0	0	0	0	0	0	0	6	30-39	5
08:30 AM	0	0	0	**2**	2	1	1	1	2	0	0	0	0	0	9	26-35	4
08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
09:00 AM	0	0	0	1	0	0	0	1	1	0	0	0	0	0	3	46-55	2
09:15 AM	0	0	0	2	0	4	0	1	0	0	0	0	0	**1**	8	31-40	4
09:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	26-35	1
09:45 AM	0	0	0	1	2	3	1	0	0	0	0	0	0	0	7	31-40	5
10:00 AM	0	0	0	1	2	2	3	1	1	0	0	**1**	0	0	11	36-45	5
10:15 AM	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5	36-45	4
10:30 AM	0	0	0	1	1	2	0	1	0	0	0	0	0	0	5	31-40	3
10:45 AM	0	0	0	0	1	0	1	2	0	0	**1**	0	0	0	5	41-50	3
11:00 AM	0	0	0	1	3	4	0	1	0	**1**	0	0	**1**	0	11	31-40	7
11:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	46-55	2
11:30 AM	0	0	0	0	1	0	1	2	0	0	0	0	0	0	4	41-50	3
11:45 AM	0	0	0	2	1	1	1	0	0	0	0	0	0	0	5	26-35	3
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd | **QC JOB #:** 16236660

SPECIFIC LOCATION: | **DIRECTION:** SB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	**3**	1	**3**	0	0	0	0	0	**1**	0	0	8	26-35	4
12:15 PM	0	0	0	2	0	1	2	1	0	0	0	0	0	0	6	41-50	3
12:30 PM	0	0	0	0	1	1	1	1	**2**	0	0	0	0	0	6	46-55	3
12:45 PM	0	0	0	2	1	0	2	0	0	0	0	0	0	0	5	26-35	3
01:00 PM	0	0	0	0	1	1	1	0	0	**1**	0	0	**1**	0	5	31-40	2
01:15 PM	0	0	1	1	2	2	0	0	0	0	0	0	0	0	6	31-40	4
01:30 PM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4	31-40	3
01:45 PM	0	0	0	2	1	0	1	1	0	0	0	0	0	0	5	26-35	3
02:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26-35	2
02:15 PM	0	0	**2**	2	1	2	3	**3**	1	0	0	0	0	0	**14**	41-50	6
02:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
02:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	26-35	1
03:00 PM	0	0	0	1	0	2	0	0	1	0	0	0	0	0	4	31-40	2
03:15 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	31-40	3
03:30 PM	0	0	1	0	**4**	0	0	1	0	0	0	0	0	0	6	26-35	4
03:45 PM	0	0	0	1	0	1	1	3	0	1	0	0	0	0	7	41-50	4
04:00 PM	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	5	41-50	5
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
04:30 PM	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5	36-45	3
04:45 PM	0	0	0	0	1	1	0	1	0	1	0	0	0	0	4	31-40	2
05:00 PM	0	0	0	2	2	2	0	0	0	0	0	0	0	0	6	26-35	4
05:15 PM	0	0	0	0	1	0	2	1	0	1	0	0	0	0	5	41-50	3
05:30 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	31-40	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

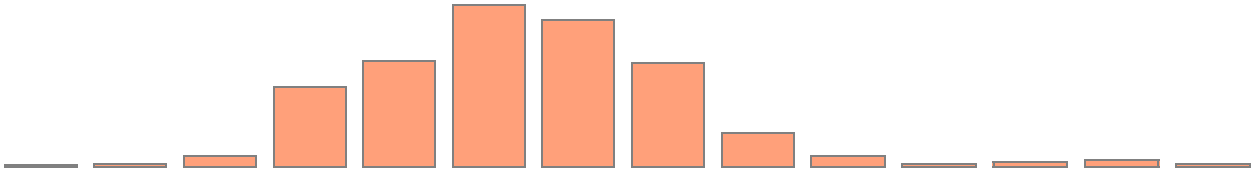
Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3	21-30	2
06:15 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	41-50	3
06:30 PM	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3	31-40	2
06:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:15 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	41-50	3
07:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	36-45	2
07:45 PM	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3	41-50	2
08:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	26-35	1
08:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
08:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
08:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	36-45	2
09:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	21-30	3
09:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	31-40	2
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
10:15 PM	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	31-40	2
10:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	0	1	5	40	53	81	74	52	17	5	1	2	3	1	335	36-45	155
Percent	0%	0.3%	1.5%	11.9%	15.8%	24.2%	22.1%	15.5%	5.1%	1.5%	0.3%	0.6%	0.9%	0.3%			
AM Peak	12:00 AM	7:45 AM	12:00 AM	8:30 AM	8:15 AM	6:45 AM	5:15 AM	5:00 AM	5:00 AM	11:00 AM	10:45 AM	10:00 AM	11:00 AM	9:15 AM	5:15 AM		
15-min Vol	0	1	0	2	4	8	6	3	2	1	1	1	1	1	15		
PM Peak	12:00 PM	12:00 PM	2:15 PM	12:00 PM	3:30 PM	12:00 PM	4:00 PM	2:15 PM	12:30 PM	1:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	2:15 PM		
15-min Vol	0	0	2	3	4	3	4	3	2	1	0	1	1	0	14		



Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

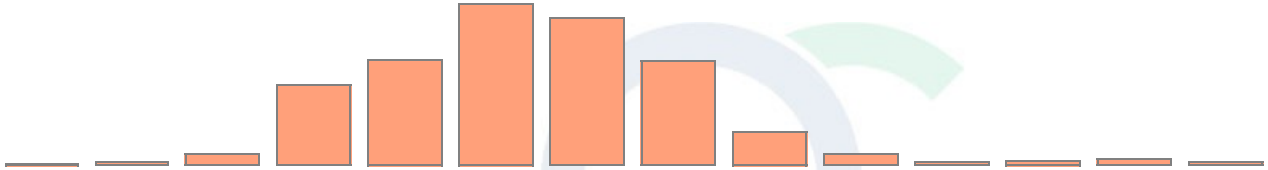
SUMMARY - Tube Count - Speed Data

LOCATION: Travis Rd north of Sellards Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236660
DIRECTION: SB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	0	1	5	40	53	81	74	52	17	5	1	2	3	1	335	36-45	155
Percent	0%	0.3%	1.5%	11.9%	15.8%	24.2%	22.1%	15.5%	5.1%	1.5%	0.3%	0.6%	0.9%	0.3%			
Cumulative Percent	0%	0.3%	1.8%	13.7%	29.6%	53.7%	75.8%	91.3%	96.4%	97.9%	98.2%	98.8%	99.7%	100%			

ADT
335



85th Percentile: 47 MPH
Mean Speed(Average): 39 MPH
Median: 39 MPH
Mode: 38 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
12:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45 AM	0	0	2	2	0	0	0	1	0	0	0	0	0	0	5
05:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	0	11
05:15 AM	0	10	4	0	0	0	0	1	0	0	0	0	0	0	15
05:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
05:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Day Total															
Percent															
ADT 335															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3
06:15 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
06:30 AM	0	0	1	0	**2**	0	0	1	0	0	0	0	0	0	4
06:45 AM	0	6	3	1	0	0	0	2	0	0	0	0	0	0	12
07:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
07:15 AM	0	1	3	1	0	0	0	1	0	0	0	0	0	0	6
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	3	0	0	**1**	0	0	**1**	0	0	0	0	0	5
08:00 AM	0	1	3	2	0	0	0	1	0	0	0	0	0	0	7
08:15 AM	0	1	1	1	1	0	0	1	0	**1**	0	0	0	0	6
08:30 AM	0	1	5	0	0	1	0	0	0	1	0	**1**	0	0	9
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
09:15 AM	0	1	5	1	0	0	0	1	0	0	0	0	0	0	8
09:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	1	0	1	2	0	0	**3**	0	0	0	0	0	0	7
10:00 AM	**1**	5	2	1	1	0	0	1	0	0	0	0	0	0	11
10:15 AM	0	0	3	0	0	0	0	2	0	0	0	0	0	0	5
10:30 AM	1	1	0	1	1	0	0	1	0	0	0	0	0	0	5
10:45 AM	1	2	0	1	0	0	0	1	0	0	0	0	0	0	5
11:00 AM	0	4	4	2	0	0	0	1	0	0	0	0	0	0	11
11:15 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
11:45 AM	1	1	0	1	1	0	0	0	1	0	0	0	0	0	5
Day Total															
Percent															
ADT															
335															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	3	2	2	0	0	0	1	0	0	0	0	0	0	8
12:15 PM	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
12:30 PM	0	1	3	1	1	0	0	0	0	0	0	0	0	0	6
12:45 PM	0	0	2	0	1	0	0	2	0	0	0	0	0	0	5
01:00 PM	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
01:15 PM	0	1	1	0	1	0	0	1	1	1	0	0	0	0	6
01:30 PM	0	0	2	0	0	0	0	2	0	0	0	0	0	0	4
01:45 PM	0	1	3	0	0	0	0	1	0	0	0	0	0	0	5
02:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
02:15 PM	1	3	4	2	2	0	0	2	0	0	0	0	0	0	14
02:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
03:00 PM	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
03:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
03:30 PM	0	2	0	1	1	0	0	1	1	0	0	0	0	0	6
03:45 PM	0	3	2	0	0	0	0	1	1	0	0	0	0	0	7
04:00 PM	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
05:00 PM	0	3	1	0	1	0	0	1	0	0	0	0	0	0	6
05:15 PM	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT 335															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

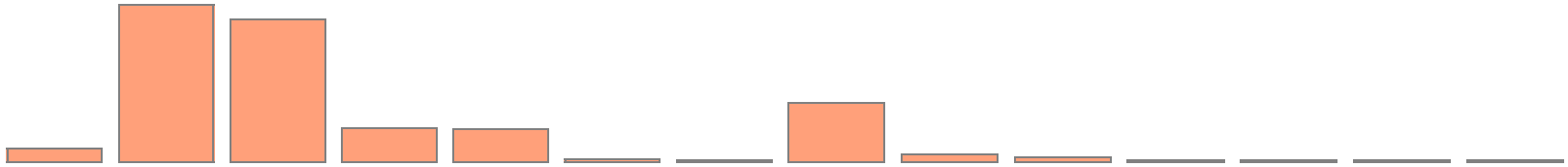
Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
07:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
08:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:00 PM	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
09:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 PM	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
10:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	10	116	106	25	24	2	0	43	5	3	0	1	0	0	335
Percent	3%	34.6%	31.6%	7.5%	7.2%	0.6%	0%	12.8%	1.5%	0.9%	0%	0.3%	0%	0%	
ADT 335															
AM Peak	10:00 AM	5:15 AM	5:00 AM	4:45 AM	6:30 AM	7:45 AM	12:00 AM	9:45 AM	7:45 AM	8:15 AM	12:00 AM	8:30 AM	12:00 AM	12:00 AM	5:15 AM
15-min Vol	1	10	5	2	2	1	0	3	1	1	0	1	0	0	15
PM Peak	2:15 PM	4:30 PM	2:15 PM	12:00 PM	2:15 PM	12:00 PM	12:00 PM	12:45 PM	1:15 PM	1:15 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:15 PM
15-min Vol	1	5	4	2	2	0	0	2	1	1	0	0	0	0	14

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Travis Rd north of Sellards Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236660
DIRECTION: SB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	10	116	106	25	24	2	0	43	5	3	0	1	0	0	335
Percent	3%	34.6%	31.6%	7.5%	7.2%	0.6%	0%	12.8%	1.5%	0.9%	0%	0.3%	0%	0%	
ADT 335															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		3				3			3	
12:30 AM		1				1			1	
12:45 AM		0				0			0	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		1				1			1	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		1				1			1	
04:00 AM		1				1			1	
04:15 AM		1				1			1	
04:30 AM		1				1			1	
04:45 AM		5				5			5	
05:00 AM		11				11			11	
05:15 AM		**15**				**15**			**15**	
05:30 AM		6				6			6	
05:45 AM		3				3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		3				3			3	
06:15 AM		6				6			6	
06:30 AM		4				4			4	
06:45 AM		12				12			12	
07:00 AM		7				7			7	
07:15 AM		6				6			6	
07:30 AM		1				1			1	
07:45 AM		5				5			5	
08:00 AM		7				7			7	
08:15 AM		6				6			6	
08:30 AM		9				9			9	
08:45 AM		1				1			1	
09:00 AM		3				3			3	
09:15 AM		8				8			8	
09:30 AM		2				2			2	
09:45 AM		7				7			7	
10:00 AM		11				11			11	
10:15 AM		5				5			5	
10:30 AM		5				5			5	
10:45 AM		5				5			5	
11:00 AM		11				11			11	
11:15 AM		3				3			3	
11:30 AM		4				4			4	
11:45 AM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		8				8			8	
12:15 PM		6				6			6	
12:30 PM		6				6			6	
12:45 PM		5				5			5	
01:00 PM		5				5			5	
01:15 PM		6				6			6	
01:30 PM		4				4			4	
01:45 PM		5				5			5	
02:00 PM		2				2			2	
02:15 PM		**14**				**14**			**14**	
02:30 PM		1				1			1	
02:45 PM		2				2			2	
03:00 PM		4				4			4	
03:15 PM		3				3			3	
03:30 PM		6				6			6	
03:45 PM		7				7			7	
04:00 PM		5				5			5	
04:15 PM		1				1			1	
04:30 PM		5				5			5	
04:45 PM		4				4			4	
05:00 PM		6				6			6	
05:15 PM		5				5			5	
05:30 PM		3				3			3	
05:45 PM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Travis Rd north of Sellards Rd
QC JOB #: 16236660
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		3				3			3	
06:15 PM		3				3			3	
06:30 PM		3				3			3	
06:45 PM		2				2			2	
07:00 PM		0				0			0	
07:15 PM		3				3			3	
07:30 PM		2				2			2	
07:45 PM		3				3			3	
08:00 PM		2				2			2	
08:15 PM		1				1			1	
08:30 PM		1				1			1	
08:45 PM		2				2			2	
09:00 PM		3				3			3	
09:15 PM		2				2			2	
09:30 PM		0				0			0	
09:45 PM		0				0			0	
10:00 PM		1				1			1	
10:15 PM		3				3			3	
10:30 PM		1				1			1	
10:45 PM		0				0			0	
11:00 PM		0				0			0	
11:15 PM		0				0			0	
11:30 PM		1				1			1	
11:45 PM		0				0			0	
Day Total		335				335			335	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		5:15 AM 15				5:15 AM 15			5:15 AM 15	
PM Peak 15-min Vol		2:15 PM 14				2:15 PM 14			2:15 PM 14	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd **QC JOB #:** 16236661
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 AM	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	36-45	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	46-55	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 AM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
09:45 AM	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	2	41-50	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 AM	0	0	0	**2**	1	0	0	0	0	0	0	0	0	0	**3**	26-35	3
11:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	26-35	1
01:45 PM	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	41-50	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
03:15 PM	0	0	0	**1**	0	1	0	1	0	0	0	0	0	0	**3**	21-30	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 PM	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	2	16-25	1
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
05:00 PM	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	2	36-45	2
05:15 PM	0	0	1	0	0	0	0	1	**1**	0	0	0	0	0	3	46-55	2
05:30 PM	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	3	31-40	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

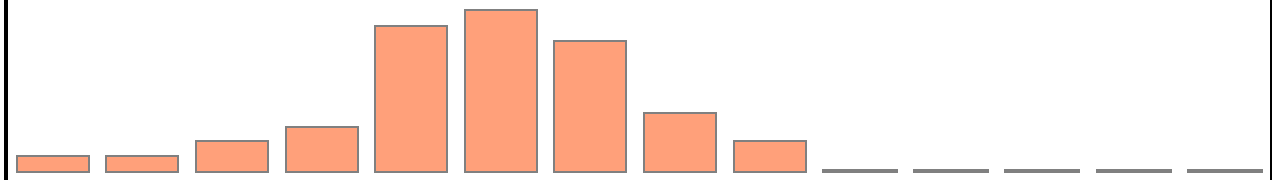
Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26-35	2
07:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26-35	2
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1-10	1
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	1	1	2	3	10	11	9	4	2	0	0	0	0	0	43	31-40	21
Percent	2.3%	2.3%	4.7%	7%	23.3%	25.6%	20.9%	9.3%	4.7%	0%	0%	0%	0%	0%			
AM Peak	12:00 AM	9:30 AM	12:00 AM	11:00 AM	4:45 AM	12:00 AM	6:15 AM	9:45 AM	6:45 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
15-min Vol	0	1	0	2	1	0	1	1	1	0	0	0	0	0	3		
PM Peak	8:15 PM	12:00 PM	3:45 PM	3:15 PM	7:00 PM	5:30 PM	5:00 PM	1:45 PM	5:15 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:15 PM		
15-min Vol	1	0	1	1	2	3	2	1	1	0	0	0	0	0	3		



Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236661
DIRECTION: NB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total Percent	1 2.3%	1 2.3%	2 4.7%	3 7%	10 23.3%	11 25.6%	9 20.9%	4 9.3%	2 4.7%	0 0%	0 0%	0 0%	0 0%	0 0%	43	31-40	21
Cumulative Percent	2.3%	4.7%	9.3%	16.3%	39.5%	65.1%	86%	95.3%	100%	100%	100%	100%	100%	100%			

ADT
43



85th Percentile: 44 MPH
Mean Speed(Average): 37 MPH
Median: 37 MPH
Mode: 38 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total															
Percent															
ADT 43															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT 43															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	1	0	**1**	0	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	**3**
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	2
04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	**2**	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT															
43															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	3	10	17	0	9	1	0	3	0	0	0	0	0	0	43
Percent	7%	23.3%	39.5%	0%	20.9%	2.3%	0%	7%	0%	0%	0%	0%	0%	0%	
ADT 43															
AM Peak	11:00 AM	6:15 AM	4:45 AM	12:00 AM	8:45 AM	12:00 AM	12:00 AM	9:30 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM
15-min Vol	2	1	1	0	1	0	0	1	0	0	0	0	0	0	3
PM Peak	2:30 PM	12:30 PM	5:15 PM	12:00 PM	1:30 PM	8:15 PM	12:00 PM	3:45 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:15 PM
15-min Vol	1	1	2	0	1	1	0	1	0	0	0	0	0	0	3

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236661
DIRECTION: NB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	3	10	17	0	9	1	0	3	0	0	0	0	0	0	43
Percent	7%	23.3%	39.5%	0%	20.9%	2.3%	0%	7%	0%	0%	0%	0%	0%	0%	

ADT
43



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Badger Canyon Rd north of Sellards Rd | **QC JOB #:** 16236661

SPECIFIC LOCATION: | **DIRECTION:** NB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		0				0			0	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		0				0			0	
04:00 AM		0				0			0	
04:15 AM		0				0			0	
04:30 AM		0				0			0	
04:45 AM		1				1			1	
05:00 AM		0				0			0	
05:15 AM		0				0			0	
05:30 AM		0				0			0	
05:45 AM		1				1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		0				0			0	
06:15 AM		1				1			1	
06:30 AM		0				0			0	
06:45 AM		1				1			1	
07:00 AM		0				0			0	
07:15 AM		0				0			0	
07:30 AM		0				0			0	
07:45 AM		0				0			0	
08:00 AM		0				0			0	
08:15 AM		0				0			0	
08:30 AM		0				0			0	
08:45 AM		1				1			1	
09:00 AM		0				0			0	
09:15 AM		0				0			0	
09:30 AM		1				1			1	
09:45 AM		2				2			2	
10:00 AM		0				0			0	
10:15 AM		0				0			0	
10:30 AM		0				0			0	
10:45 AM		0				0			0	
11:00 AM		**3**				**3**			**3**	
11:15 AM		1				1			1	
11:30 AM		0				0			0	
11:45 AM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		0				0			0	
12:15 PM		0				0			0	
12:30 PM		1				1			1	
12:45 PM		1				1			1	
01:00 PM		0				0			0	
01:15 PM		0				0			0	
01:30 PM		2				2			2	
01:45 PM		1				1			1	
02:00 PM		0				0			0	
02:15 PM		0				0			0	
02:30 PM		1				1			1	
02:45 PM		0				0			0	
03:00 PM		1				1			1	
03:15 PM		**3**				**3**			**3**	
03:30 PM		0				0			0	
03:45 PM		2				2			2	
04:00 PM		1				1			1	
04:15 PM		1				1			1	
04:30 PM		0				0			0	
04:45 PM		1				1			1	
05:00 PM		2				2			2	
05:15 PM		3				3			3	
05:30 PM		3				3			3	
05:45 PM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		0				0			0	
06:15 PM		0				0			0	
06:30 PM		1				1			1	
06:45 PM		0				0			0	
07:00 PM		2				2			2	
07:15 PM		2				2			2	
07:30 PM		0				0			0	
07:45 PM		0				0			0	
08:00 PM		0				0			0	
08:15 PM		1				1			1	
08:30 PM		0				0			0	
08:45 PM		0				0			0	
09:00 PM		0				0			0	
09:15 PM		0				0			0	
09:30 PM		0				0			0	
09:45 PM		0				0			0	
10:00 PM		1				1			1	
10:15 PM		0				0			0	
10:30 PM		1				1			1	
10:45 PM		0				0			0	
11:00 PM		0				0			0	
11:15 PM		0				0			0	
11:30 PM		0				0			0	
11:45 PM		0				0			0	
Day Total		43				43			43	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		11:00 AM 3				11:00 AM 3			11:00 AM 3	
PM Peak 15-min Vol		3:15 PM 3				3:15 PM 3			3:15 PM 3	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	31-40	1
04:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
04:30 AM	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	36-45	1
04:45 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	2	26-35	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
05:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
06:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
06:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	46-55	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:45 AM	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	2	41-50	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 AM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
09:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	41-50	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 AM	0	0	0	**2**	1	0	0	0	0	0	0	0	0	0	**3**	26-35	3
11:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	36-45	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 PM	0	0	0	0	1	0	0	0	**1**	0	0	0	0	0	2	26-35	1
12:45 PM	0	0	0	0	0	1	0	0	0	**1**	0	0	0	0	2	31-40	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	26-35	1
01:45 PM	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	41-50	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	31-40	2
03:15 PM	0	0	0	**1**	0	1	0	1	0	1	0	0	0	0	**4**	21-30	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 PM	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	2	16-25	1
04:00 PM	0	**2**	0	0	0	0	1	0	0	0	0	0	0	0	3	11-20	2
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
05:00 PM	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	2	36-45	2
05:15 PM	0	0	1	0	0	0	0	1	1	0	0	0	0	0	3	46-55	2
05:30 PM	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	3	31-40	3
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

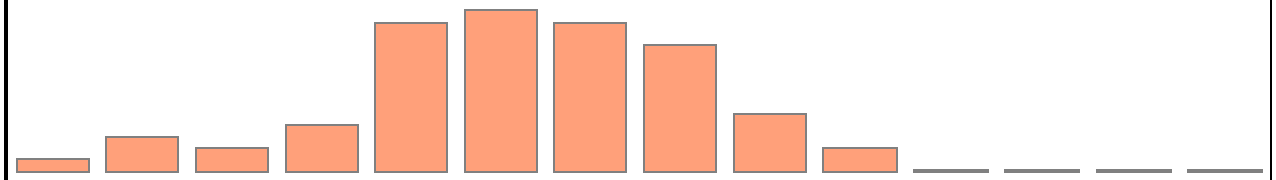
Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26-35	2
07:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26-35	2
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1-10	1
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
09:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	26-35	1
10:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
10:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	1	3	2	4	13	14	13	11	5	2	0	0	0	0	68	33-42	27
Percent	1.5%	4.4%	2.9%	5.9%	19.1%	20.6%	19.1%	16.2%	7.4%	2.9%	0%	0%	0%	0%			
AM Peak	12:00 AM	9:30 AM	12:00 AM	11:00 AM	4:45 AM	4:00 AM	4:30 AM	7:45 AM	6:45 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM		
15-min Vol	0	1	0	2	1	1	1	2	1	0	0	0	0	0	3		
PM Peak	8:15 PM	4:00 PM	3:45 PM	3:15 PM	7:00 PM	5:30 PM	5:00 PM	1:45 PM	12:30 PM	12:45 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:15 PM		
15-min Vol	1	2	1	1	2	3	2	1	1	1	0	0	0	0	4		



Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

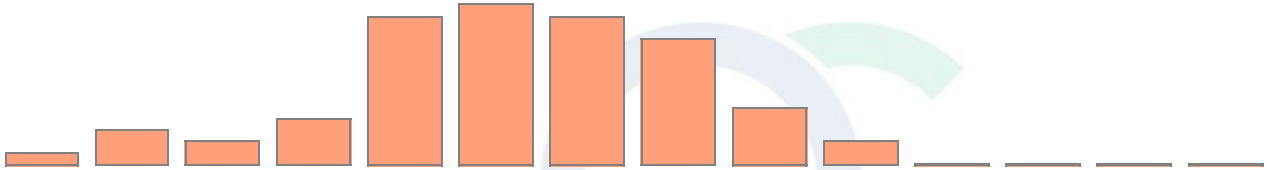
SUMMARY - Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236661
DIRECTION: NB, SB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1	3	2	4	13	14	13	11	5	2	0	0	0	0	68	33-42	27
Percent	1.5%	4.4%	2.9%	5.9%	19.1%	20.6%	19.1%	16.2%	7.4%	2.9%	0%	0%	0%	0%			
Cumulative Percent	1.5%	5.9%	8.8%	14.7%	33.8%	54.4%	73.5%	89.7%	97.1%	100%	100%	100%	100%	100%			

ADT
68



85th Percentile: 48 MPH
Mean Speed(Average): 39 MPH
Median: 39 MPH
Mode: 38 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total															
Percent															
ADT 68															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT 68															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:15 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	**4**
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	2
04:00 PM	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total															
Percent															
ADT															
68															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	3	16	33	0	11	1	0	4	0	0	0	0	0	0	68
Percent	4.4%	23.5%	48.5%	0%	16.2%	1.5%	0%	5.9%	0%	0%	0%	0%	0%	0%	
ADT 68															
AM Peak	11:00 AM	4:00 AM	7:45 AM	12:00 AM	8:45 AM	12:00 AM	12:00 AM	9:30 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:00 AM
15-min Vol	2	1	2	0	1	0	0	1	0	0	0	0	0	0	3
PM Peak	2:30 PM	12:00 PM	12:45 PM	12:00 PM	12:00 PM	8:15 PM	12:00 PM	3:45 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:15 PM
15-min Vol	1	1	2	0	1	1	0	1	0	0	0	0	0	0	4

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236661
DIRECTION: NB, SB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	3	16	33	0	11	1	0	4	0	0	0	0	0	0	68
Percent	4.4%	23.5%	48.5%	0%	16.2%	1.5%	0%	5.9%	0%	0%	0%	0%	0%	0%	
ADT 68															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Badger Canyon Rd north of Sellards Rd | **QC JOB #:** 16236661

SPECIFIC LOCATION: | **DIRECTION:** NB, SB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		0				0			0	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		0				0			0	
04:00 AM		1				1			1	
04:15 AM		1				1			1	
04:30 AM		1				1			1	
04:45 AM		2				2			2	
05:00 AM		0				0			0	
05:15 AM		0				0			0	
05:30 AM		1				1			1	
05:45 AM		1				1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		0				0			0	
06:15 AM		1				1			1	
06:30 AM		1				1			1	
06:45 AM		1				1			1	
07:00 AM		0				0			0	
07:15 AM		0				0			0	
07:30 AM		0				0			0	
07:45 AM		2				2			2	
08:00 AM		0				0			0	
08:15 AM		1				1			1	
08:30 AM		0				0			0	
08:45 AM		1				1			1	
09:00 AM		0				0			0	
09:15 AM		0				0			0	
09:30 AM		1				1			1	
09:45 AM		2				2			2	
10:00 AM		0				0			0	
10:15 AM		0				0			0	
10:30 AM		0				0			0	
10:45 AM		0				0			0	
11:00 AM		**3**				**3**			**3**	
11:15 AM		1				1			1	
11:30 AM		0				0			0	
11:45 AM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		2				2			2	
12:15 PM		0				0			0	
12:30 PM		2				2			2	
12:45 PM		2				2			2	
01:00 PM		0				0			0	
01:15 PM		0				0			0	
01:30 PM		2				2			2	
01:45 PM		1				1			1	
02:00 PM		0				0			0	
02:15 PM		0				0			0	
02:30 PM		1				1			1	
02:45 PM		0				0			0	
03:00 PM		2				2			2	
03:15 PM		**4**				**4**			**4**	
03:30 PM		0				0			0	
03:45 PM		2				2			2	
04:00 PM		3				3			3	
04:15 PM		1				1			1	
04:30 PM		0				0			0	
04:45 PM		1				1			1	
05:00 PM		2				2			2	
05:15 PM		3				3			3	
05:30 PM		3				3			3	
05:45 PM		1				1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		0				0			0	
06:15 PM		0				0			0	
06:30 PM		1				1			1	
06:45 PM		0				0			0	
07:00 PM		2				2			2	
07:15 PM		2				2			2	
07:30 PM		0				0			0	
07:45 PM		2				2			2	
08:00 PM		0				0			0	
08:15 PM		1				1			1	
08:30 PM		0				0			0	
08:45 PM		1				1			1	
09:00 PM		1				1			1	
09:15 PM		0				0			0	
09:30 PM		0				0			0	
09:45 PM		0				0			0	
10:00 PM		2				2			2	
10:15 PM		1				1			1	
10:30 PM		1				1			1	
10:45 PM		0				0			0	
11:00 PM		1				1			1	
11:15 PM		0				0			0	
11:30 PM		0				0			0	
11:45 PM		0				0			0	
Day Total		68				68			68	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		11:00 AM 3				11:00 AM 3			11:00 AM 3	
PM Peak 15-min Vol		3:15 PM 4				3:15 PM 4			3:15 PM 4	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd | **QC JOB #:** 16236661

SPECIFIC LOCATION: | **DIRECTION:** SB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	31-40	1
04:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
04:30 AM	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	36-45	1
04:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:30 AM	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	21-30	1
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:45 AM	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	**2**	41-50	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	**2**	36-45	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	46-55	1
12:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	51-60	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 PM	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	26-35	1
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 PM	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

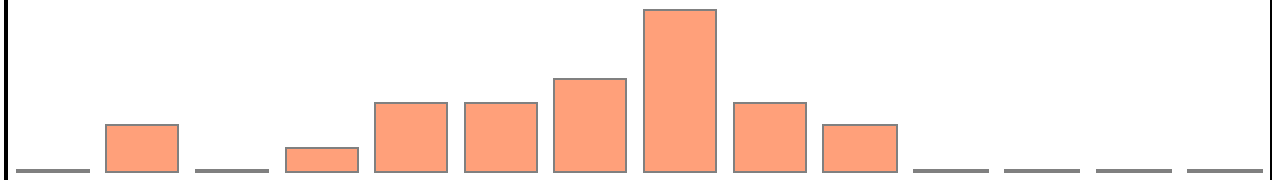
Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
09:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
10:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	0	2	0	1	3	3	4	7	3	2	0	0	0	0	25	41-50	11
Percent	0%	8%	0%	4%	12%	12%	16%	28%	12%	8%	0%	0%	0%	0%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	5:30 AM	12:00 AM	4:00 AM	4:30 AM	7:45 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:45 AM		
15-min Vol	0	0	0	1	0	1	1	2	0	0	0	0	0	0	2		
PM Peak	12:00 PM	4:00 PM	12:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	7:45 PM	12:30 PM	12:45 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM		
15-min Vol	0	2	0	0	1	1	1	1	1	1	0	0	0	0	2		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

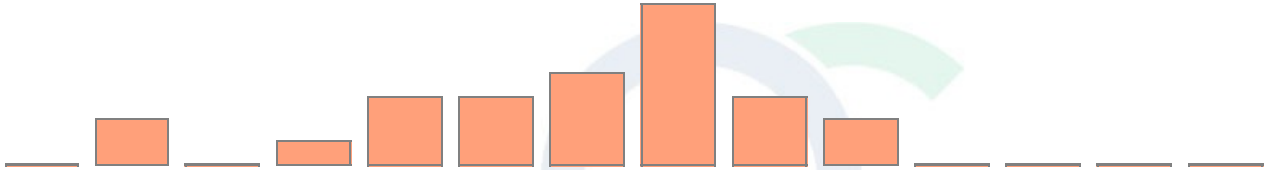
Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total Percent	0 0%	2 8%	0 0%	1 4%	3 12%	3 12%	4 16%	7 28%	3 12%	2 8%	0 0%	0 0%	0 0%	0 0%	25	41-50	11
Cumulative Percent	0%	8%	8%	12%	24%	36%	52%	80%	92%	100%	100%	100%	100%	100%			

ADT
25



85th Percentile: 52 MPH
Mean Speed(Average): 44 MPH
Median: 44 MPH
Mode: 48 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT 25															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT 25															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total															
Percent															
ADT 25															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	6	16	0	2	0	0	1	0	0	0	0	0	0	25
Percent	0%	24%	64%	0%	8%	0%	0%	4%	0%	0%	0%	0%	0%	0%	
ADT 25															
AM Peak	12:00 AM	4:00 AM	7:45 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:45 AM
15-min Vol	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2
PM Peak	12:00 PM	12:00 PM	12:30 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM
15-min Vol	0	1	1	0	1	0	0	1	0	0	0	0	0	0	2

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Badger Canyon Rd north of Sellards Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236661
DIRECTION: SB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	6	16	0	2	0	0	1	0	0	0	0	0	0	25
Percent	0%	24%	64%	0%	8%	0%	0%	4%	0%	0%	0%	0%	0%	0%	

ADT
25



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		0				0			0	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		0				0			0	
04:00 AM		1				1			1	
04:15 AM		1				1			1	
04:30 AM		1				1			1	
04:45 AM		1				1			1	
05:00 AM		0				0			0	
05:15 AM		0				0			0	
05:30 AM		1				1			1	
05:45 AM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		0				0			0	
06:15 AM		0				0			0	
06:30 AM		1				1			1	
06:45 AM		0				0			0	
07:00 AM		0				0			0	
07:15 AM		0				0			0	
07:30 AM		0				0			0	
07:45 AM		**2**				**2**			**2**	
08:00 AM		0				0			0	
08:15 AM		1				1			1	
08:30 AM		0				0			0	
08:45 AM		0				0			0	
09:00 AM		0				0			0	
09:15 AM		0				0			0	
09:30 AM		0				0			0	
09:45 AM		0				0			0	
10:00 AM		0				0			0	
10:15 AM		0				0			0	
10:30 AM		0				0			0	
10:45 AM		0				0			0	
11:00 AM		0				0			0	
11:15 AM		0				0			0	
11:30 AM		0				0			0	
11:45 AM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		2				2			2	
12:15 PM		0				0			0	
12:30 PM		1				1			1	
12:45 PM		1				1			1	
01:00 PM		0				0			0	
01:15 PM		0				0			0	
01:30 PM		0				0			0	
01:45 PM		0				0			0	
02:00 PM		0				0			0	
02:15 PM		0				0			0	
02:30 PM		0				0			0	
02:45 PM		0				0			0	
03:00 PM		1				1			1	
03:15 PM		1				1			1	
03:30 PM		0				0			0	
03:45 PM		0				0			0	
04:00 PM		2				2			2	
04:15 PM		0				0			0	
04:30 PM		0				0			0	
04:45 PM		0				0			0	
05:00 PM		0				0			0	
05:15 PM		0				0			0	
05:30 PM		0				0			0	
05:45 PM		1				1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Badger Canyon Rd north of Sellards Rd
QC JOB #: 16236661
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		0				0			0	
06:15 PM		0				0			0	
06:30 PM		0				0			0	
06:45 PM		0				0			0	
07:00 PM		0				0			0	
07:15 PM		0				0			0	
07:30 PM		0				0			0	
07:45 PM		2				2			2	
08:00 PM		0				0			0	
08:15 PM		0				0			0	
08:30 PM		0				0			0	
08:45 PM		1				1			1	
09:00 PM		1				1			1	
09:15 PM		0				0			0	
09:30 PM		0				0			0	
09:45 PM		0				0			0	
10:00 PM		1				1			1	
10:15 PM		1				1			1	
10:30 PM		0				0			0	
10:45 PM		0				0			0	
11:00 PM		1				1			1	
11:15 PM		0				0			0	
11:30 PM		0				0			0	
11:45 PM		0				0			0	
Day Total		25				25			25	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:45 AM 2				7:45 AM 2			7:45 AM 2	
PM Peak 15-min Vol		12:00 PM 2				12:00 PM 2			12:00 PM 2	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
12:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
12:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	51-60	3
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3	31-40	2
01:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	36-45	1
03:30 AM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	41-50	2
03:45 AM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	46-55	3
04:00 AM	0	0	0	0	0	1	1	2	0	1	0	0	0	0	5	41-50	3
04:15 AM	0	0	0	0	0	0	2	3	0	3	0	0	0	0	8	41-50	5
04:30 AM	0	0	0	0	0	1	1	5	0	1	0	**1**	0	0	9	41-50	6
04:45 AM	0	0	0	0	0	0	1	0	1	2	0	0	0	0	4	51-60	3
05:00 AM	0	0	0	0	0	0	**4**	0	2	0	0	0	0	0	6	36-45	4
05:15 AM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	36-45	2
05:30 AM	0	0	0	0	1	0	0	0	2	1	2	0	0	0	6	51-60	3
05:45 AM	0	0	0	0	0	0	0	1	3	1	1	0	0	0	6	48-57	4
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	2	0	1	0	1	2	0	0	0	0	6	51-60	3
06:15 AM	0	0	0	0	0	2	2	0	1	0	0	0	0	0	5	36-45	4
06:30 AM	0	0	0	0	1	1	1	5	2	1	0	0	0	0	11	46-55	7
06:45 AM	0	0	0	0	0	0	0	1	1	**5**	**5**	0	0	0	12	56-65	10
07:00 AM	0	0	0	0	0	0	1	2	2	1	1	0	0	0	7	46-55	4
07:15 AM	0	0	0	0	2	1	0	1	3	2	0	0	0	0	9	51-60	5
07:30 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	0	3	26-35	2
07:45 AM	0	0	0	0	1	2	0	2	1	1	1	0	**1**	0	9	46-55	3
08:00 AM	0	0	0	0	0	1	3	0	2	0	0	0	0	0	6	36-45	4
08:15 AM	0	0	0	0	0	0	2	1	2	0	2	0	0	0	7	41-50	3
08:30 AM	0	0	0	0	1	0	0	2	1	4	0	0	0	0	8	51-60	5
08:45 AM	0	0	0	0	0	0	1	2	2	2	1	0	0	0	8	46-55	4
09:00 AM	0	0	0	0	1	0	0	2	2	1	0	0	0	0	6	46-55	4
09:15 AM	0	0	0	**2**	**3**	**4**	3	0	3	2	0	0	0	0	**17**	31-40	7
09:30 AM	0	0	0	0	0	1	1	2	1	2	0	0	0	0	7	46-55	3
09:45 AM	0	0	0	0	0	0	0	3	1	1	2	0	0	0	7	46-55	4
10:00 AM	0	0	0	0	0	1	1	2	**5**	0	0	0	0	0	9	46-55	7
10:15 AM	0	0	0	0	0	1	1	3	3	1	0	0	0	0	9	46-55	6
10:30 AM	0	0	0	0	1	0	1	3	3	1	0	0	0	0	9	46-55	6
10:45 AM	0	0	0	0	0	0	0	4	2	0	1	1	0	0	8	46-55	6
11:00 AM	0	0	0	0	0	2	3	1	5	3	1	0	0	0	15	51-60	8
11:15 AM	0	0	0	0	0	0	1	**7**	2	1	1	0	0	0	12	46-55	9
11:30 AM	0	0	0	0	1	2	0	5	1	4	0	0	0	0	13	46-55	6
11:45 AM	0	0	0	0	0	1	2	3	3	4	0	0	0	0	13	51-60	7
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	1	1	3	6	**4**	0	0	0	0	15	51-60	10
12:15 PM	0	0	0	0	0	0	2	2	8	3	1	0	0	0	16	51-60	11
12:30 PM	0	0	0	0	0	2	1	0	2	1	0	**1**	0	0	7	36-45	3
12:45 PM	0	0	0	0	0	0	0	1	2	1	1	1	0	0	6	51-60	3
01:00 PM	0	0	0	0	0	1	1	2	3	2	0	0	0	0	9	48-57	5
01:15 PM	0	0	**1**	**3**	0	1	0	1	4	2	0	0	0	0	12	51-60	6
01:30 PM	0	0	0	0	2	3	0	1	1	0	1	0	0	0	8	31-40	5
01:45 PM	0	0	0	0	1	0	2	**6**	5	2	**2**	0	0	0	18	46-55	11
02:00 PM	0	0	0	0	0	0	1	3	2	0	0	0	**1**	0	7	46-55	5
02:15 PM	0	0	0	0	0	1	0	3	5	2	1	0	0	0	12	46-55	8
02:30 PM	0	0	0	0	0	0	1	2	1	0	0	0	0	**1**	5	46-55	3
02:45 PM	0	0	0	0	0	0	2	5	4	3	0	1	0	0	15	46-55	9
03:00 PM	0	0	0	0	1	**4**	2	3	6	4	2	0	0	0	**22**	51-60	10
03:15 PM	0	0	0	0	0	2	**6**	0	4	4	0	0	0	0	16	36-45	8
03:30 PM	0	0	0	0	3	0	2	1	**10**	3	1	0	0	0	20	51-60	13
03:45 PM	0	0	0	0	0	2	1	5	6	2	1	0	0	0	17	46-55	11
04:00 PM	0	0	0	0	0	1	1	0	2	1	0	0	0	0	5	51-60	3
04:15 PM	0	0	0	0	**4**	0	2	4	3	4	2	0	0	0	19	50-59	7
04:30 PM	0	0	0	0	0	0	0	3	3	3	2	0	0	0	11	46-55	6
04:45 PM	0	0	0	0	3	4	2	3	1	1	1	0	0	0	15	31-40	7
05:00 PM	0	0	0	1	0	1	1	1	4	3	2	0	0	0	13	51-60	7
05:15 PM	0	0	0	0	0	0	0	2	3	4	0	0	0	0	9	51-60	7
05:30 PM	0	0	0	0	3	0	3	2	4	4	1	0	0	1	18	51-60	8
05:45 PM	0	0	0	0	0	4	1	2	1	0	0	0	0	0	8	36-45	5
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

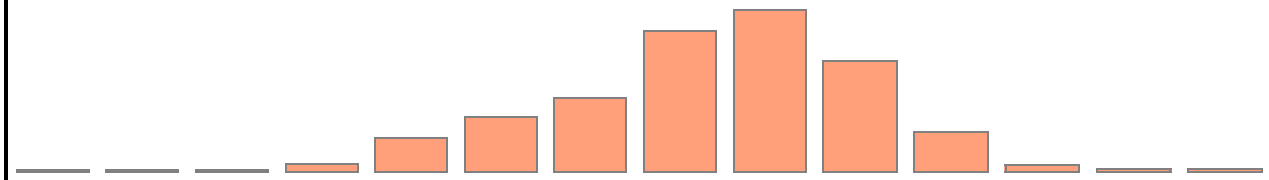
Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	1	1	2	5	1	2	1	0	1	0	14	41-50	7
06:15 PM	0	0	0	0	0	1	0	3	3	2	0	0	0	0	9	46-55	6
06:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	41-50	2
06:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	41-50	3
07:00 PM	0	0	0	0	0	0	3	4	1	1	0	0	0	0	9	41-50	7
07:15 PM	0	0	0	0	0	0	1	0	2	2	0	0	0	0	5	51-60	4
07:30 PM	0	0	0	0	1	0	0	3	2	0	0	0	0	0	6	46-55	5
07:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
08:00 PM	0	0	0	0	0	2	0	0	0	1	1	0	0	0	4	31-40	2
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	41-50	2
08:45 PM	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3	46-55	2
09:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	41-50	2
09:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
09:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
09:45 PM	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3	36-45	2
10:00 PM	0	0	0	0	0	0	0	1	3	0	0	1	0	0	5	46-55	4
10:15 PM	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3	21-30	2
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
11:00 PM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	3	36-45	2
11:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	4	41-50	2
11:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	46-55	2
11:45 PM	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3	46-55	2
Day Total	0	0	1	8	36	58	78	151	172	118	42	6	3	2	675	46-55	323
Percent	0%	0%	0.1%	1.2%	5.3%	8.6%	11.6%	22.4%	25.5%	17.5%	6.2%	0.9%	0.4%	0.3%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	9:15 AM	9:15 AM	9:15 AM	5:00 AM	11:15 AM	10:00 AM	6:45 AM	6:45 AM	4:30 AM	7:45 AM	12:00 AM	9:15 AM		
15-min Vol	0	0	0	2	3	4	4	7	5	5	5	1	1	0	17		
PM Peak	12:00 PM	12:00 PM	1:15 PM	1:15 PM	4:15 PM	3:00 PM	3:15 PM	1:45 PM	3:30 PM	12:00 PM	1:45 PM	12:30 PM	2:00 PM	2:30 PM	3:00 PM		
15-min Vol	0	0	1	3	4	4	6	6	10	4	2	1	1	1	22		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

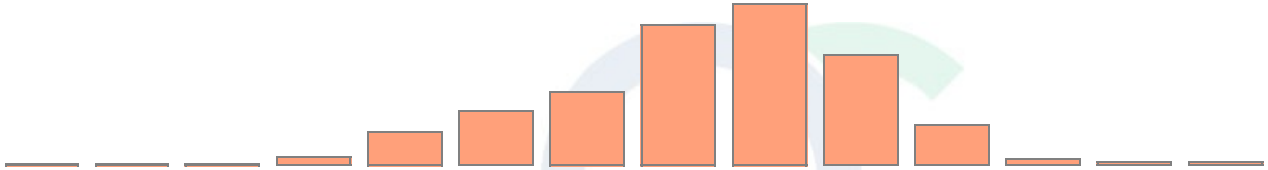
SUMMARY - Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236662
DIRECTION: NB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	0	0	1	8	36	58	78	151	172	118	42	6	3	2	675	46-55	323
Percent	0%	0%	0.1%	1.2%	5.3%	8.6%	11.6%	22.4%	25.5%	17.5%	6.2%	0.9%	0.4%	0.3%			
Cumulative Percent	0%	0%	0.1%	1.3%	6.7%	15.3%	26.8%	49.2%	74.7%	92.1%	98.4%	99.3%	99.7%	100%			

ADT
675



85th Percentile: 57 MPH
Mean Speed(Average): 50 MPH
Median: 50 MPH
Mode: 53 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
01:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
03:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
03:45 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3
04:00 AM	0	1	0	0	0	0	0	4	0	0	0	0	0	0	5
04:15 AM	0	2	1	3	1	0	0	1	0	0	0	0	0	0	8
04:30 AM	0	2	3	1	2	0	0	1	0	0	0	0	0	0	9
04:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
05:00 AM	0	2	0	1	2	0	0	1	0	0	0	0	0	0	6
05:15 AM	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
05:30 AM	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
05:45 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
Day Total															
Percent															
ADT 675															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	1	3	0	1	0	0	1	0	0	0	0	0	0	6
06:15 AM	0	2	0	1	1	0	0	1	0	0	0	0	0	0	5
06:30 AM	0	4	1	2	1	0	0	2	1	0	0	0	0	0	11
06:45 AM	0	4	5	0	**3**	0	0	0	0	0	0	0	0	0	12
07:00 AM	0	3	1	0	2	0	0	1	0	0	0	0	0	0	7
07:15 AM	0	1	2	3	2	0	0	1	0	0	0	0	0	0	9
07:30 AM	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
07:45 AM	0	0	5	0	0	0	0	4	0	0	0	0	0	0	9
08:00 AM	0	3	0	0	1	0	0	2	0	0	0	0	0	0	6
08:15 AM	0	3	2	0	1	0	0	1	0	0	0	0	0	0	7
08:30 AM	0	1	2	2	1	0	0	2	0	0	0	0	0	0	8
08:45 AM	0	3	2	0	0	0	0	3	0	0	0	0	0	0	8
09:00 AM	0	1	1	0	2	0	0	2	0	0	0	0	0	0	6
09:15 AM	0	3	**6**	0	1	0	0	**5**	1	**1**	0	0	0	0	**17**
09:30 AM	0	0	1	0	2	0	0	4	0	0	0	0	0	0	7
09:45 AM	0	1	6	0	0	0	0	0	0	0	0	0	0	0	7
10:00 AM	0	0	4	0	3	0	0	2	0	0	0	0	0	0	9
10:15 AM	0	1	4	0	1	0	0	2	0	0	**1**	0	0	0	9
10:30 AM	0	3	1	0	3	0	0	2	0	0	0	0	0	0	9
10:45 AM	0	3	2	0	1	0	0	2	0	0	0	0	0	0	8
11:00 AM	0	3	5	1	1	0	0	4	1	0	0	0	0	0	15
11:15 AM	0	1	5	0	1	0	0	5	0	0	0	0	0	0	12
11:30 AM	0	7	1	2	0	0	0	2	1	0	0	0	0	0	13
11:45 AM	0	**8**	4	0	1	0	0	0	0	0	0	0	0	0	13
Day Total															
Percent															
ADT 675															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	4	6	0	4	0	0	1	0	0	0	0	0	0	15
12:15 PM	0	6	4	2	3	0	0	1	0	0	0	0	0	0	16
12:30 PM	0	1	2	1	2	0	0	1	0	0	0	0	0	0	7
12:45 PM	0	1	1	0	1	0	0	3	0	0	0	0	0	0	6
01:00 PM	0	4	1	1	1	0	0	2	0	0	0	0	0	0	9
01:15 PM	0	2	6	0	3	0	0	1	0	0	0	0	0	0	12
01:30 PM	0	2	2	0	1	0	0	3	0	0	0	0	0	0	8
01:45 PM	0	6	3	0	4	0	0	**5**	0	0	0	0	0	0	18
02:00 PM	0	2	2	2	0	0	0	1	0	0	0	0	0	0	7
02:15 PM	0	5	3	1	2	0	0	1	0	0	0	0	0	0	12
02:30 PM	0	1	3	0	0	0	0	1	0	0	0	0	0	0	5
02:45 PM	0	3	4	1	**5**	0	0	2	0	0	0	0	0	0	15
03:00 PM	0	3	9	1	4	0	0	4	0	**1**	0	0	0	0	**22**
03:15 PM	0	7	2	2	1	0	0	4	0	0	0	0	0	0	16
03:30 PM	0	5	**10**	1	0	0	0	4	0	0	0	0	0	0	20
03:45 PM	0	3	7	**3**	2	0	0	1	0	0	**1**	0	0	0	17
04:00 PM	0	0	3	0	1	0	0	1	0	0	0	0	0	0	5
04:15 PM	0	6	6	2	1	0	0	4	0	0	0	0	0	0	19
04:30 PM	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
04:45 PM	0	5	2	1	2	0	0	5	0	0	0	0	0	0	15
05:00 PM	0	**8**	1	0	2	0	0	2	0	0	0	0	0	0	13
05:15 PM	0	4	2	0	0	0	0	3	0	0	0	0	0	0	9
05:30 PM	0	2	9	1	0	0	0	5	**1**	0	0	0	0	0	18
05:45 PM	0	1	1	1	2	0	0	3	0	0	0	0	0	0	8
Day Total															
Percent															
ADT 675															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

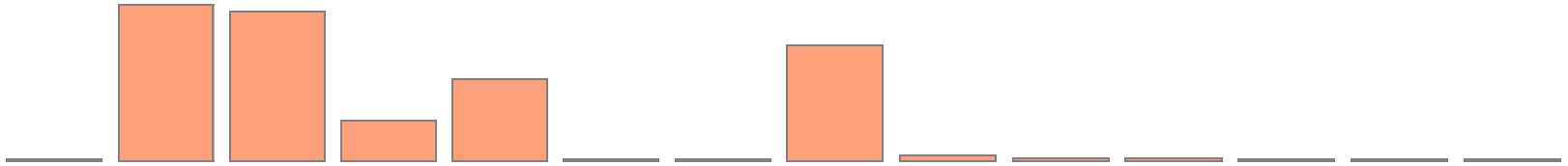
Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	3	3	1	2	0	0	5	0	0	0	0	0	0	14
06:15 PM	0	5	3	0	0	0	0	1	0	0	0	0	0	0	9
06:30 PM	0	1	2	0	0	0	0	1	0	0	0	0	0	0	4
06:45 PM	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3
07:00 PM	0	3	1	0	2	0	0	3	0	0	0	0	0	0	9
07:15 PM	0	1	0	2	1	0	0	1	0	0	0	0	0	0	5
07:30 PM	0	2	0	0	2	0	0	2	0	0	0	0	0	0	6
07:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
08:45 PM	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3
09:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
09:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
09:45 PM	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
10:00 PM	0	1	2	1	1	0	0	0	0	0	0	0	0	0	5
10:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3
11:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
11:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
11:45 PM	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
Day Total	0	190	184	49	100	0	0	142	6	2	2	0	0	0	675
Percent	0%	28.1%	27.3%	7.3%	14.8%	0%	0%	21%	0.9%	0.3%	0.3%	0%	0%	0%	
ADT 675															
AM Peak	12:00 AM	11:45 AM	9:15 AM	4:15 AM	6:45 AM	12:00 AM	12:00 AM	9:15 AM	2:00 AM	9:15 AM	10:15 AM	12:00 AM	12:00 AM	12:00 AM	9:15 AM
15-min Vol	0	8	6	3	3	0	0	5	1	1	1	0	0	0	17
PM Peak	12:00 PM	5:00 PM	3:30 PM	3:45 PM	2:45 PM	12:00 PM	12:00 PM	1:45 PM	5:30 PM	3:00 PM	3:45 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM
15-min Vol	0	8	10	3	5	0	0	5	1	1	1	0	0	0	22

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236662
DIRECTION: NB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	190	184	49	100	0	0	142	6	2	2	0	0	0	675
Percent	0%	28.1%	27.3%	7.3%	14.8%	0%	0%	21%	0.9%	0.3%	0.3%	0%	0%	0%	

ADT
675



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		1				1			1	
12:30 AM		3				3			3	
12:45 AM		0				0			0	
01:00 AM		3				3			3	
01:15 AM		1				1			1	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		1				1			1	
02:15 AM		0				0			0	
02:30 AM		1				1			1	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		2				2			2	
03:30 AM		3				3			3	
03:45 AM		3				3			3	
04:00 AM		5				5			5	
04:15 AM		8				8			8	
04:30 AM		9				9			9	
04:45 AM		4				4			4	
05:00 AM		6				6			6	
05:15 AM		3				3			3	
05:30 AM		6				6			6	
05:45 AM		6				6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		6				6			6	
06:15 AM		5				5			5	
06:30 AM		11				11			11	
06:45 AM		12				12			12	
07:00 AM		7				7			7	
07:15 AM		9				9			9	
07:30 AM		3				3			3	
07:45 AM		9				9			9	
08:00 AM		6				6			6	
08:15 AM		7				7			7	
08:30 AM		8				8			8	
08:45 AM		8				8			8	
09:00 AM		6				6			6	
09:15 AM		**17**				**17**			**17**	
09:30 AM		7				7			7	
09:45 AM		7				7			7	
10:00 AM		9				9			9	
10:15 AM		9				9			9	
10:30 AM		9				9			9	
10:45 AM		8				8			8	
11:00 AM		15				15			15	
11:15 AM		12				12			12	
11:30 AM		13				13			13	
11:45 AM		13				13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		15				15			15	
12:15 PM		16				16			16	
12:30 PM		7				7			7	
12:45 PM		6				6			6	
01:00 PM		9				9			9	
01:15 PM		12				12			12	
01:30 PM		8				8			8	
01:45 PM		18				18			18	
02:00 PM		7				7			7	
02:15 PM		12				12			12	
02:30 PM		5				5			5	
02:45 PM		15				15			15	
03:00 PM		**22**				**22**			**22**	
03:15 PM		16				16			16	
03:30 PM		20				20			20	
03:45 PM		17				17			17	
04:00 PM		5				5			5	
04:15 PM		19				19			19	
04:30 PM		11				11			11	
04:45 PM		15				15			15	
05:00 PM		13				13			13	
05:15 PM		9				9			9	
05:30 PM		18				18			18	
05:45 PM		8				8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		14				14			14	
06:15 PM		9				9			9	
06:30 PM		4				4			4	
06:45 PM		3				3			3	
07:00 PM		9				9			9	
07:15 PM		5				5			5	
07:30 PM		6				6			6	
07:45 PM		1				1			1	
08:00 PM		4				4			4	
08:15 PM		0				0			0	
08:30 PM		4				4			4	
08:45 PM		3				3			3	
09:00 PM		2				2			2	
09:15 PM		1				1			1	
09:30 PM		1				1			1	
09:45 PM		3				3			3	
10:00 PM		5				5			5	
10:15 PM		3				3			3	
10:30 PM		0				0			0	
10:45 PM		1				1			1	
11:00 PM		3				3			3	
11:15 PM		4				4			4	
11:30 PM		2				2			2	
11:45 PM		3				3			3	
Day Total		675				675			675	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		9:15 AM 17				9:15 AM 17			9:15 AM 17	
PM Peak 15-min Vol		3:00 PM 22				3:00 PM 22			3:00 PM 22	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
12:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
12:30 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	51-60	4
12:45 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	46-55	2
01:00 AM	0	0	0	0	0	2	0	0	1	0	0	1	0	0	4	31-40	2
01:15 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	46-55	2
01:30 AM	0	0	0	0	0	0	0	0	1	2	2	0	0	0	5	56-65	4
01:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	56-65	2
02:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	41-50	1
02:15 AM	0	0	0	0	0	0	0	1	0	2	0	1	0	0	4	51-60	2
02:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
02:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	36-45	1
03:30 AM	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4	41-50	2
03:45 AM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	46-55	3
04:00 AM	0	0	0	0	0	1	1	3	0	1	0	0	1	0	7	41-50	4
04:15 AM	0	0	0	0	0	0	3	3	0	3	0	0	0	0	9	41-50	6
04:30 AM	0	0	0	0	0	1	1	5	1	3	2	1	0	0	14	44-53	6
04:45 AM	0	0	0	0	0	0	1	0	1	2	1	0	0	0	5	56-65	3
05:00 AM	0	0	0	0	0	0	4	0	2	5	6	1	0	0	18	56-65	11
05:15 AM	0	0	0	0	0	1	3	3	1	5	5	1	1	0	20	56-65	10
05:30 AM	0	0	0	0	1	0	0	1	3	5	4	1	0	2	17	56-65	9
05:45 AM	0	0	0	0	0	0	0	3	7	4	3	1	0	0	18	51-60	11
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	2	2	1	1	3	7	0	0	**2**	0	18	51-60	10
06:15 AM	0	0	0	0	0	2	2	2	2	3	0	1	0	1	13	51-60	5
06:30 AM	0	0	0	0	1	1	2	5	2	2	3	0	0	0	16	45-54	7
06:45 AM	0	0	0	0	0	0	0	1	4	**8**	**7**	1	0	0	21	56-65	15
07:00 AM	0	0	0	0	0	0	1	3	3	5	3	0	0	0	15	51-60	8
07:15 AM	0	0	0	0	2	1	1	2	5	3	1	1	0	0	16	51-60	8
07:30 AM	0	0	0	0	2	0	2	0	1	3	3	0	0	0	11	56-65	6
07:45 AM	0	0	0	0	1	**4**	0	3	1	1	3	**2**	1	0	16	61-70	5
08:00 AM	0	0	0	0	0	1	3	0	4	2	3	1	0	0	14	51-60	6
08:15 AM	0	0	0	0	0	1	2	1	3	2	5	1	1	0	16	56-65	7
08:30 AM	0	0	0	0	1	0	0	2	4	6	3	0	0	0	16	51-60	10
08:45 AM	0	0	0	0	0	0	1	3	4	3	2	1	0	0	14	46-55	7
09:00 AM	0	0	0	0	1	0	0	3	**9**	3	2	0	0	0	18	46-55	12
09:15 AM	0	0	0	**2**	**3**	4	4	3	9	7	0	0	0	0	**32**	51-60	16
09:30 AM	0	0	0	0	0	1	1	2	2	2	3	0	1	0	12	56-65	5
09:45 AM	0	0	0	0	0	1	0	7	5	1	2	0	0	1	17	46-55	12
10:00 AM	0	0	0	0	0	1	1	2	7	5	2	2	0	0	20	51-60	12
10:15 AM	0	0	0	0	0	1	2	5	5	2	0	0	0	0	15	46-55	10
10:30 AM	0	0	0	0	1	3	2	3	5	5	1	1	0	0	21	51-60	10
10:45 AM	0	0	0	0	0	1	1	**9**	2	0	1	1	0	0	15	46-55	11
11:00 AM	0	0	0	0	0	2	**5**	1	5	4	1	0	0	0	18	51-60	9
11:15 AM	0	0	0	0	0	0	1	7	3	7	1	0	0	0	19	50-59	10
11:30 AM	0	0	0	0	1	2	0	5	2	6	1	0	1	0	18	51-60	8
11:45 AM	0	0	0	1	0	1	3	3	4	7	1	0	0	0	20	51-60	11
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	2	1	3	8	8	4	1	0	0	27	51-60	16
12:15 PM	0	0	0	0	0	0	4	2	8	7	3	0	0	0	24	51-60	15
12:30 PM	0	0	0	0	0	2	3	5	3	2	1	1	0	0	17	41-50	8
12:45 PM	0	0	0	0	0	0	0	2	2	5	3	1	**1**	0	14	56-65	8
01:00 PM	0	0	0	0	0	1	3	2	5	7	2	0	0	0	20	51-60	12
01:15 PM	0	0	**1**	**3**	0	1	0	5	10	7	3	0	0	0	30	51-60	17
01:30 PM	0	0	0	0	2	3	1	1	7	4	3	0	0	0	21	51-60	11
01:45 PM	0	0	0	0	1	0	2	6	7	10	4	0	0	0	30	51-60	17
02:00 PM	0	0	0	0	0	2	2	4	5	9	1	0	1	0	24	51-60	14
02:15 PM	**1**	0	0	0	0	1	1	3	9	4	1	0	0	0	20	51-60	13
02:30 PM	0	0	0	0	0	0	1	3	5	3	2	0	0	**1**	15	46-55	8
02:45 PM	0	0	0	0	0	0	2	5	4	8	**5**	1	0	0	25	56-65	13
03:00 PM	0	0	0	0	1	**4**	3	**10**	8	8	4	1	0	0	**39**	46-55	18
03:15 PM	0	0	0	0	0	2	**7**	2	6	**11**	1	1	1	1	32	51-60	17
03:30 PM	0	0	0	0	3	0	2	2	**14**	7	5	0	1	0	34	51-60	21
03:45 PM	0	0	0	0	0	2	2	6	7	5	3	0	0	0	25	46-55	13
04:00 PM	0	0	0	0	0	1	2	2	9	7	1	0	0	0	22	51-60	16
04:15 PM	0	0	0	0	**4**	0	5	6	5	5	2	0	0	0	27	42-51	11
04:30 PM	0	0	0	0	0	0	1	3	5	11	4	1	0	0	25	51-60	16
04:45 PM	0	0	0	0	3	4	2	4	8	8	2	1	0	0	32	51-60	16
05:00 PM	0	0	0	1	0	1	4	2	9	8	3	1	0	0	29	51-60	17
05:15 PM	0	0	0	0	2	0	0	3	11	9	1	1	0	0	27	51-60	20
05:30 PM	0	0	0	0	3	0	4	2	5	9	1	**2**	0	1	27	51-60	14
05:45 PM	0	0	0	0	0	4	2	3	6	0	0	1	0	0	16	46-55	9
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

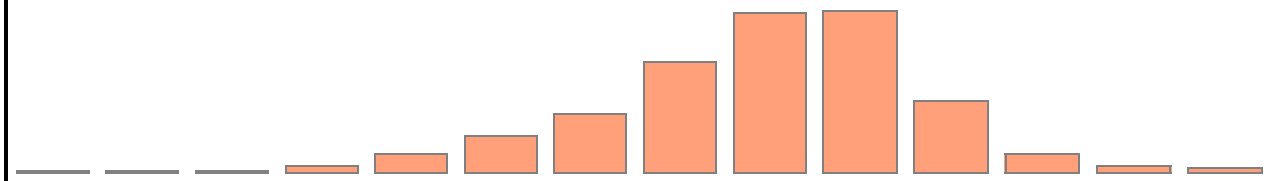
Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	1	1	3	6	4	4	1	0	1	0	21	46-55	10
06:15 PM	0	0	0	0	0	1	1	7	5	3	0	0	0	0	17	46-55	12
06:30 PM	0	0	0	0	0	0	0	3	2	5	1	1	0	0	12	51-60	7
06:45 PM	0	0	0	0	0	0	0	3	1	1	0	2	0	0	7	46-55	4
07:00 PM	0	0	0	0	0	0	3	4	2	2	3	0	0	0	14	41-50	7
07:15 PM	0	0	0	0	0	0	1	0	3	4	1	0	0	0	9	51-60	7
07:30 PM	0	0	0	0	1	0	0	3	4	2	2	0	0	0	12	46-55	7
07:45 PM	0	1	0	0	0	0	2	0	2	2	0	0	0	0	7	51-60	4
08:00 PM	0	0	0	0	0	2	0	1	1	4	3	0	0	0	11	56-65	7
08:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
08:30 PM	0	0	0	0	0	0	0	3	4	4	0	1	0	0	12	51-60	8
08:45 PM	0	0	0	0	0	3	0	1	3	3	1	1	0	0	12	51-60	6
09:00 PM	0	0	0	0	0	0	1	1	3	0	0	0	0	0	5	46-55	4
09:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3	56-65	2
09:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	36-45	1
09:45 PM	0	0	0	1	0	1	1	2	0	1	0	0	0	0	6	41-50	3
10:00 PM	0	0	0	0	0	2	0	1	3	0	0	1	0	0	7	46-55	4
10:15 PM	0	0	0	2	0	0	1	1	1	0	0	0	0	0	5	21-30	2
10:30 PM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	36-45	2
10:45 PM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	46-55	3
11:00 PM	0	0	0	0	0	1	1	1	0	0	1	0	0	0	4	36-45	2
11:15 PM	0	0	0	0	0	0	0	2	0	1	2	0	0	0	5	56-65	3
11:30 PM	0	0	0	1	2	0	0	0	3	0	0	0	0	0	6	46-55	3
11:45 PM	0	0	0	0	1	0	0	3	2	1	0	0	0	0	7	46-55	5
Day Total	1	1	1	11	40	75	121	229	331	334	150	38	13	7	1352	51-60	665
Percent	0.1%	0.1%	0.1%	0.8%	3%	5.5%	8.9%	16.9%	24.5%	24.7%	11.1%	2.8%	1%	0.5%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	9:15 AM	9:15 AM	7:45 AM	11:00 AM	10:45 AM	9:00 AM	6:45 AM	6:45 AM	7:45 AM	6:00 AM	5:30 AM	9:15 AM		
15-min Vol	0	0	0	2	3	4	5	9	9	8	7	2	2	2	32		
PM Peak	2:15 PM	7:45 PM	1:15 PM	1:15 PM	4:15 PM	3:00 PM	3:15 PM	3:00 PM	3:30 PM	3:15 PM	2:45 PM	5:30 PM	12:45 PM	2:30 PM	3:00 PM		
15-min Vol	1	1	1	3	4	4	7	10	14	11	5	2	1	1	39		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236662
DIRECTION: NB, SB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1	1	1	11	40	75	121	229	331	334	150	38	13	7	1352	51-60	665
Percent	0.1%	0.1%	0.1%	0.8%	3%	5.5%	8.9%	16.9%	24.5%	24.7%	11.1%	2.8%	1%	0.5%			
Cumulative Percent	0.1%	0.1%	0.2%	1%	4%	9.5%	18.5%	35.4%	59.9%	84.6%	95.7%	98.5%	99.5%	100%			

ADT
1352



85th Percentile: 60 MPH
Mean Speed(Average): 52 MPH
Median: 52 MPH
Mode: 58 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	2	0	0	1	0	0	1	0	0	0	0	0	0	4
12:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00 AM	0	2	0	0	0	0	0	1	1	0	0	0	0	0	4
01:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
01:30 AM	0	2	0	0	1	0	0	1	1	0	0	0	0	0	5
01:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
02:15 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
03:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
03:45 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3
04:00 AM	0	2	1	0	0	0	0	4	0	0	0	0	0	0	7
04:15 AM	0	2	2	3	1	0	0	1	0	0	0	0	0	0	9
04:30 AM	0	4	4	1	3	0	0	2	0	0	0	0	0	0	14
04:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
05:00 AM	0	10	2	1	3	0	0	2	0	0	0	0	0	0	18
05:15 AM	0	4	8	2	4	0	0	1	1	0	0	0	0	0	20
05:30 AM	0	7	6	0	3	0	0	1	0	0	0	0	0	0	17
05:45 AM	0	6	7	0	4	0	0	1	0	0	0	0	0	0	18
Day Total															
Percent															
ADT 1352															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	3	8	0	5	0	0	1	1	0	0	0	0	0	18
06:15 AM	0	2	3	1	5	0	0	2	0	0	0	0	0	0	13
06:30 AM	0	5	4	2	1	0	0	2	**2**	0	0	0	0	0	16
06:45 AM	0	9	5	0	**7**	0	0	0	0	0	0	0	0	0	21
07:00 AM	0	7	3	1	2	0	0	2	0	0	0	0	0	0	15
07:15 AM	0	3	5	4	3	0	0	1	0	0	0	0	0	0	16
07:30 AM	0	2	2	0	4	0	0	3	0	0	0	0	0	0	11
07:45 AM	0	4	5	0	2	0	0	4	1	0	0	0	0	0	16
08:00 AM	0	4	4	1	2	0	0	2	1	0	0	0	0	0	14
08:15 AM	0	5	5	0	2	0	0	4	0	0	0	0	0	0	16
08:30 AM	0	3	5	**5**	1	0	0	2	0	0	0	0	0	0	16
08:45 AM	0	6	5	0	0	0	0	3	0	0	0	0	0	0	14
09:00 AM	0	6	5	0	3	0	0	3	1	0	0	0	0	0	18
09:15 AM	0	7	**11**	1	5	0	0	**6**	1	**1**	0	0	0	0	**32**
09:30 AM	0	3	2	0	2	0	0	5	0	0	0	0	0	0	12
09:45 AM	0	4	10	1	2	0	0	0	0	0	0	0	0	0	17
10:00 AM	0	4	9	0	4	0	0	3	0	0	0	0	0	0	20
10:15 AM	0	3	4	0	2	0	0	5	0	0	**1**	0	0	0	15
10:30 AM	0	7	6	0	5	0	0	2	1	0	0	0	0	0	21
10:45 AM	0	7	3	0	1	0	0	4	0	0	0	0	0	0	15
11:00 AM	0	3	7	1	1	0	0	4	2	0	0	0	0	0	18
11:15 AM	0	7	6	0	1	0	0	5	0	0	0	0	0	0	19
11:30 AM	0	9	3	2	1	0	0	2	1	0	0	0	0	0	18
11:45 AM	0	**12**	7	0	1	0	0	0	0	0	0	0	0	0	20
Day Total															
Percent															
ADT															
1352															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	10	10	0	5	0	0	1	1	0	0	0	0	0	27
12:15 PM	0	11	5	2	5	0	0	1	0	0	0	0	0	0	24
12:30 PM	0	4	5	2	5	0	0	1	0	0	0	0	0	0	17
12:45 PM	0	3	6	0	2	0	0	3	0	0	0	0	0	0	14
01:00 PM	0	5	7	2	3	0	0	3	0	0	0	0	0	0	20
01:15 PM	0	11	10	0	5	0	0	4	0	0	0	0	0	0	30
01:30 PM	0	7	8	0	3	0	0	3	0	0	0	0	0	0	21
01:45 PM	0	7	8	0	**6**	0	0	**9**	0	0	0	0	0	0	30
02:00 PM	0	5	9	2	4	0	0	1	**3**	0	0	0	0	0	24
02:15 PM	**1**	8	6	1	3	0	0	1	0	0	0	0	0	0	20
02:30 PM	0	7	7	0	0	0	0	1	0	0	0	0	0	0	15
02:45 PM	0	10	6	1	5	0	0	3	0	0	0	0	0	0	25
03:00 PM	0	8	**18**	1	5	0	0	5	0	**1**	**1**	0	0	0	**39**
03:15 PM	0	16	6	2	3	0	0	5	0	0	0	0	0	0	32
03:30 PM	0	9	15	1	1	0	0	8	0	0	0	0	0	0	34
03:45 PM	0	6	9	**3**	4	0	0	2	0	0	1	0	0	0	25
04:00 PM	0	12	6	0	2	0	0	2	0	0	0	0	0	0	22
04:15 PM	0	9	9	2	1	0	0	6	0	0	0	0	0	0	27
04:30 PM	0	12	9	0	2	0	0	1	1	0	0	0	0	0	25
04:45 PM	0	16	4	1	6	0	0	5	0	0	0	0	0	0	32
05:00 PM	0	**18**	4	1	2	0	0	3	1	0	0	0	0	0	29
05:15 PM	0	13	5	2	1	0	0	6	0	0	0	0	0	0	27
05:30 PM	0	7	12	1	1	0	0	5	1	0	0	0	0	0	27
05:45 PM	0	4	3	1	3	0	0	5	0	0	0	0	0	0	16
Day Total															
Percent															
ADT 1352															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

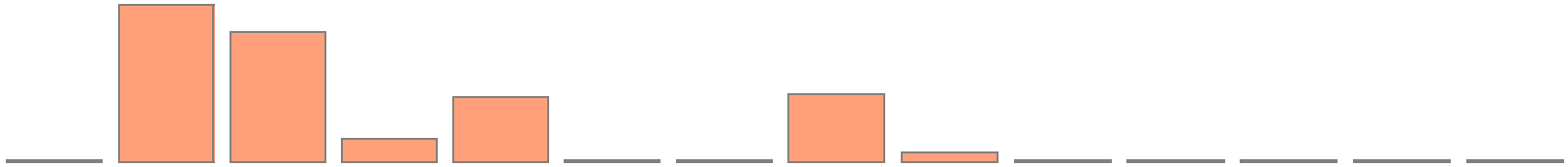
Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14 | **QC JOB #:** 16236662
SPECIFIC LOCATION: | **DIRECTION:** NB, SB
CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	7	5	1	2	0	0	6	0	0	0	0	0	0	21
06:15 PM	0	7	5	1	1	0	0	3	0	0	0	0	0	0	17
06:30 PM	0	5	3	0	1	0	0	3	0	0	0	0	0	0	12
06:45 PM	0	4	1	0	0	0	0	2	0	0	0	0	0	0	7
07:00 PM	0	5	1	0	3	0	0	5	0	0	0	0	0	0	14
07:15 PM	0	2	2	2	2	0	0	1	0	0	0	0	0	0	9
07:30 PM	0	3	2	0	3	0	0	4	0	0	0	0	0	0	12
07:45 PM	0	2	2	0	0	0	0	3	0	0	0	0	0	0	7
08:00 PM	0	1	5	0	3	0	0	1	1	0	0	0	0	0	11
08:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30 PM	0	6	0	3	3	0	0	0	0	0	0	0	0	0	12
08:45 PM	0	3	3	1	3	0	0	2	0	0	0	0	0	0	12
09:00 PM	0	2	0	0	1	0	0	2	0	0	0	0	0	0	5
09:15 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
09:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
09:45 PM	0	3	0	1	0	0	0	1	0	0	0	0	1	0	6
10:00 PM	0	1	3	1	2	0	0	0	0	0	0	0	0	0	7
10:15 PM	0	1	0	3	0	0	0	0	1	0	0	0	0	0	5
10:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
10:45 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	1	0	1	0	0	0	2	0	0	0	0	0	0	4
11:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
11:30 PM	0	1	1	1	2	0	0	0	1	0	0	0	0	0	6
11:45 PM	0	2	1	0	2	0	0	2	0	0	0	0	0	0	7
Day Total	1	465	389	68	193	0	0	204	26	2	3	0	1	0	1352
Percent	0.1%	34.4%	28.8%	5%	14.3%	0%	0%	15.1%	1.9%	0.1%	0.2%	0%	0.1%	0%	
ADT 1352															
AM Peak	12:00 AM	11:45 AM	9:15 AM	8:30 AM	6:45 AM	12:00 AM	12:00 AM	9:15 AM	6:30 AM	9:15 AM	10:15 AM	12:00 AM	12:00 AM	12:00 AM	9:15 AM
15-min Vol	0	12	11	5	7	0	0	6	2	1	1	0	0	0	32
PM Peak	2:15 PM	5:00 PM	3:00 PM	3:45 PM	1:45 PM	12:00 PM	12:00 PM	1:45 PM	2:00 PM	3:00 PM	3:00 PM	12:00 PM	9:45 PM	12:00 PM	3:00 PM
15-min Vol	1	18	18	3	6	0	0	9	3	1	1	0	1	0	39

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

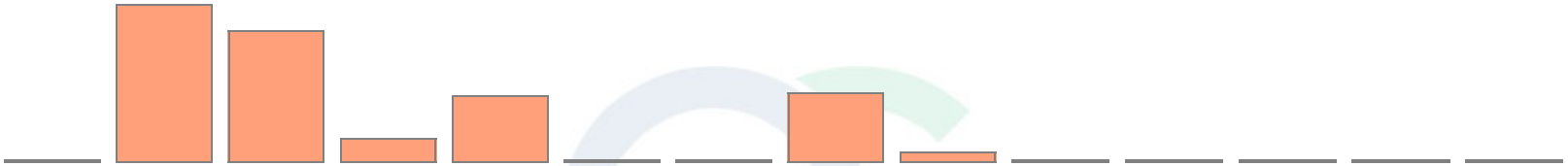
SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236662
DIRECTION: NB, SB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	1	465	389	68	193	0	0	204	26	2	3	0	1	0	1352
Percent	0.1%	34.4%	28.8%	5%	14.3%	0%	0%	15.1%	1.9%	0.1%	0.2%	0%	0.1%	0%	

ADT
1352



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		1				1			1	
12:30 AM		4				4			4	
12:45 AM		3				3			3	
01:00 AM		4				4			4	
01:15 AM		3				3			3	
01:30 AM		5				5			5	
01:45 AM		2				2			2	
02:00 AM		2				2			2	
02:15 AM		4				4			4	
02:30 AM		1				1			1	
02:45 AM		1				1			1	
03:00 AM		0				0			0	
03:15 AM		2				2			2	
03:30 AM		4				4			4	
03:45 AM		3				3			3	
04:00 AM		7				7			7	
04:15 AM		9				9			9	
04:30 AM		14				14			14	
04:45 AM		5				5			5	
05:00 AM		18				18			18	
05:15 AM		20				20			20	
05:30 AM		17				17			17	
05:45 AM		18				18			18	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		18				18			18	
06:15 AM		13				13			13	
06:30 AM		16				16			16	
06:45 AM		21				21			21	
07:00 AM		15				15			15	
07:15 AM		16				16			16	
07:30 AM		11				11			11	
07:45 AM		16				16			16	
08:00 AM		14				14			14	
08:15 AM		16				16			16	
08:30 AM		16				16			16	
08:45 AM		14				14			14	
09:00 AM		18				18			18	
09:15 AM		**32**				**32**			**32**	
09:30 AM		12				12			12	
09:45 AM		17				17			17	
10:00 AM		20				20			20	
10:15 AM		15				15			15	
10:30 AM		21				21			21	
10:45 AM		15				15			15	
11:00 AM		18				18			18	
11:15 AM		19				19			19	
11:30 AM		18				18			18	
11:45 AM		20				20			20	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
		13 Jun 23								
12:00 PM		27				27			27	
12:15 PM		24				24			24	
12:30 PM		17				17			17	
12:45 PM		14				14			14	
01:00 PM		20				20			20	
01:15 PM		30				30			30	
01:30 PM		21				21			21	
01:45 PM		30				30			30	
02:00 PM		24				24			24	
02:15 PM		20				20			20	
02:30 PM		15				15			15	
02:45 PM		25				25			25	
03:00 PM		**39**				**39**			**39**	
03:15 PM		32				32			32	
03:30 PM		34				34			34	
03:45 PM		25				25			25	
04:00 PM		22				22			22	
04:15 PM		27				27			27	
04:30 PM		25				25			25	
04:45 PM		32				32			32	
05:00 PM		29				29			29	
05:15 PM		27				27			27	
05:30 PM		27				27			27	
05:45 PM		16				16			16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		21				21			21	
06:15 PM		17				17			17	
06:30 PM		12				12			12	
06:45 PM		7				7			7	
07:00 PM		14				14			14	
07:15 PM		9				9			9	
07:30 PM		12				12			12	
07:45 PM		7				7			7	
08:00 PM		11				11			11	
08:15 PM		1				1			1	
08:30 PM		12				12			12	
08:45 PM		12				12			12	
09:00 PM		5				5			5	
09:15 PM		3				3			3	
09:30 PM		2				2			2	
09:45 PM		6				6			6	
10:00 PM		7				7			7	
10:15 PM		5				5			5	
10:30 PM		3				3			3	
10:45 PM		3				3			3	
11:00 PM		4				4			4	
11:15 PM		5				5			5	
11:30 PM		6				6			6	
11:45 PM		7				7			7	
Day Total		1352				1352			1352	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		9:15 AM 32				9:15 AM 32			9:15 AM 32	
PM Peak 15-min Vol		3:00 PM 39				3:00 PM 39			3:00 PM 39	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
12:45 AM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	46-55	2
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	61-70	1
01:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
01:30 AM	0	0	0	0	0	0	0	0	1	2	2	0	0	0	5	56-65	4
01:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	56-65	2
02:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
02:15 AM	0	0	0	0	0	0	0	1	0	2	0	1	0	0	4	51-60	2
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	41-50	1
04:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
04:30 AM	0	0	0	0	0	0	0	0	1	2	2	0	0	0	5	56-65	4
04:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
05:00 AM	0	0	0	0	0	0	0	0	0	5	**6**	1	0	0	12	56-65	11
05:15 AM	0	0	0	0	0	0	**2**	2	1	5	5	1	1	0	**17**	56-65	10
05:30 AM	0	0	0	0	0	0	0	1	1	4	2	1	0	**2**	11	56-65	6
05:45 AM	0	0	0	0	0	0	0	2	4	3	2	1	0	0	12	51-60	7
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	2	0	1	2	5	0	0	**2**	0	12	51-60	7
06:15 AM	0	0	0	0	0	0	0	2	1	3	0	1	0	1	8	51-60	4
06:30 AM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	5	56-65	4
06:45 AM	0	0	0	0	0	0	0	0	3	3	2	1	0	0	9	51-60	6
07:00 AM	0	0	0	0	0	0	0	1	1	4	2	0	0	0	8	56-65	6
07:15 AM	0	0	0	0	0	0	1	1	2	1	1	1	0	0	7	51-60	3
07:30 AM	0	0	0	0	0	0	2	0	1	2	3	0	0	0	8	56-65	5
07:45 AM	0	0	0	0	0	2	0	1	0	0	2	**2**	0	0	7	61-70	4
08:00 AM	0	0	0	0	0	0	0	0	2	2	3	1	0	0	8	56-65	5
08:15 AM	0	0	0	0	0	1	0	0	1	2	3	1	1	0	9	56-65	5
08:30 AM	0	0	0	0	0	0	0	0	3	2	3	0	0	0	8	51-60	5
08:45 AM	0	0	0	0	0	0	0	1	2	1	1	1	0	0	6	51-60	3
09:00 AM	0	0	0	0	0	0	0	1	**7**	2	2	0	0	0	12	51-60	9
09:15 AM	0	0	0	0	0	0	1	3	6	5	0	0	0	0	15	51-60	11
09:30 AM	0	0	0	0	0	0	0	0	1	0	3	0	1	0	5	56-65	3
09:45 AM	0	0	0	0	0	1	0	4	4	0	0	0	0	1	10	46-55	8
10:00 AM	0	0	0	0	0	0	0	0	2	5	2	2	0	0	11	55-64	7
10:15 AM	0	0	0	0	0	0	1	2	2	1	0	0	0	0	6	46-55	4
10:30 AM	0	0	0	0	0	**3**	1	0	2	4	1	1	0	0	12	51-60	6
10:45 AM	0	0	0	0	0	1	1	**5**	0	0	0	0	0	0	7	41-50	6
11:00 AM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3	36-45	2
11:15 AM	0	0	0	0	0	0	0	0	1	**6**	0	0	0	0	7	51-60	7
11:30 AM	0	0	0	0	0	0	0	0	1	2	1	0	1	0	5	56-65	3
11:45 AM	0	0	0	**1**	0	0	1	0	1	3	1	0	0	0	7	53-62	4
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	1	0	0	2	4	4	1	0	0	12	56-65	8
12:15 PM	0	0	0	0	0	0	2	0	0	4	2	0	0	0	8	56-65	6
12:30 PM	0	0	0	0	0	0	2	5	1	1	1	0	0	0	10	41-50	7
12:45 PM	0	0	0	0	0	0	0	1	0	4	2	0	**1**	0	8	56-65	6
01:00 PM	0	0	0	0	0	0	2	0	2	5	2	0	0	0	11	55-64	7
01:15 PM	0	0	0	0	0	0	0	4	6	5	3	0	0	0	**18**	51-60	11
01:30 PM	0	0	0	0	0	0	1	0	6	4	2	0	0	0	13	51-60	10
01:45 PM	0	0	0	0	0	0	0	0	2	8	2	0	0	0	12	55-64	10
02:00 PM	0	0	0	0	0	**2**	1	1	3	**9**	1	0	0	0	17	51-60	12
02:15 PM	**1**	0	0	0	0	0	1	0	4	2	0	0	0	0	8	51-60	6
02:30 PM	0	0	0	0	0	0	0	1	4	3	2	0	0	0	10	51-60	7
02:45 PM	0	0	0	0	0	0	0	0	0	5	**5**	0	0	0	10	56-65	10
03:00 PM	0	0	0	0	0	0	1	**7**	2	4	2	1	0	0	17	46-55	9
03:15 PM	0	0	0	0	0	0	1	2	2	7	1	1	1	**1**	16	51-60	9
03:30 PM	0	0	0	0	0	0	0	1	4	4	4	0	1	0	14	51-60	8
03:45 PM	0	0	0	0	0	0	1	1	1	3	2	0	0	0	8	56-65	5
04:00 PM	0	0	0	0	0	0	1	2	7	6	1	0	0	0	17	51-60	13
04:15 PM	0	0	0	0	0	0	**3**	2	2	1	0	0	0	0	8	41-50	5
04:30 PM	0	0	0	0	0	0	1	0	2	8	2	1	0	0	14	55-64	10
04:45 PM	0	0	0	0	0	0	0	1	7	7	1	1	0	0	17	51-60	14
05:00 PM	0	0	0	0	0	0	3	1	5	5	1	1	0	0	16	51-60	10
05:15 PM	0	0	0	0	**2**	0	0	1	**8**	5	1	1	0	0	18	51-60	13
05:30 PM	0	0	0	0	0	0	1	0	1	5	0	**2**	0	0	9	51-60	6
05:45 PM	0	0	0	0	0	0	1	1	5	0	0	1	0	0	8	46-55	6
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

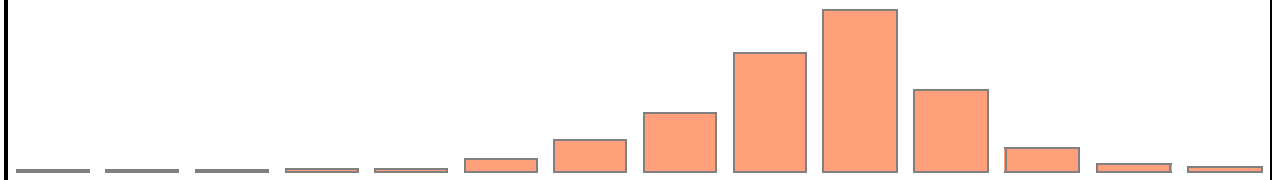
Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	1	1	3	2	0	0	0	0	7	51-60	5
06:15 PM	0	0	0	0	0	0	1	4	2	1	0	0	0	0	8	46-55	6
06:30 PM	0	0	0	0	0	0	0	1	2	3	1	1	0	0	8	51-60	5
06:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	4	61-70	2
07:00 PM	0	0	0	0	0	0	0	0	1	1	3	0	0	0	5	56-65	4
07:15 PM	0	0	0	0	0	0	0	0	1	2	1	0	0	0	4	56-65	3
07:30 PM	0	0	0	0	0	0	0	0	2	2	2	0	0	0	6	51-60	4
07:45 PM	0	**1**	0	0	0	0	1	0	2	2	0	0	0	0	6	51-60	4
08:00 PM	0	0	0	0	0	0	0	1	1	3	2	0	0	0	7	56-65	5
08:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
08:30 PM	0	0	0	0	0	0	0	1	4	2	0	1	0	0	8	51-60	6
08:45 PM	0	0	0	0	0	2	0	1	1	3	1	1	0	0	9	53-62	4
09:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	46-55	3
09:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	56-65	2
09:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
09:45 PM	0	0	0	**1**	0	0	0	2	0	0	0	0	0	0	3	41-50	2
10:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	31-40	2
10:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	41-50	2
10:30 PM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	36-45	2
10:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
11:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
11:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
11:30 PM	0	0	0	1	2	0	0	0	1	0	0	0	0	0	4	26-35	3
11:45 PM	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	46-55	3
Day Total	1	1	0	3	4	17	43	78	159	216	108	32	10	5	677	51-60	375
Percent	0.1%	0.1%	0%	0.4%	0.6%	2.5%	6.4%	11.5%	23.5%	31.9%	16%	4.7%	1.5%	0.7%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	11:45 AM	12:00 AM	10:30 AM	5:15 AM	10:45 AM	9:00 AM	11:15 AM	5:00 AM	7:45 AM	6:00 AM	5:30 AM	5:15 AM		
15-min Vol	0	0	0	1	0	3	2	5	7	6	6	2	2	2	17		
PM Peak	2:15 PM	7:45 PM	12:00 PM	9:45 PM	5:15 PM	2:00 PM	4:15 PM	3:00 PM	5:15 PM	2:00 PM	2:45 PM	5:30 PM	12:45 PM	3:15 PM	1:15 PM		
15-min Vol	1	1	0	1	2	2	3	7	8	9	5	2	1	1	18		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Plymouth Rd north of Rte 14
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236662
DIRECTION: SB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1	1	0	3	4	17	43	78	159	216	108	32	10	5	677	51-60	375
Percent	0.1%	0.1%	0%	0.4%	0.6%	2.5%	6.4%	11.5%	23.5%	31.9%	16%	4.7%	1.5%	0.7%			
Cumulative Percent	0.1%	0.3%	0.3%	0.7%	1.3%	3.8%	10.2%	21.7%	45.2%	77.1%	93.1%	97.8%	99.3%	100%			

ADT
677



85th Percentile: 62 MPH
Mean Speed(Average): 55 MPH
Median: 55 MPH
Mode: 58 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00 AM	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1
01:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30 AM	0	2	0	0	1	0	0	1	1	0	0	0	0	0	5
01:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:15 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30 AM	0	2	1	0	1	0	0	1	0	0	0	0	0	0	5
04:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	**8**	2	0	1	0	0	1	0	0	0	0	0	0	12
05:15 AM	0	4	**7**	2	3	0	0	0	1	0	0	0	0	0	**17**
05:30 AM	0	4	4	0	3	0	0	0	0	0	0	0	0	0	11
05:45 AM	0	3	5	0	3	0	0	1	0	0	0	0	0	0	12
Day Total															
Percent															
ADT															
677															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	2	5	0	4	0	0	0	1	0	0	0	0	0	12
06:15 AM	0	0	3	0	4	0	0	1	0	0	0	0	0	0	8
06:30 AM	0	1	3	0	0	0	0	0	1	0	0	0	0	0	5
06:45 AM	0	5	0	0	4	0	0	0	0	0	0	0	0	0	9
07:00 AM	0	4	2	1	0	0	0	1	0	0	0	0	0	0	8
07:15 AM	0	2	3	1	1	0	0	0	0	0	0	0	0	0	7
07:30 AM	0	2	2	0	3	0	0	1	0	0	0	0	0	0	8
07:45 AM	0	4	0	0	2	0	0	0	1	0	0	0	0	0	7
08:00 AM	0	1	4	1	1	0	0	0	1	0	0	0	0	0	8
08:15 AM	0	2	3	0	1	0	0	3	0	0	0	0	0	0	9
08:30 AM	0	2	3	3	0	0	0	0	0	0	0	0	0	0	8
08:45 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
09:00 AM	0	5	4	0	1	0	0	1	1	0	0	0	0	0	12
09:15 AM	0	4	5	1	4	0	0	1	0	0	0	0	0	0	15
09:30 AM	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
09:45 AM	0	3	4	1	2	0	0	0	0	0	0	0	0	0	10
10:00 AM	0	4	5	0	1	0	0	1	0	0	0	0	0	0	11
10:15 AM	0	2	0	0	1	0	0	3	0	0	0	0	0	0	6
10:30 AM	0	4	5	0	2	0	0	0	1	0	0	0	0	0	12
10:45 AM	0	4	1	0	0	0	0	2	0	0	0	0	0	0	7
11:00 AM	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3
11:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
11:30 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
11:45 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
Day Total															
Percent															
ADT 677															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	6	4	0	1	0	0	0	1	0	0	0	0	0	12
12:15 PM	0	5	1	0	2	0	0	0	0	0	0	0	0	0	8
12:30 PM	0	3	3	1	3	0	0	0	0	0	0	0	0	0	10
12:45 PM	0	2	5	0	1	0	0	0	0	0	0	0	0	0	8
01:00 PM	0	1	6	1	2	0	0	1	0	0	0	0	0	0	11
01:15 PM	0	9	4	0	2	0	0	3	0	0	0	0	0	0	**18**
01:30 PM	0	5	6	0	2	0	0	0	0	0	0	0	0	0	13
01:45 PM	0	1	5	0	2	0	0	**4**	0	0	0	0	0	0	12
02:00 PM	0	3	7	0	**4**	0	0	0	**3**	0	0	0	0	0	17
02:15 PM	**1**	3	3	0	1	0	0	0	0	0	0	0	0	0	8
02:30 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
02:45 PM	0	7	2	0	0	0	0	1	0	0	0	0	0	0	10
03:00 PM	0	5	**9**	0	1	0	0	1	0	0	**1**	0	0	0	17
03:15 PM	0	9	4	0	2	0	0	1	0	0	0	0	0	0	16
03:30 PM	0	4	5	0	1	0	0	4	0	0	0	0	0	0	14
03:45 PM	0	3	2	0	2	0	0	1	0	0	0	0	0	0	8
04:00 PM	0	**12**	3	0	1	0	0	1	0	0	0	0	0	0	17
04:15 PM	0	3	3	0	0	0	0	2	0	0	0	0	0	0	8
04:30 PM	0	6	5	0	1	0	0	1	1	0	0	0	0	0	14
04:45 PM	0	11	2	0	4	0	0	0	0	0	0	0	0	0	17
05:00 PM	0	10	3	1	0	0	0	1	1	0	0	0	0	0	16
05:15 PM	0	9	3	**2**	1	0	0	3	0	0	0	0	0	0	18
05:30 PM	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
05:45 PM	0	3	2	0	1	0	0	2	0	0	0	0	0	0	8
Day Total															
Percent															
ADT															
677															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

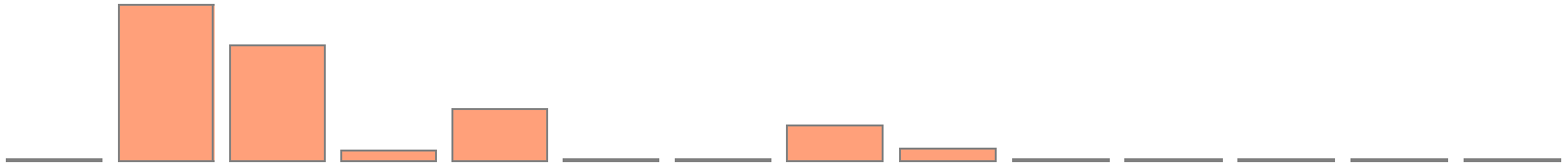
Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	4	2	0	0	0	0	1	0	0	0	0	0	0	7
06:15 PM	0	2	2	1	1	0	0	2	0	0	0	0	0	0	8
06:30 PM	0	4	1	0	1	0	0	2	0	0	0	0	0	0	8
06:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00 PM	0	2	0	0	1	0	0	2	0	0	0	0	0	0	5
07:15 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
07:30 PM	0	1	2	0	1	0	0	2	0	0	0	0	0	0	6
07:45 PM	0	2	2	0	0	0	0	2	0	0	0	0	0	0	6
08:00 PM	0	1	3	0	1	0	0	1	1	0	0	0	0	0	7
08:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:30 PM	0	5	0	2	1	0	0	0	0	0	0	0	0	0	8
08:45 PM	0	3	3	0	2	0	0	1	0	0	0	0	0	0	9
09:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
09:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
09:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	3
10:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
10:15 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
10:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
10:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	1	1	0	1	0	0	0	1	0	0	0	0	0	4
11:45 PM	0	1	1	0	1	0	0	1	0	0	0	0	0	0	4
Day Total	1	275	205	19	93	0	0	62	20	0	1	0	1	0	677
Percent	0.1%	40.6%	30.3%	2.8%	13.7%	0%	0%	9.2%	3%	0%	0.1%	0%	0.1%	0%	
ADT 677															
AM Peak	12:00 AM	5:00 AM	5:15 AM	8:30 AM	6:00 AM	12:00 AM	12:00 AM	8:15 AM	1:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	5:15 AM
15-min Vol	0	8	7	3	4	0	0	3	1	0	0	0	0	0	17
PM Peak	2:15 PM	4:00 PM	3:00 PM	5:15 PM	2:00 PM	12:00 PM	12:00 PM	1:45 PM	2:00 PM	12:00 PM	3:00 PM	12:00 PM	9:45 PM	12:00 PM	1:15 PM
15-min Vol	1	12	9	2	4	0	0	4	3	0	1	0	1	0	18

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Plymouth Rd north of Rte 14
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236662
DIRECTION: SB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	1	275	205	19	93	0	0	62	20	0	1	0	1	0	677
Percent	0.1%	40.6%	30.3%	2.8%	13.7%	0%	0%	9.2%	3%	0%	0.1%	0%	0.1%	0%	
ADT 677															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		1				1			1	
12:45 AM		3				3			3	
01:00 AM		1				1			1	
01:15 AM		2				2			2	
01:30 AM		5				5			5	
01:45 AM		2				2			2	
02:00 AM		1				1			1	
02:15 AM		4				4			4	
02:30 AM		0				0			0	
02:45 AM		1				1			1	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		1				1			1	
03:45 AM		0				0			0	
04:00 AM		2				2			2	
04:15 AM		1				1			1	
04:30 AM		5				5			5	
04:45 AM		1				1			1	
05:00 AM		12				12			12	
05:15 AM		**17**				**17**			**17**	
05:30 AM		11				11			11	
05:45 AM		12				12			12	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		12				12			12	
06:15 AM		8				8			8	
06:30 AM		5				5			5	
06:45 AM		9				9			9	
07:00 AM		8				8			8	
07:15 AM		7				7			7	
07:30 AM		8				8			8	
07:45 AM		7				7			7	
08:00 AM		8				8			8	
08:15 AM		9				9			9	
08:30 AM		8				8			8	
08:45 AM		6				6			6	
09:00 AM		12				12			12	
09:15 AM		15				15			15	
09:30 AM		5				5			5	
09:45 AM		10				10			10	
10:00 AM		11				11			11	
10:15 AM		6				6			6	
10:30 AM		12				12			12	
10:45 AM		7				7			7	
11:00 AM		3				3			3	
11:15 AM		7				7			7	
11:30 AM		5				5			5	
11:45 AM		7				7			7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		12				12			12	
12:15 PM		8				8			8	
12:30 PM		10				10			10	
12:45 PM		8				8			8	
01:00 PM		11				11			11	
01:15 PM		**18**				**18**			**18**	
01:30 PM		13				13			13	
01:45 PM		12				12			12	
02:00 PM		17				17			17	
02:15 PM		8				8			8	
02:30 PM		10				10			10	
02:45 PM		10				10			10	
03:00 PM		17				17			17	
03:15 PM		16				16			16	
03:30 PM		14				14			14	
03:45 PM		8				8			8	
04:00 PM		17				17			17	
04:15 PM		8				8			8	
04:30 PM		14				14			14	
04:45 PM		17				17			17	
05:00 PM		16				16			16	
05:15 PM		18				18			18	
05:30 PM		9				9			9	
05:45 PM		8				8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Plymouth Rd north of Rte 14 **QC JOB #:** 16236662

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		7				7			7	
06:15 PM		8				8			8	
06:30 PM		8				8			8	
06:45 PM		4				4			4	
07:00 PM		5				5			5	
07:15 PM		4				4			4	
07:30 PM		6				6			6	
07:45 PM		6				6			6	
08:00 PM		7				7			7	
08:15 PM		1				1			1	
08:30 PM		8				8			8	
08:45 PM		9				9			9	
09:00 PM		3				3			3	
09:15 PM		2				2			2	
09:30 PM		1				1			1	
09:45 PM		3				3			3	
10:00 PM		2				2			2	
10:15 PM		2				2			2	
10:30 PM		3				3			3	
10:45 PM		2				2			2	
11:00 PM		1				1			1	
11:15 PM		1				1			1	
11:30 PM		4				4			4	
11:45 PM		4				4			4	
Day Total		677				677			677	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		5:15 AM 17				5:15 AM 17			5:15 AM 17	
PM Peak 15-min Vol		1:15 PM 18				1:15 PM 18			1:15 PM 18	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	46-55	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	51-60	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	56-65	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
11:45 AM	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	**2**	36-45	1
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd **QC JOB #:** 16236663
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	46-55	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	56-65	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 PM	0	0	0	0	0	0	0	0	1	**1**	0	0	0	0	**2**	51-60	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 PM	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	2	36-45	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
03:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	46-55	1
04:45 PM	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	41-50	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

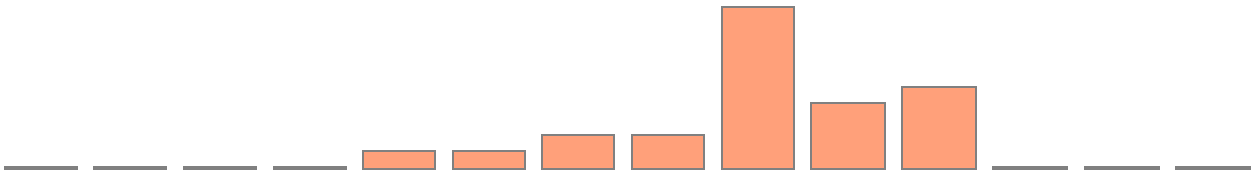
Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	46-55	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	0	0	0	0	1	1	2	2	10	4	5	0	0	0	25	51-60	14
Percent	0%	0%	0%	0%	4%	4%	8%	8%	40%	16%	20%	0%	0%	0%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	1:15 AM	11:45 AM	12:00 AM	7:45 AM	10:15 AM	10:30 AM	12:00 AM	12:00 AM	12:00 AM	11:45 AM		
15-min Vol	0	0	0	0	0	1	1	0	1	1	1	0	0	0	2		
PM Peak	12:00 PM	12:00 PM	12:00 PM	12:00 PM	11:30 PM	12:00 PM	1:45 PM	4:45 PM	12:00 PM	1:00 PM	12:15 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM		
15-min Vol	0	0	0	0	1	0	1	1	1	1	1	0	0	0	2		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total Percent	0 0%	0 0%	0 0%	0 0%	1 4%	1 4%	2 8%	2 8%	10 40%	4 16%	5 20%	0 0%	0 0%	0 0%	25	51-60	14
Cumulative Percent	0%	0%	0%	0%	4%	8%	16%	24%	64%	80%	100%	100%	100%	100%			

ADT
25



85th Percentile: 61 MPH
Mean Speed(Average): 53 MPH
Median: 53 MPH
Mode: 53 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT 25															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Day Total															
Percent															
ADT 25															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	1	0	0	**1**	0	0	0	0	0	0	0	0	0	**2**
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT 25															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	12	8	2	3	0	0	0	0	0	0	0	0	0	25
Percent	0%	48%	32%	8%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
ADT 25															
AM Peak	12:00 AM	1:15 AM	10:30 AM	7:45 AM	10:15 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:45 AM
15-min Vol	0	1	1	1	1	0	0	0	0	0	0	0	0	0	2
PM Peak	12:00 PM	12:00 PM	6:15 PM	3:15 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM
15-min Vol	0	1	2	1	1	0	0	0	0	0	0	0	0	0	2

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236663
DIRECTION: NB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	12	8	2	3	0	0	0	0	0	0	0	0	0	25
Percent	0%	48%	32%	8%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

ADT
25



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Bofer Canyon Rd north of Coffin Rd **QC JOB #:** 16236663

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		0				0			0	
01:00 AM		0				0			0	
01:15 AM		1				1			1	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		0				0			0	
04:00 AM		0				0			0	
04:15 AM		0				0			0	
04:30 AM		0				0			0	
04:45 AM		0				0			0	
05:00 AM		0				0			0	
05:15 AM		0				0			0	
05:30 AM		0				0			0	
05:45 AM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		0				0			0	
06:15 AM		0				0			0	
06:30 AM		0				0			0	
06:45 AM		0				0			0	
07:00 AM		0				0			0	
07:15 AM		0				0			0	
07:30 AM		0				0			0	
07:45 AM		1				1			1	
08:00 AM		0				0			0	
08:15 AM		0				0			0	
08:30 AM		0				0			0	
08:45 AM		0				0			0	
09:00 AM		0				0			0	
09:15 AM		0				0			0	
09:30 AM		0				0			0	
09:45 AM		0				0			0	
10:00 AM		0				0			0	
10:15 AM		1				1			1	
10:30 AM		1				1			1	
10:45 AM		0				0			0	
11:00 AM		0				0			0	
11:15 AM		0				0			0	
11:30 AM		1				1			1	
11:45 AM		**2**				**2**			**2**	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		1				1			1	
12:15 PM		1				1			1	
12:30 PM		0				0			0	
12:45 PM		0				0			0	
01:00 PM		**2**				**2**			**2**	
01:15 PM		0				0			0	
01:30 PM		0				0			0	
01:45 PM		2				2			2	
02:00 PM		0				0			0	
02:15 PM		1				1			1	
02:30 PM		0				0			0	
02:45 PM		0				0			0	
03:00 PM		0				0			0	
03:15 PM		1				1			1	
03:30 PM		1				1			1	
03:45 PM		0				0			0	
04:00 PM		0				0			0	
04:15 PM		0				0			0	
04:30 PM		2				2			2	
04:45 PM		1				1			1	
05:00 PM		1				1			1	
05:15 PM		1				1			1	
05:30 PM		0				0			0	
05:45 PM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		0				0			0	
06:15 PM		2				2			2	
06:30 PM		0				0			0	
06:45 PM		0				0			0	
07:00 PM		1				1			1	
07:15 PM		0				0			0	
07:30 PM		0				0			0	
07:45 PM		0				0			0	
08:00 PM		0				0			0	
08:15 PM		0				0			0	
08:30 PM		0				0			0	
08:45 PM		0				0			0	
09:00 PM		0				0			0	
09:15 PM		0				0			0	
09:30 PM		0				0			0	
09:45 PM		0				0			0	
10:00 PM		0				0			0	
10:15 PM		0				0			0	
10:30 PM		0				0			0	
10:45 PM		0				0			0	
11:00 PM		0				0			0	
11:15 PM		0				0			0	
11:30 PM		1				1			1	
11:45 PM		0				0			0	
Day Total		25				25			25	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		11:45 AM 2				11:45 AM 2			11:45 AM 2	
PM Peak 15-min Vol		1:00 PM 2				1:00 PM 2			1:00 PM 2	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	46-55	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	51-60	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
11:45 AM	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	**2**	36-45	1
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	0	0	1	0	**1**	0	0	0	2	46-55	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 PM	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	2	56-65	2
01:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	51-60	2
01:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 PM	0	0	0	0	0	0	**1**	0	1	0	1	0	0	0	**3**	36-45	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
03:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	46-55	1
04:45 PM	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	41-50	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

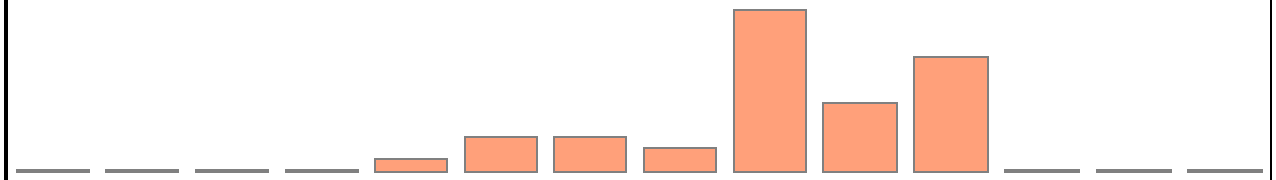
Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	46-55	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:45 PM	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	2	46-55	2
07:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:30 PM	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	26-35	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	0	0	0	0	1	3	3	2	14	6	10	0	0	0	39	51-60	20
Percent	0%	0%	0%	0%	2.6%	7.7%	7.7%	5.1%	35.9%	15.4%	25.6%	0%	0%	0%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	1:15 AM	11:45 AM	12:00 AM	6:15 AM	10:15 AM	4:45 AM	12:00 AM	12:00 AM	12:00 AM	11:45 AM		
15-min Vol	0	0	0	0	0	1	1	0	1	1	1	0	0	0	2		
PM Peak	12:00 PM	12:00 PM	12:00 PM	12:00 PM	11:30 PM	12:00 PM	1:45 PM	4:45 PM	6:45 PM	12:45 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:45 PM		
15-min Vol	0	0	0	0	1	0	1	1	2	1	1	0	0	0	3		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236663
DIRECTION: NB, SB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	0	0	0	0	1	3	3	2	14	6	10	0	0	0	39	51-60	20
Percent	0%	0%	0%	0%	2.6%	7.7%	7.7%	5.1%	35.9%	15.4%	25.6%	0%	0%	0%			
Cumulative Percent	0%	0%	0%	0%	2.6%	10.3%	17.9%	23.1%	59%	74.4%	100%	100%	100%	100%			

ADT
39



85th Percentile: 62 MPH
Mean Speed(Average): 53 MPH
Median: 53 MPH
Mode: 53 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT 39															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Day Total															
Percent															
ADT 39															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	1	0	**1**	0	0	0	0	0	0	0	0	0	2
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	1	**2**	0	0	0	0	0	0	0	0	0	0	0	**3**
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT															
39															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	18	13	4	4	0	0	0	0	0	0	0	0	0	39
Percent	0%	46.2%	33.3%	10.3%	10.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

ADT 39



AM Peak	12:00 AM	1:15 AM	4:45 AM	6:15 AM	10:15 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	11:45 AM
15-min Vol	0	1	1	1	1	0	0	0	0	0	0	0	0	0	2
PM Peak	12:00 PM	12:00 PM	1:45 PM	3:15 PM	12:45 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:45 PM
15-min Vol	0	2	2	1	1	0	0	0	0	0	0	0	0	0	3

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236663
DIRECTION: NB, SB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	18	13	4	4	0	0	0	0	0	0	0	0	0	39
Percent	0%	46.2%	33.3%	10.3%	10.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

ADT
39



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		0				0			0	
01:00 AM		0				0			0	
01:15 AM		1				1			1	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		0				0			0	
04:00 AM		0				0			0	
04:15 AM		0				0			0	
04:30 AM		0				0			0	
04:45 AM		1				1			1	
05:00 AM		0				0			0	
05:15 AM		0				0			0	
05:30 AM		0				0			0	
05:45 AM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		0				0			0	
06:15 AM		1				1			1	
06:30 AM		0				0			0	
06:45 AM		0				0			0	
07:00 AM		0				0			0	
07:15 AM		0				0			0	
07:30 AM		0				0			0	
07:45 AM		1				1			1	
08:00 AM		0				0			0	
08:15 AM		1				1			1	
08:30 AM		0				0			0	
08:45 AM		0				0			0	
09:00 AM		0				0			0	
09:15 AM		0				0			0	
09:30 AM		1				1			1	
09:45 AM		0				0			0	
10:00 AM		0				0			0	
10:15 AM		1				1			1	
10:30 AM		1				1			1	
10:45 AM		0				0			0	
11:00 AM		0				0			0	
11:15 AM		1				1			1	
11:30 AM		1				1			1	
11:45 AM		**2**				**2**			**2**	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		2				2			2	
12:15 PM		1				1			1	
12:30 PM		0				0			0	
12:45 PM		2				2			2	
01:00 PM		2				2			2	
01:15 PM		1				1			1	
01:30 PM		0				0			0	
01:45 PM		**3**				**3**			**3**	
02:00 PM		0				0			0	
02:15 PM		1				1			1	
02:30 PM		0				0			0	
02:45 PM		0				0			0	
03:00 PM		0				0			0	
03:15 PM		1				1			1	
03:30 PM		1				1			1	
03:45 PM		1				1			1	
04:00 PM		0				0			0	
04:15 PM		0				0			0	
04:30 PM		2				2			2	
04:45 PM		1				1			1	
05:00 PM		1				1			1	
05:15 PM		1				1			1	
05:30 PM		0				0			0	
05:45 PM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		0				0			0	
06:15 PM		2				2			2	
06:30 PM		0				0			0	
06:45 PM		2				2			2	
07:00 PM		1				1			1	
07:15 PM		0				0			0	
07:30 PM		0				0			0	
07:45 PM		0				0			0	
08:00 PM		0				0			0	
08:15 PM		1				1			1	
08:30 PM		0				0			0	
08:45 PM		0				0			0	
09:00 PM		0				0			0	
09:15 PM		0				0			0	
09:30 PM		0				0			0	
09:45 PM		0				0			0	
10:00 PM		0				0			0	
10:15 PM		0				0			0	
10:30 PM		0				0			0	
10:45 PM		0				0			0	
11:00 PM		0				0			0	
11:15 PM		0				0			0	
11:30 PM		1				1			1	
11:45 PM		0				0			0	
Day Total		39				39			39	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		11:45 AM 2				11:45 AM 2			11:45 AM 2	
PM Peak 15-min Vol		1:45 PM 3				1:45 PM 3			1:45 PM 3	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	46-55	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 AM	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	31-40	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	56-65	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 PM	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	**2**	56-65	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

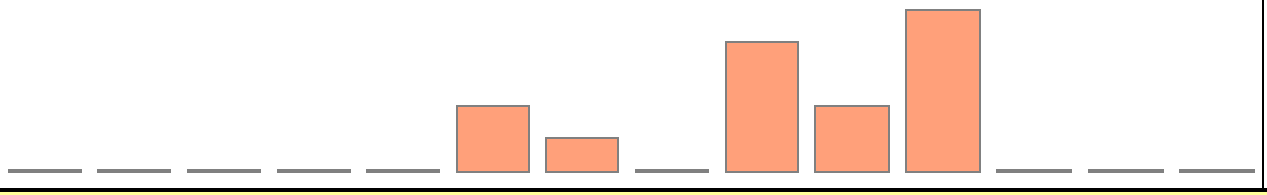
Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:45 PM	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	2	46-55	2
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:15 PM	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	36-45	1
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	0	0	0	0	0	2	1	0	4	2	5	0	0	0	14	56-65	7
Percent	0%	0%	0%	0%	0%	14.3%	7.1%	0%	28.6%	14.3%	35.7%	0%	0%	0%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	9:30 AM	12:00 AM	12:00 AM	6:15 AM	12:00 AM	4:45 AM	12:00 AM	12:00 AM	12:00 AM	4:45 AM		
15-min Vol	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1		
PM Peak	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	8:15 PM	12:00 PM	6:45 PM	12:45 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:45 PM		
15-min Vol	0	0	0	0	0	0	1	0	2	1	1	0	0	0	2		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236663
DIRECTION: SB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total **Percent**	0 0%	0 0%	0 0%	0 0%	0 0%	2 14.3%	1 7.1%	0 0%	4 28.6%	2 14.3%	5 35.7%	0 0%	0 0%	0 0%	14	56-65	7
Cumulative Percent	0%	0%	0%	0%	0%	14.3%	21.4%	21.4%	50%	64.3%	100%	100%	100%	100%			

ADT
14



85th Percentile: 62 MPH
Mean Speed(Average): 56 MPH
Median: 56 MPH
Mode: 63 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT 14															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT 14															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT 14															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	6	5	2	1	0	0	0	0	0	0	0	0	0	14
Percent	0%	42.9%	35.7%	14.3%	7.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
ADT 14															
AM Peak	12:00 AM	8:15 AM	4:45 AM	6:15 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	4:45 AM
15-min Vol	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1
PM Peak	12:00 PM	12:00 PM	12:45 PM	3:45 PM	12:45 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:45 PM
15-min Vol	0	1	1	1	1	0	0	0	0	0	0	0	0	0	2

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236663
DIRECTION: SB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	6	5	2	1	0	0	0	0	0	0	0	0	0	14
Percent	0%	42.9%	35.7%	14.3%	7.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

ADT
14



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		0				0			0	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		0				0			0	
04:00 AM		0				0			0	
04:15 AM		0				0			0	
04:30 AM		0				0			0	
04:45 AM		1				1			1	
05:00 AM		0				0			0	
05:15 AM		0				0			0	
05:30 AM		0				0			0	
05:45 AM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		0				0			0	
06:15 AM		1				1			1	
06:30 AM		0				0			0	
06:45 AM		0				0			0	
07:00 AM		0				0			0	
07:15 AM		0				0			0	
07:30 AM		0				0			0	
07:45 AM		0				0			0	
08:00 AM		0				0			0	
08:15 AM		1				1			1	
08:30 AM		0				0			0	
08:45 AM		0				0			0	
09:00 AM		0				0			0	
09:15 AM		0				0			0	
09:30 AM		1				1			1	
09:45 AM		0				0			0	
10:00 AM		0				0			0	
10:15 AM		0				0			0	
10:30 AM		0				0			0	
10:45 AM		0				0			0	
11:00 AM		0				0			0	
11:15 AM		1				1			1	
11:30 AM		0				0			0	
11:45 AM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		1				1			1	
12:15 PM		0				0			0	
12:30 PM		0				0			0	
12:45 PM		**2**				**2**			**2**	
01:00 PM		0				0			0	
01:15 PM		1				1			1	
01:30 PM		0				0			0	
01:45 PM		1				1			1	
02:00 PM		0				0			0	
02:15 PM		0				0			0	
02:30 PM		0				0			0	
02:45 PM		0				0			0	
03:00 PM		0				0			0	
03:15 PM		0				0			0	
03:30 PM		0				0			0	
03:45 PM		1				1			1	
04:00 PM		0				0			0	
04:15 PM		0				0			0	
04:30 PM		0				0			0	
04:45 PM		0				0			0	
05:00 PM		0				0			0	
05:15 PM		0				0			0	
05:30 PM		0				0			0	
05:45 PM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Bofer Canyon Rd north of Coffin Rd
QC JOB #: 16236663
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		0				0			0	
06:15 PM		0				0			0	
06:30 PM		0				0			0	
06:45 PM		2				2			2	
07:00 PM		0				0			0	
07:15 PM		0				0			0	
07:30 PM		0				0			0	
07:45 PM		0				0			0	
08:00 PM		0				0			0	
08:15 PM		1				1			1	
08:30 PM		0				0			0	
08:45 PM		0				0			0	
09:00 PM		0				0			0	
09:15 PM		0				0			0	
09:30 PM		0				0			0	
09:45 PM		0				0			0	
10:00 PM		0				0			0	
10:15 PM		0				0			0	
10:30 PM		0				0			0	
10:45 PM		0				0			0	
11:00 PM		0				0			0	
11:15 PM		0				0			0	
11:30 PM		0				0			0	
11:45 PM		0				0			0	
Day Total		14				14			14	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		4:45 AM 1				4:45 AM 1			4:45 AM 1	
PM Peak 15-min Vol		12:45 PM 2				12:45 PM 2			12:45 PM 2	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:45 AM	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	21-30	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
05:15 AM	0	0	0	0	**2**	**2**	0	1	0	0	0	0	0	0	5	31-40	4
05:30 AM	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	2	51-60	2
05:45 AM	0	0	0	0	0	0	0	0	2	1	1	0	0	0	4	51-60	3
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	**1**	0	2	51-60	1
06:15 AM	0	0	0	0	0	1	0	1	0	1	1	0	0	0	4	56-65	2
06:30 AM	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4	51-60	3
06:45 AM	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	36-45	1
07:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	56-65	2
07:15 AM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	46-55	3
07:30 AM	0	0	0	0	0	0	0	0	0	2	2	**1**	0	0	5	56-65	4
07:45 AM	0	0	0	0	0	0	0	1	0	0	2	1	0	0	4	61-70	3
08:00 AM	0	0	0	0	0	0	0	1	2	0	1	1	0	0	5	46-55	3
08:15 AM	0	0	0	0	0	0	0	0	0	1	**3**	0	0	0	4	56-65	4
08:30 AM	0	0	0	0	1	0	1	0	0	1	0	1	0	0	4	26-35	1
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**	2	46-55	1
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
09:15 AM	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	46-55	2
09:30 AM	0	0	0	0	1	0	0	1	0	1	0	0	1	0	4	26-35	1
09:45 AM	0	0	0	0	0	0	0	2	**3**	1	0	1	1	0	8	46-55	5
10:00 AM	0	0	0	0	0	0	0	0	1	2	0	1	0	0	4	51-60	3
10:15 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	56-65	3
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 AM	0	0	0	1	0	0	0	**3**	2	2	2	0	0	0	**10**	46-55	5
11:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	41-50	1
11:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	51-60	2
11:30 AM	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5	48-57	4
11:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	46-55	2
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	56-65	4
12:15 PM	0	0	0	0	0	0	0	0	1	1	2	0	0	0	4	56-65	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 PM	0	0	0	0	0	0	0	1	0	1	3	1	0	0	6	58-67	4
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
01:15 PM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	46-55	4
01:30 PM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	4	56-65	2
01:45 PM	0	0	0	0	0	0	0	0	1	3	0	1	0	0	5	51-60	4
02:00 PM	0	0	0	0	0	0	0	1	0	**5**	1	1	0	0	8	56-65	6
02:15 PM	0	0	0	**1**	0	0	0	1	1	2	0	0	0	0	5	51-60	3
02:30 PM	0	0	0	1	0	0	0	**3**	1	1	0	0	0	0	6	46-55	4
02:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	51-60	2
03:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
03:15 PM	0	0	0	0	0	0	0	0	1	4	1	0	0	0	6	55-64	5
03:30 PM	0	0	0	1	1	0	**3**	1	2	1	2	0	1	0	12	41-50	4
03:45 PM	0	0	0	0	1	0	0	2	4	3	1	2	0	0	13	51-60	7
04:00 PM	0	0	0	0	0	0	0	0	4	1	2	1	1	**1**	10	51-60	5
04:15 PM	0	0	0	0	**2**	**1**	0	2	0	2	1	1	0	0	9	31-40	3
04:30 PM	0	**1**	**1**	0	1	0	2	2	1	2	1	0	1	0	12	41-50	4
04:45 PM	0	0	0	0	2	0	0	1	**6**	5	0	1	0	0	**15**	51-60	11
05:00 PM	0	0	0	1	2	1	0	0	3	4	2	0	0	0	13	51-60	7
05:15 PM	0	0	0	0	0	0	0	0	3	1	**4**	1	1	1	11	60-69	5
05:30 PM	0	0	0	0	1	0	0	0	0	5	3	**4**	1	0	14	56-65	8
05:45 PM	0	0	0	0	0	0	0	0	1	1	1	0	1	0	4	51-60	2
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

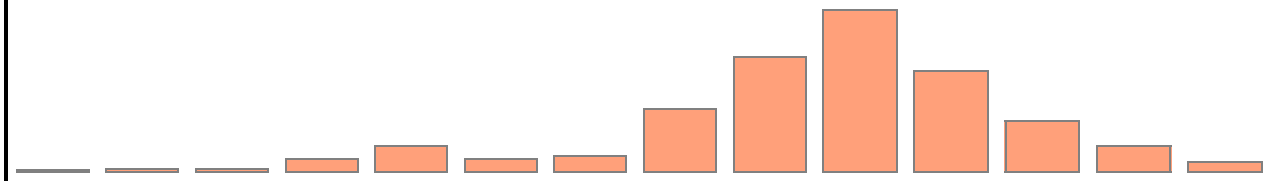
Type of report: Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	3	5	3	3	1	0	15	51-60	8
06:15 PM	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	56-65	2
06:30 PM	0	0	0	0	0	0	0	0	2	4	3	1	1	0	11	56-65	7
06:45 PM	0	0	0	0	0	0	0	0	2	3	2	1	1	0	9	53-62	5
07:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	51-60	1
07:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
07:30 PM	0	0	0	0	1	1	1	0	2	2	1	2	0	0	10	51-60	4
07:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	21-30	1
08:00 PM	0	0	0	0	0	0	0	0	0	3	1	2	1	1	8	56-65	4
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	66-75	2
08:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
08:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	71-80	0
09:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	56-65	2
09:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	41-50	3
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
10:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
10:45 PM	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5	46-55	5
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:30 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	56-65	3
11:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
Day Total	0	1	1	7	15	7	9	37	68	95	59	30	15	5	349	51-60	163
Percent	0%	0.3%	0.3%	2%	4.3%	2%	2.6%	10.6%	19.5%	27.2%	16.9%	8.6%	4.3%	1.4%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	4:45 AM	5:15 AM	5:15 AM	6:45 AM	10:45 AM	9:45 AM	5:30 AM	8:15 AM	7:30 AM	6:00 AM	8:45 AM	10:45 AM		
15-min Vol	0	0	0	1	2	2	1	3	3	2	3	1	1	1	10		
PM Peak	12:00 PM	4:30 PM	4:30 PM	2:15 PM	4:15 PM	4:15 PM	3:30 PM	2:30 PM	4:45 PM	2:00 PM	5:15 PM	5:30 PM	8:15 PM	4:00 PM	4:45 PM		
15-min Vol	0	1	1	1	2	1	3	3	6	5	4	4	2	1	15		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82
QC JOB #: 16236664
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	0	1	1	7	15	7	9	37	68	95	59	30	15	5	349	51-60	163
Percent	0%	0.3%	0.3%	2%	4.3%	2%	2.6%	10.6%	19.5%	27.2%	16.9%	8.6%	4.3%	1.4%			
Cumulative Percent	0%	0.3%	0.6%	2.6%	6.9%	8.9%	11.5%	22.1%	41.5%	68.8%	85.7%	94.3%	98.6%	100%			

ADT
349



85th Percentile: 64 MPH
Mean Speed(Average): 56 MPH
Median: 56 MPH
Mode: 58 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
05:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
Day Total															
Percent															
ADT															
349															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	4
06:30 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
06:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	0	1	0	0	0	**1**	0	0	0	0	0	3
07:30 AM	0	2	1	0	1	0	0	1	0	0	0	0	0	0	5
07:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
08:00 AM	0	2	0	0	2	0	0	0	1	0	0	0	0	0	5
08:15 AM	0	0	1	**1**	1	0	0	1	0	0	0	0	0	0	4
08:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
09:30 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
09:45 AM	0	2	0	1	**3**	0	0	**2**	0	0	0	0	0	0	8
10:00 AM	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4
10:15 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	1	**4**	1	2	0	0	2	0	0	0	0	0	0	**10**
11:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
11:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
11:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Day Total															
Percent															
ADT 349															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	1	1	0	0	0	0	2	0	0	0	0	0	0	4
12:15 PM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	1	**4**	0	0	0	0	0	0	0	0	0	6
01:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
01:30 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
01:45 PM	0	0	1	1	2	0	0	1	0	0	0	0	0	0	5
02:00 PM	0	2	2	0	3	0	0	1	0	0	0	0	0	0	8
02:15 PM	0	0	1	1	3	0	0	0	0	0	0	0	0	0	5
02:30 PM	0	3	0	**2**	0	**1**	0	0	0	0	0	0	0	0	6
02:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	1	1	1	2	0	0	1	0	0	0	0	0	0	6
03:30 PM	0	7	3	1	1	0	0	0	0	0	0	0	0	0	12
03:45 PM	0	2	3	1	4	0	0	**3**	0	0	0	0	0	0	13
04:00 PM	0	2	4	0	3	0	0	1	0	0	0	0	0	0	10
04:15 PM	0	4	2	1	2	0	0	0	0	0	0	0	0	0	9
04:30 PM	0	5	**5**	0	1	0	0	0	**1**	0	0	0	0	0	12
04:45 PM	0	**9**	2	1	2	0	0	0	1	0	0	0	0	0	**15**
05:00 PM	0	7	4	0	2	0	0	0	0	0	0	0	0	0	13
05:15 PM	0	6	2	1	2	0	0	0	0	0	0	0	0	0	11
05:30 PM	0	9	2	0	1	0	0	2	0	0	0	0	0	0	14
05:45 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
Day Total															
Percent															
ADT															
349															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	5	4	2	3	0	0	1	0	0	0	0	0	0	15
06:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	5	3	1	2	0	0	0	0	0	0	0	0	0	11
06:45 PM	0	6	2	1	0	0	0	0	0	0	0	0	0	0	9
07:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:30 PM	0	8	0	0	1	0	0	1	0	0	0	0	0	0	10
07:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
08:00 PM	0	1	2	1	4	0	0	0	0	0	0	0	0	0	8
08:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
08:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
09:30 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	1	1	1	0	0	2	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Day Total	0	137	83	24	78	1	0	22	4	0	0	0	0	0	349
Percent	0%	39.3%	23.8%	6.9%	22.3%	0.3%	0%	6.3%	1.1%	0%	0%	0%	0%	0%	
ADT 349															
AM Peak	12:00 AM	6:15 AM	10:45 AM	8:15 AM	9:45 AM	12:00 AM	12:00 AM	9:45 AM	7:15 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	10:45 AM
15-min Vol	0	4	4	1	3	0	0	2	1	0	0	0	0	0	10
PM Peak	12:00 PM	4:45 PM	4:30 PM	2:30 PM	12:45 PM	2:30 PM	12:00 PM	3:45 PM	4:30 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:45 PM
15-min Vol	0	9	5	2	4	1	0	3	1	0	0	0	0	0	15

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236664
DIRECTION: EB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	137	83	24	78	1	0	22	4	0	0	0	0	0	349
Percent	0%	39.3%	23.8%	6.9%	22.3%	0.3%	0%	6.3%	1.1%	0%	0%	0%	0%	0%	

ADT
349



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		1				1			1	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		0				0			0	
04:00 AM		0				0			0	
04:15 AM		0				0			0	
04:30 AM		0				0			0	
04:45 AM		1				1			1	
05:00 AM		1				1			1	
05:15 AM		5				5			5	
05:30 AM		2				2			2	
05:45 AM		4				4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		2				2			2	
06:15 AM		4				4			4	
06:30 AM		4				4			4	
06:45 AM		1				1			1	
07:00 AM		2				2			2	
07:15 AM		3				3			3	
07:30 AM		5				5			5	
07:45 AM		4				4			4	
08:00 AM		5				5			5	
08:15 AM		4				4			4	
08:30 AM		4				4			4	
08:45 AM		2				2			2	
09:00 AM		1				1			1	
09:15 AM		3				3			3	
09:30 AM		4				4			4	
09:45 AM		8				8			8	
10:00 AM		4				4			4	
10:15 AM		3				3			3	
10:30 AM		0				0			0	
10:45 AM		**10**				**10**			**10**	
11:00 AM		2				2			2	
11:15 AM		2				2			2	
11:30 AM		5				5			5	
11:45 AM		2				2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		4				4			4	
12:15 PM		4				4			4	
12:30 PM		0				0			0	
12:45 PM		6				6			6	
01:00 PM		1				1			1	
01:15 PM		4				4			4	
01:30 PM		4				4			4	
01:45 PM		5				5			5	
02:00 PM		8				8			8	
02:15 PM		5				5			5	
02:30 PM		6				6			6	
02:45 PM		2				2			2	
03:00 PM		1				1			1	
03:15 PM		6				6			6	
03:30 PM		12				12			12	
03:45 PM		13				13			13	
04:00 PM		10				10			10	
04:15 PM		9				9			9	
04:30 PM		12				12			12	
04:45 PM		**15**				**15**			**15**	
05:00 PM		13				13			13	
05:15 PM		11				11			11	
05:30 PM		14				14			14	
05:45 PM		4				4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		15				15			15	
06:15 PM		3				3			3	
06:30 PM		11				11			11	
06:45 PM		9				9			9	
07:00 PM		2				2			2	
07:15 PM		1				1			1	
07:30 PM		10				10			10	
07:45 PM		2				2			2	
08:00 PM		8				8			8	
08:15 PM		2				2			2	
08:30 PM		1				1			1	
08:45 PM		1				1			1	
09:00 PM		1				1			1	
09:15 PM		2				2			2	
09:30 PM		3				3			3	
09:45 PM		0				0			0	
10:00 PM		0				0			0	
10:15 PM		1				1			1	
10:30 PM		1				1			1	
10:45 PM		5				5			5	
11:00 PM		0				0			0	
11:15 PM		0				0			0	
11:30 PM		3				3			3	
11:45 PM		1				1			1	
Day Total		349				349			349	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		10:45 AM 10				10:45 AM 10			10:45 AM 10	
PM Peak 15-min Vol		4:45 PM 15				4:45 PM 15			4:45 PM 15	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
01:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
01:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	1	0	4	1	0	0	0	0	6	51-60	5
04:15 AM	0	0	0	0	0	0	0	**5**	2	**4**	2	**1**	0	0	14	46-55	7
04:30 AM	0	0	0	0	0	1	0	0	2	3	0	0	0	0	6	51-60	5
04:45 AM	0	0	0	1	1	0	0	0	1	0	1	0	0	0	4	26-35	2
05:00 AM	0	0	0	0	1	1	**2**	0	3	1	1	0	0	0	9	51-60	4
05:15 AM	0	0	0	0	**4**	**8**	2	2	3	1	2	0	0	0	**22**	31-40	12
05:30 AM	0	0	0	0	0	0	0	1	3	4	0	0	0	0	8	51-60	7
05:45 AM	0	0	0	0	1	0	0	0	4	2	2	0	0	0	9	51-60	6
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	1	0	0	0	0	0	2	2	0	**1**	0	6	56-65	4
06:15 AM	0	0	0	0	0	1	1	1	0	4	1	0	0	0	8	56-65	5
06:30 AM	0	0	0	0	0	0	0	3	**5**	4	1	0	0	0	13	51-60	9
06:45 AM	0	0	0	0	0	0	1	0	2	1	1	0	0	0	5	51-60	3
07:00 AM	0	0	0	0	0	0	0	1	0	2	1	0	1	0	5	56-65	3
07:15 AM	0	0	0	0	0	0	0	2	2	4	1	0	0	0	9	51-60	6
07:30 AM	0	0	0	**2**	0	0	0	0	1	2	2	1	0	0	8	56-65	4
07:45 AM	0	0	0	0	0	0	2	3	1	0	2	1	0	0	9	41-50	5
08:00 AM	0	0	0	0	0	0	0	3	2	2	1	1	0	0	9	46-55	5
08:15 AM	0	0	0	0	1	0	0	0	1	1	**3**	0	0	0	6	56-65	4
08:30 AM	0	0	0	0	1	0	1	0	0	1	0	1	0	0	4	26-35	1
08:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	**1**	3	36-45	1
09:00 AM	0	0	0	0	0	0	0	2	1	2	0	0	0	0	5	46-55	3
09:15 AM	0	0	0	0	0	0	2	0	2	0	1	0	0	0	5	36-45	2
09:30 AM	0	0	0	0	1	0	0	1	2	2	0	0	1	0	7	51-60	4
09:45 AM	0	0	0	0	0	0	0	3	3	1	1	1	1	0	10	46-55	6
10:00 AM	0	0	0	0	0	0	0	1	2	2	0	1	0	0	6	51-60	4
10:15 AM	0	0	0	0	0	0	1	1	2	3	2	0	0	0	9	53-62	5
10:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	1	3	36-45	1
10:45 AM	0	0	0	1	0	0	0	4	3	2	2	0	0	0	12	46-55	7
11:00 AM	0	0	0	0	0	0	1	2	0	0	1	0	0	0	4	41-50	3
11:15 AM	0	0	0	0	0	0	1	1	2	1	0	0	0	0	5	51-60	3
11:30 AM	0	0	0	0	0	1	0	1	4	2	0	0	0	0	8	51-60	6
11:45 AM	0	0	0	0	0	0	0	2	3	1	0	0	0	0	6	46-55	5
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	2	0	0	0	1	2	2	0	0	0	7	56-65	4
12:15 PM	0	0	0	0	0	0	0	0	3	1	2	0	0	0	6	51-60	4
12:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
12:45 PM	0	0	0	0	0	0	0	1	2	1	**5**	1	0	0	10	59-68	6
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
01:15 PM	0	0	0	0	0	0	2	4	2	0	0	0	0	0	8	46-55	6
01:30 PM	0	0	0	0	0	0	0	2	1	2	1	1	0	0	7	46-55	3
01:45 PM	0	0	0	0	1	1	0	0	2	3	0	1	0	0	8	51-60	5
02:00 PM	0	0	0	0	0	0	1	1	0	**6**	1	1	0	0	10	56-65	7
02:15 PM	0	0	0	**1**	0	0	0	2	3	4	0	0	0	0	10	51-60	7
02:30 PM	0	0	0	1	0	0	2	4	2	3	1	0	0	0	13	46-55	6
02:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	51-60	3
03:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	46-55	2
03:15 PM	0	0	0	0	0	1	0	0	1	5	1	0	0	0	8	54-63	6
03:30 PM	0	0	0	1	1	0	**3**	1	5	2	2	0	1	0	16	51-60	7
03:45 PM	0	0	0	0	1	1	1	2	4	4	2	2	0	0	**17**	51-60	8
04:00 PM	0	0	0	0	0	0	0	0	4	1	2	1	1	1	10	51-60	5
04:15 PM	0	0	0	0	2	**3**	1	2	1	2	1	1	0	0	13	31-40	5
04:30 PM	0	**1**	**1**	0	1	0	2	**5**	2	2	1	0	1	0	16	45-54	7
04:45 PM	0	0	0	0	**3**	0	0	1	**7**	5	0	1	0	0	17	51-60	12
05:00 PM	0	0	0	1	2	1	1	1	3	4	2	0	0	0	15	51-60	7
05:15 PM	0	0	0	0	0	1	0	1	3	1	4	1	1	1	13	60-69	5
05:30 PM	0	0	0	0	1	0	0	0	0	6	3	**4**	1	0	15	56-65	9
05:45 PM	0	0	0	0	0	0	0	0	2	1	1	0	1	0	5	51-60	3
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

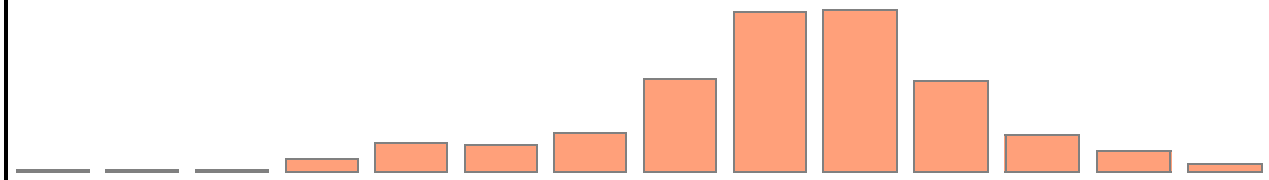
Type of report: Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	3	5	3	3	1	0	15	51-60	8
06:15 PM	0	0	0	0	0	1	0	1	1	0	2	0	0	0	5	56-65	2
06:30 PM	0	0	0	0	0	0	0	0	2	5	3	1	1	0	12	56-65	8
06:45 PM	0	0	0	0	0	0	0	0	3	3	2	1	1	0	10	51-60	6
07:00 PM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	4	66-75	2
07:15 PM	0	0	0	0	0	0	0	1	2	1	1	0	0	0	5	51-60	3
07:30 PM	0	0	0	0	1	1	1	2	6	2	2	2	0	0	17	48-57	8
07:45 PM	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	21-30	1
08:00 PM	0	0	0	0	0	0	0	0	1	3	2	2	1	2	11	56-65	5
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	66-75	2
08:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
08:45 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3	51-60	2
09:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	41-50	1
09:15 PM	0	0	0	0	0	0	0	1	1	1	1	0	0	0	4	46-55	2
09:30 PM	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	41-50	4
09:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
10:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
10:45 PM	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5	46-55	5
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:30 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	56-65	3
11:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
Day Total	0	1	1	10	25	23	33	81	140	141	79	32	18	7	591	51-60	281
Percent	0%	0.2%	0.2%	1.7%	4.2%	3.9%	5.6%	13.7%	23.7%	23.9%	13.4%	5.4%	3%	1.2%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	7:30 AM	5:15 AM	5:15 AM	5:00 AM	4:15 AM	6:30 AM	4:15 AM	8:15 AM	4:15 AM	6:00 AM	8:45 AM	5:15 AM		
15-min Vol	0	0	0	2	4	8	2	5	5	4	3	1	1	1	22		
PM Peak	12:00 PM	4:30 PM	4:30 PM	2:15 PM	4:45 PM	4:15 PM	3:30 PM	4:30 PM	4:45 PM	2:00 PM	12:45 PM	5:30 PM	8:15 PM	8:00 PM	3:45 PM		
15-min Vol	0	1	1	1	3	3	3	5	7	6	5	4	2	2	17		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236664
DIRECTION: EB, WB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	0	1	1	10	25	23	33	81	140	141	79	32	18	7	591	51-60	281
Percent	0%	0.2%	0.2%	1.7%	4.2%	3.9%	5.6%	13.7%	23.7%	23.9%	13.4%	5.4%	3%	1.2%			
Cumulative Percent	0%	0.2%	0.3%	2%	6.3%	10.2%	15.7%	29.4%	53.1%	77%	90.4%	95.8%	98.8%	100%			

ADT
591



85th Percentile: 63 MPH
Mean Speed(Average): 54 MPH
Median: 54 MPH
Mode: 58 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
04:15 AM	0	5	7	0	1	0	0	1	0	0	0	0	0	0	14
04:30 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
04:45 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
05:15 AM	0	15	6	0	1	0	0	0	0	0	0	0	0	0	22
05:30 AM	0	3	3	0	2	0	0	0	0	0	0	0	0	0	8
05:45 AM	0	3	2	0	4	0	0	0	0	0	0	0	0	0	9
Day Total															
Percent															
ADT 591															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
06:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
06:30 AM	0	4	5	1	3	0	0	0	0	0	0	0	0	0	13
06:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
07:00 AM	0	1	1	0	3	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	4	1	0	2	0	0	1	1	0	0	0	0	0	9
07:30 AM	0	2	3	0	1	0	0	1	1	0	0	0	0	0	8
07:45 AM	0	4	2	0	1	0	0	2	0	0	0	0	0	0	9
08:00 AM	0	2	0	0	5	0	0	1	1	0	0	0	0	0	9
08:15 AM	0	1	2	1	1	0	0	1	0	0	0	0	0	0	6
08:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
09:00 AM	0	2	0	0	3	0	0	0	0	0	0	0	0	0	5
09:15 AM	0	2	1	0	1	0	0	1	0	0	0	0	0	0	5
09:30 AM	0	3	2	0	1	0	0	1	0	0	0	0	0	0	7
09:45 AM	0	3	0	1	4	0	0	2	0	0	0	0	0	0	10
10:00 AM	0	1	1	0	4	0	0	0	0	0	0	0	0	0	6
10:15 AM	0	1	3	1	4	0	0	0	0	0	0	0	0	0	9
10:30 AM	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
10:45 AM	0	2	5	1	2	0	0	2	0	0	0	0	0	0	12
11:00 AM	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4
11:15 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
11:30 AM	0	1	7	0	0	0	0	0	0	0	0	0	0	0	8
11:45 AM	0	2	0	1	2	0	0	1	0	0	0	0	0	0	6
Day Total															
Percent															
ADT 591															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	1	3	0	0	0	0	2	**1**	0	0	0	0	0	7
12:15 PM	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6
12:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	1	1	1	**7**	0	0	0	0	0	0	0	0	0	10
01:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	2	1	**2**	2	0	0	1	0	0	0	0	0	0	8
01:30 PM	0	3	3	0	0	0	0	1	0	0	0	0	0	0	7
01:45 PM	0	2	2	1	2	0	0	1	0	0	0	0	0	0	8
02:00 PM	0	2	3	0	4	0	0	1	0	0	0	0	0	0	10
02:15 PM	0	1	3	1	4	0	0	1	0	0	0	0	0	0	10
02:30 PM	0	3	5	2	2	**1**	0	0	0	0	0	0	0	0	13
02:45 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
03:00 PM	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
03:15 PM	0	2	2	1	2	0	0	1	0	0	0	0	0	0	8
03:30 PM	0	8	5	1	2	0	0	0	0	0	0	0	0	0	16
03:45 PM	0	3	4	1	5	0	0	**4**	0	0	0	0	0	0	**17**
04:00 PM	0	2	4	0	3	0	0	1	0	0	0	0	0	0	10
04:15 PM	0	6	4	1	2	0	0	0	0	0	0	0	0	0	13
04:30 PM	0	8	**6**	0	1	0	0	0	1	0	0	0	0	0	16
04:45 PM	0	10	2	1	2	0	0	1	1	0	0	0	0	0	17
05:00 PM	0	8	5	0	2	0	0	0	0	0	0	0	0	0	15
05:15 PM	0	8	2	1	2	0	0	0	0	0	0	0	0	0	13
05:30 PM	0	9	3	0	1	0	0	2	0	0	0	0	0	0	15
05:45 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
Day Total															
Percent															
ADT															
591															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

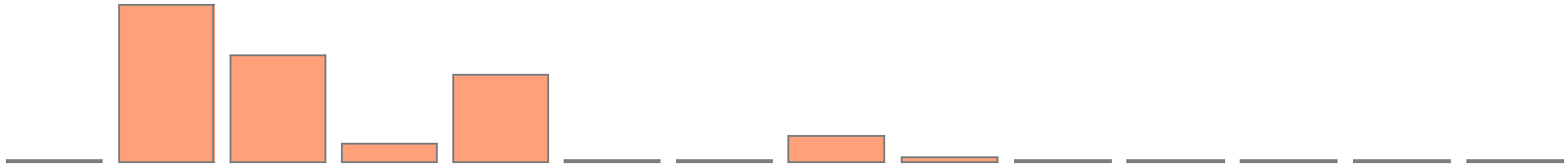
Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664
SPECIFIC LOCATION: **DIRECTION:** EB, WB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	5	4	2	3	0	0	1	0	0	0	0	0	0	15
06:15 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	5	3	1	3	0	0	0	0	0	0	0	0	0	12
06:45 PM	0	6	2	1	1	0	0	0	0	0	0	0	0	0	10
07:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
07:15 PM	0	1	2	0	2	0	0	0	0	0	0	0	0	0	5
07:30 PM	0	11	2	0	3	0	0	1	0	0	0	0	0	0	17
07:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
08:00 PM	0	3	2	1	5	0	0	0	0	0	0	0	0	0	11
08:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
08:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
09:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:15 PM	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4
09:30 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
09:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	1	1	1	0	0	2	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Day Total	0	232	159	27	128	1	0	38	6	0	0	0	0	0	591
Percent	0%	39.3%	26.9%	4.6%	21.7%	0.2%	0%	6.4%	1%	0%	0%	0%	0%	0%	
ADT 591															
AM Peak	12:00 AM	5:15 AM	4:15 AM	6:30 AM	8:00 AM	12:00 AM	12:00 AM	7:45 AM	7:15 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	5:15 AM
15-min Vol	0	15	7	1	5	0	0	2	1	0	0	0	0	0	22
PM Peak	12:00 PM	7:30 PM	4:30 PM	1:15 PM	12:45 PM	2:30 PM	12:00 PM	3:45 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:45 PM
15-min Vol	0	11	6	2	7	1	0	4	1	0	0	0	0	0	17

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236664
DIRECTION: EB, WB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	232	159	27	128	1	0	38	6	0	0	0	0	0	591
Percent	0%	39.3%	26.9%	4.6%	21.7%	0.2%	0%	6.4%	1%	0%	0%	0%	0%	0%	

ADT
591



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		1				1			1	
01:00 AM		1				1			1	
01:15 AM		1				1			1	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		1				1			1	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		0				0			0	
04:00 AM		6				6			6	
04:15 AM		14				14			14	
04:30 AM		6				6			6	
04:45 AM		4				4			4	
05:00 AM		9				9			9	
05:15 AM		**22**				**22**			**22**	
05:30 AM		8				8			8	
05:45 AM		9				9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		6				6			6	
06:15 AM		8				8			8	
06:30 AM		13				13			13	
06:45 AM		5				5			5	
07:00 AM		5				5			5	
07:15 AM		9				9			9	
07:30 AM		8				8			8	
07:45 AM		9				9			9	
08:00 AM		9				9			9	
08:15 AM		6				6			6	
08:30 AM		4				4			4	
08:45 AM		3				3			3	
09:00 AM		5				5			5	
09:15 AM		5				5			5	
09:30 AM		7				7			7	
09:45 AM		10				10			10	
10:00 AM		6				6			6	
10:15 AM		9				9			9	
10:30 AM		3				3			3	
10:45 AM		12				12			12	
11:00 AM		4				4			4	
11:15 AM		5				5			5	
11:30 AM		8				8			8	
11:45 AM		6				6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		7				7			7	
12:15 PM		6				6			6	
12:30 PM		2				2			2	
12:45 PM		10				10			10	
01:00 PM		1				1			1	
01:15 PM		8				8			8	
01:30 PM		7				7			7	
01:45 PM		8				8			8	
02:00 PM		10				10			10	
02:15 PM		10				10			10	
02:30 PM		13				13			13	
02:45 PM		3				3			3	
03:00 PM		3				3			3	
03:15 PM		8				8			8	
03:30 PM		16				16			16	
03:45 PM		**17**				**17**			**17**	
04:00 PM		10				10			10	
04:15 PM		13				13			13	
04:30 PM		16				16			16	
04:45 PM		17				17			17	
05:00 PM		15				15			15	
05:15 PM		13				13			13	
05:30 PM		15				15			15	
05:45 PM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		15				15			15	
06:15 PM		5				5			5	
06:30 PM		12				12			12	
06:45 PM		10				10			10	
07:00 PM		4				4			4	
07:15 PM		5				5			5	
07:30 PM		17				17			17	
07:45 PM		3				3			3	
08:00 PM		11				11			11	
08:15 PM		2				2			2	
08:30 PM		1				1			1	
08:45 PM		3				3			3	
09:00 PM		2				2			2	
09:15 PM		4				4			4	
09:30 PM		5				5			5	
09:45 PM		1				1			1	
10:00 PM		0				0			0	
10:15 PM		1				1			1	
10:30 PM		1				1			1	
10:45 PM		5				5			5	
11:00 PM		0				0			0	
11:15 PM		0				0			0	
11:30 PM		3				3			3	
11:45 PM		1				1			1	
Day Total		591				591			591	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		5:15 AM 22				5:15 AM 22			5:15 AM 22	
PM Peak 15-min Vol		3:45 PM 17				3:45 PM 17			3:45 PM 17	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
01:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	1	0	**4**	1	0	0	0	0	6	51-60	5
04:15 AM	0	0	0	0	0	0	0	**5**	2	**4**	**2**	**1**	0	0	14	46-55	7
04:30 AM	0	0	0	0	0	1	0	0	2	3	0	0	0	0	6	51-60	5
04:45 AM	0	0	0	0	1	0	0	0	1	0	1	0	0	0	3	26-35	1
05:00 AM	0	0	0	0	1	1	**2**	0	3	1	0	0	0	0	8	51-60	4
05:15 AM	0	0	0	0	**2**	**6**	2	1	3	1	2	0	0	0	**17**	33-42	8
05:30 AM	0	0	0	0	0	0	0	1	3	2	0	0	0	0	6	51-60	5
05:45 AM	0	0	0	0	1	0	0	0	2	1	1	0	0	0	5	51-60	3
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	1	0	0	0	0	0	1	2	0	0	0	4	56-65	3
06:15 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	0	4	51-60	3
06:30 AM	0	0	0	0	0	0	0	2	4	2	1	0	0	0	9	51-60	6
06:45 AM	0	0	0	0	0	0	0	0	2	1	1	0	0	0	4	51-60	3
07:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	**1**	0	3	41-50	1
07:15 AM	0	0	0	0	0	0	0	0	1	4	1	0	0	0	6	55-64	5
07:30 AM	0	0	0	**2**	0	0	0	0	1	0	0	0	0	0	3	21-30	2
07:45 AM	0	0	0	0	0	0	2	2	1	0	0	0	0	0	5	41-50	4
08:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	41-50	2
08:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	26-35	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
09:00 AM	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	46-55	3
09:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	36-45	2
09:30 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	51-60	3
09:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	41-50	1
10:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
10:15 AM	0	0	0	0	0	0	1	1	2	1	1	0	0	0	6	51-60	3
10:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	**1**	3	36-45	1
10:45 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
11:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	41-50	2
11:15 AM	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	41-50	2
11:30 AM	0	0	0	0	0	1	0	0	1	1	0	0	0	0	3	51-60	2
11:45 AM	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	46-55	3
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	**2**	0	0	0	1	0	0	0	0	0	3	26-35	2
12:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	46-55	2
12:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
12:45 PM	0	0	0	0	0	0	0	0	2	0	**2**	0	0	0	4	46-55	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 PM	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	4	41-50	4
01:30 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	46-55	2
01:45 PM	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3	31-40	2
02:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	36-45	1
02:15 PM	0	0	0	0	0	0	0	1	2	**2**	0	0	0	0	5	51-60	4
02:30 PM	0	0	0	0	0	0	2	1	1	2	1	0	0	0	**7**	41-50	3
02:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
03:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	**1**	0	2	46-55	1
03:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	31-40	1
03:30 PM	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	51-60	4
03:45 PM	0	0	0	0	0	1	1	0	0	1	1	0	0	0	4	36-45	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 PM	0	0	0	0	0	**2**	1	0	1	0	0	0	0	0	4	36-45	3
04:30 PM	0	0	0	0	0	0	0	**3**	1	0	0	0	0	0	4	46-55	4
04:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	26-35	1
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	41-50	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	31-40	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

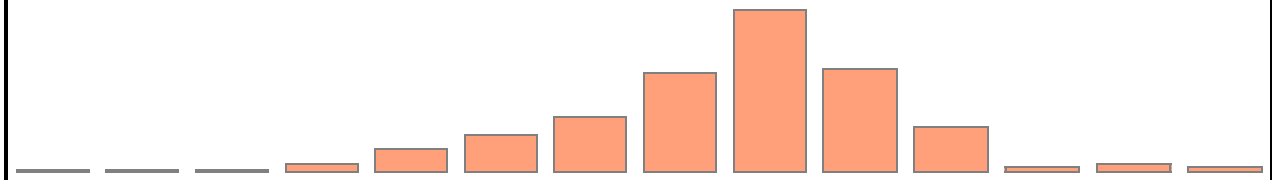
Type of report: Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	31-40	1
06:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
06:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
07:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	41-50	1
07:15 PM	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4	51-60	3
07:30 PM	0	0	0	0	0	0	0	2	**4**	0	1	0	0	0	7	46-55	6
07:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
08:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	**1**	3	46-55	1
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 PM	0	0	0	0	0	0	0	0	1	0	0	**1**	0	0	2	46-55	1
09:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
09:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
09:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	41-50	1
09:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	0	0	0	3	10	16	24	44	72	46	20	2	3	2	242	51-60	118
Percent	0%	0%	0%	1.2%	4.1%	6.6%	9.9%	18.2%	29.8%	19%	8.3%	0.8%	1.2%	0.8%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	7:30 AM	5:15 AM	5:15 AM	5:00 AM	4:15 AM	4:00 AM	4:15 AM	4:15 AM	4:15 AM	7:00 AM	10:30 AM	5:15 AM		
15-min Vol	0	0	0	2	2	6	2	5	4	4	2	1	1	1	17		
PM Peak	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:15 PM	1:15 PM	4:30 PM	7:30 PM	2:15 PM	12:45 PM	8:45 PM	3:00 PM	8:00 PM	2:30 PM		
15-min Vol	0	0	0	0	2	2	2	3	4	2	2	1	1	1	7		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

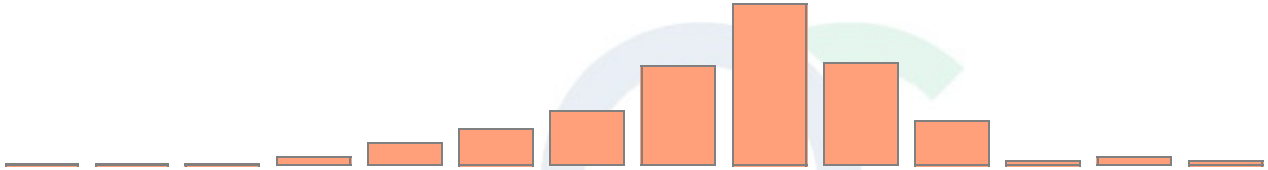
Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82
QC JOB #: 16236664
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	0	0	0	3	10	16	24	44	72	46	20	2	3	2	242	51-60	118
Percent	0%	0%	0%	1.2%	4.1%	6.6%	9.9%	18.2%	29.8%	19%	8.3%	0.8%	1.2%	0.8%			
Cumulative Percent	0%	0%	0%	1.2%	5.4%	12%	21.9%	40.1%	69.8%	88.8%	97.1%	97.9%	99.2%	100%			

ADT
242



85th Percentile: 58 MPH
Mean Speed(Average): 51 MPH
Median: 51 MPH
Mode: 53 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
04:15 AM	0	5	**7**	0	1	0	0	1	0	0	0	0	0	0	14
04:30 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
04:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
05:15 AM	0	**12**	4	0	1	0	0	0	0	0	0	0	0	0	**17**
05:30 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
05:45 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
Day Total															
Percent															
ADT															
242															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
06:15 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
06:30 AM	0	3	3	1	2	0	0	0	0	0	0	0	0	0	9
06:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
07:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	3	1	0	1	0	0	1	0	0	0	0	0	0	6
07:30 AM	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3
07:45 AM	0	2	0	0	1	0	0	2	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	3	0	0	1	0	0	0	0	0	0	4
08:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4
09:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
09:30 AM	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	1	3	0	2	0	0	0	0	0	0	0	0	0	6
10:30 AM	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
10:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
11:15 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	1	0	0	2	0	0	1	0	0	0	0	0	0	4
Day Total															
Percent															
ADT 242															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3
12:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	1	0	3	0	0	0	0	0	0	0	0	0	4
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	2	1	0	0	1	0	0	0	0	0	0	4
01:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
01:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	1	2	0	1	0	0	1	0	0	0	0	0	0	5
02:30 PM	0	0	5	0	2	0	0	0	0	0	0	0	0	0	7
02:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
03:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
03:45 PM	0	1	1	0	1	0	0	1	0	0	0	0	0	0	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
05:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total															
Percent															
ADT 242															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

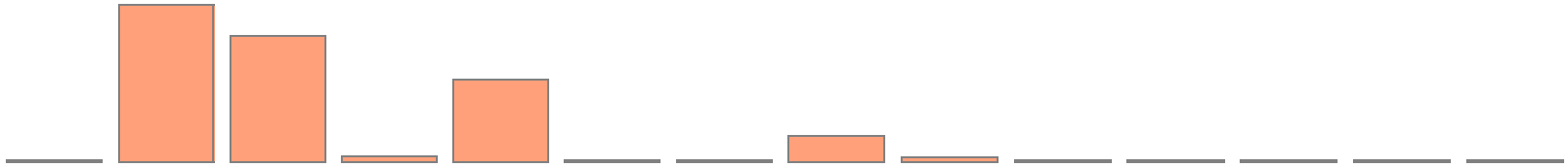
Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
07:30 PM	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
07:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
09:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
09:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	95	76	3	50	0	0	16	2	0	0	0	0	0	242
Percent	0%	39.3%	31.4%	1.2%	20.7%	0%	0%	6.6%	0.8%	0%	0%	0%	0%	0%	
ADT 242															
AM Peak	12:00 AM	5:15 AM	4:15 AM	6:30 AM	8:00 AM	12:00 AM	12:00 AM	7:45 AM	7:30 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	5:15 AM
15-min Vol	0	12	7	1	3	0	0	2	1	0	0	0	0	0	17
PM Peak	12:00 PM	4:30 PM	2:30 PM	1:15 PM	12:45 PM	12:00 PM	12:00 PM	1:15 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:30 PM
15-min Vol	0	3	5	2	3	0	0	1	1	0	0	0	0	0	7

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236664
DIRECTION: WB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	95	76	3	50	0	0	16	2	0	0	0	0	0	242
Percent	0%	39.3%	31.4%	1.2%	20.7%	0%	0%	6.6%	0.8%	0%	0%	0%	0%	0%	

ADT
242



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		0				0			0	
01:00 AM		1				1			1	
01:15 AM		1				1			1	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		1				1			1	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		0				0			0	
04:00 AM		6				6			6	
04:15 AM		14				14			14	
04:30 AM		6				6			6	
04:45 AM		3				3			3	
05:00 AM		8				8			8	
05:15 AM		**17**				**17**			**17**	
05:30 AM		6				6			6	
05:45 AM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		4				4			4	
06:15 AM		4				4			4	
06:30 AM		9				9			9	
06:45 AM		4				4			4	
07:00 AM		3				3			3	
07:15 AM		6				6			6	
07:30 AM		3				3			3	
07:45 AM		5				5			5	
08:00 AM		4				4			4	
08:15 AM		2				2			2	
08:30 AM		0				0			0	
08:45 AM		1				1			1	
09:00 AM		4				4			4	
09:15 AM		2				2			2	
09:30 AM		3				3			3	
09:45 AM		2				2			2	
10:00 AM		2				2			2	
10:15 AM		6				6			6	
10:30 AM		3				3			3	
10:45 AM		2				2			2	
11:00 AM		2				2			2	
11:15 AM		3				3			3	
11:30 AM		3				3			3	
11:45 AM		4				4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		3				3			3	
12:15 PM		2				2			2	
12:30 PM		2				2			2	
12:45 PM		4				4			4	
01:00 PM		0				0			0	
01:15 PM		4				4			4	
01:30 PM		3				3			3	
01:45 PM		3				3			3	
02:00 PM		2				2			2	
02:15 PM		5				5			5	
02:30 PM		**7**				**7**			**7**	
02:45 PM		1				1			1	
03:00 PM		2				2			2	
03:15 PM		2				2			2	
03:30 PM		4				4			4	
03:45 PM		4				4			4	
04:00 PM		0				0			0	
04:15 PM		4				4			4	
04:30 PM		4				4			4	
04:45 PM		2				2			2	
05:00 PM		2				2			2	
05:15 PM		2				2			2	
05:30 PM		1				1			1	
05:45 PM		1				1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Locust Grove Rd btwn Nicosin Rd and I-82 **QC JOB #:** 16236664

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		0				0			0	
06:15 PM		2				2			2	
06:30 PM		1				1			1	
06:45 PM		1				1			1	
07:00 PM		2				2			2	
07:15 PM		4				4			4	
07:30 PM		7				7			7	
07:45 PM		1				1			1	
08:00 PM		3				3			3	
08:15 PM		0				0			0	
08:30 PM		0				0			0	
08:45 PM		2				2			2	
09:00 PM		1				1			1	
09:15 PM		2				2			2	
09:30 PM		2				2			2	
09:45 PM		1				1			1	
10:00 PM		0				0			0	
10:15 PM		0				0			0	
10:30 PM		0				0			0	
10:45 PM		0				0			0	
11:00 PM		0				0			0	
11:15 PM		0				0			0	
11:30 PM		0				0			0	
11:45 PM		0				0			0	
Day Total		242				242			242	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		5:15 AM 17				5:15 AM 17			5:15 AM 17	
PM Peak 15-min Vol		2:30 PM 7				2:30 PM 7			2:30 PM 7	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd | **QC JOB #:** 16236665
SPECIFIC LOCATION: | **DIRECTION:** EB
CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	56-65	3
12:15 AM	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	56-65	3
12:30 AM	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	2	41-50	2
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	46-55	2
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	56-65	2
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
04:00 AM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	4	56-65	2
04:15 AM	0	0	0	0	0	0	0	0	**4**	3	1	0	1	0	9	51-60	7
04:30 AM	0	0	0	0	0	0	0	0	0	6	8	**3**	**2**	0	**19**	56-65	14
04:45 AM	0	0	0	0	0	0	0	0	1	4	**10**	2	1	0	18	56-65	14
05:00 AM	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	51-60	3
05:15 AM	0	0	**1**	0	0	0	0	0	1	1	0	2	0	**1**	6	61-70	2
05:30 AM	0	0	0	0	0	0	0	0	1	5	3	0	0	0	9	56-65	8
05:45 AM	0	0	0	0	0	0	0	0	1	1	1	2	1	0	6	66-75	3
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd | **QC JOB #:** 16236665

SPECIFIC LOCATION: | **DIRECTION:** EB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	61-70	2
06:15 AM	0	0	0	0	0	0	0	0	0	3	5	0	0	0	8	56-65	8
06:30 AM	0	0	0	0	1	0	0	0	0	3	5	1	0	0	10	56-65	8
06:45 AM	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	56-65	5
07:00 AM	0	0	0	0	0	0	0	0	1	0	4	1	0	0	6	61-70	5
07:15 AM	0	0	0	0	0	0	0	0	2	4	2	1	1	0	10	56-65	6
07:30 AM	0	0	0	0	0	0	0	0	1	8	3	2	0	0	14	56-65	11
07:45 AM	0	0	0	0	0	0	0	0	2	2	6	2	0	0	12	58-67	8
08:00 AM	0	0	0	0	0	0	0	0	0	6	3	0	0	0	9	56-65	9
08:15 AM	0	0	0	0	0	0	0	0	0	2	3	0	0	0	5	56-65	5
08:30 AM	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	56-65	6
08:45 AM	0	0	0	0	0	0	0	0	4	2	3	2	0	0	11	51-60	6
09:00 AM	0	0	0	0	0	0	0	0	0	4	2	1	0	0	7	56-65	6
09:15 AM	0	0	0	0	0	0	0	0	1	2	1	0	1	0	5	56-65	3
09:30 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	56-65	3
09:45 AM	0	0	0	0	0	0	0	0	1	2	2	1	0	0	6	56-65	4
10:00 AM	0	0	0	0	0	0	0	0	1	2	1	2	0	0	6	56-65	3
10:15 AM	0	0	0	0	0	0	0	0	2	4	4	1	0	0	11	56-65	8
10:30 AM	0	0	0	0	0	0	0	2	1	5	2	0	0	0	10	56-65	7
10:45 AM	0	0	0	0	0	0	0	0	1	3	2	0	0	0	6	56-65	5
11:00 AM	0	0	0	0	0	0	0	1	1	2	2	2	2	0	10	56-65	4
11:15 AM	0	0	0	0	0	0	0	0	0	1	2	2	0	0	5	61-70	4
11:30 AM	0	0	0	0	0	0	0	0	1	4	4	0	0	0	9	56-65	8
11:45 AM	0	0	0	0	0	0	0	0	2	4	4	1	0	0	11	56-65	8
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd **QC JOB #:** 16236665
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	0	0	1	5	3	0	0	0	9	56-65	8
12:15 PM	0	0	0	0	0	0	0	0	**5**	3	6	0	1	0	15	56-65	9
12:30 PM	0	0	0	0	0	0	0	0	2	6	4	1	0	0	13	56-65	10
12:45 PM	0	0	0	0	0	0	0	1	0	0	2	2	**2**	0	7	61-70	4
01:00 PM	0	0	0	0	0	0	0	0	2	6	3	1	0	0	12	56-65	9
01:15 PM	0	0	0	0	0	0	0	0	0	4	5	0	0	0	9	56-65	9
01:30 PM	0	0	0	0	0	0	0	0	0	5	3	1	0	0	9	56-65	8
01:45 PM	0	0	0	0	0	0	0	0	1	2	2	0	0	0	5	56-65	4
02:00 PM	0	0	0	0	0	0	**1**	0	0	5	3	2	0	0	11	56-65	8
02:15 PM	0	0	0	0	0	0	0	0	2	4	3	1	0	**2**	12	56-65	7
02:30 PM	0	0	**1**	**3**	0	**1**	0	**3**	4	3	6	0	1	0	**22**	56-65	9
02:45 PM	0	0	0	0	0	0	0	0	2	2	3	**3**	0	0	10	61-70	6
03:00 PM	0	0	0	0	0	0	0	0	0	3	6	3	1	0	13	56-65	9
03:15 PM	0	0	0	0	0	0	0	0	3	**10**	6	2	0	0	21	56-65	16
03:30 PM	0	0	0	0	0	0	0	0	0	6	3	2	0	0	11	56-65	9
03:45 PM	0	0	0	0	0	0	0	0	5	5	6	1	0	0	17	56-65	11
04:00 PM	0	0	0	0	0	0	0	0	2	6	3	1	2	0	14	56-65	9
04:15 PM	0	0	0	0	0	0	0	1	0	8	**10**	1	0	0	20	56-65	18
04:30 PM	0	0	0	0	0	0	0	0	1	5	2	3	1	0	12	56-65	7
04:45 PM	0	0	0	0	0	0	0	0	0	1	6	1	0	0	8	56-65	7
05:00 PM	0	**2**	1	0	0	0	1	0	1	4	2	1	0	0	12	56-65	6
05:15 PM	0	0	0	0	0	0	0	0	0	5	6	3	0	0	14	56-65	11
05:30 PM	0	0	0	0	0	0	0	1	1	2	5	2	1	0	12	60-69	7
05:45 PM	0	0	0	0	0	0	0	0	2	2	3	1	1	1	10	56-65	5
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

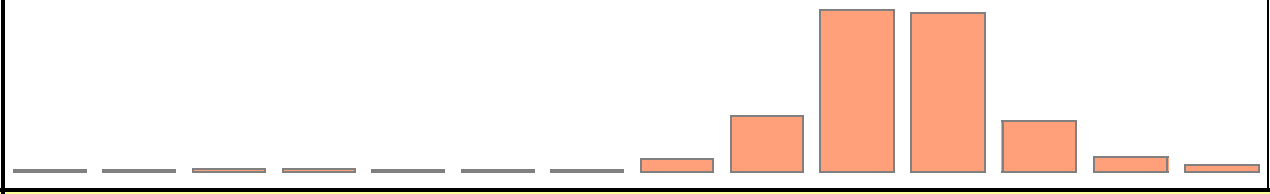
Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	1	4	5	1	0	0	11	56-65	9
06:15 PM	0	0	0	0	0	0	0	0	0	1	4	2	0	1	8	61-70	6
06:30 PM	0	0	0	0	0	0	0	1	0	1	2	1	0	0	5	61-70	3
06:45 PM	0	0	0	0	0	0	0	0	1	2	1	0	0	0	4	56-65	3
07:00 PM	0	0	0	0	0	0	0	0	2	1	4	0	0	0	7	56-65	5
07:15 PM	0	0	0	0	0	0	0	0	0	2	2	1	0	0	5	56-65	4
07:30 PM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3	51-60	2
07:45 PM	0	0	0	0	0	0	0	0	0	2	1	0	1	0	4	56-65	3
08:00 PM	0	0	0	0	0	0	0	0	1	2	2	1	0	0	6	56-65	4
08:15 PM	0	0	0	0	0	0	0	0	2	2	4	1	0	0	9	56-65	6
08:30 PM	0	0	0	0	0	0	0	0	3	1	2	0	0	0	6	51-60	4
08:45 PM	0	0	0	0	0	0	0	0	1	2	1	0	0	0	4	56-65	3
09:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	46-55	1
09:15 PM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3	51-60	2
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
10:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	56-65	2
10:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	51-60	2
10:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	46-55	3
11:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	56-65	2
11:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	2	4	41-50	1
Day Total	0	2	3	3	1	1	2	17	81	232	229	72	20	7	670	56-65	461
Percent	0%	0.3%	0.4%	0.4%	0.1%	0.1%	0.3%	2.5%	12.1%	34.6%	34.2%	10.7%	3%	1%			
AM Peak	12:00 AM	12:00 AM	5:15 AM	12:00 AM	6:30 AM	12:00 AM	12:00 AM	12:30 AM	4:15 AM	7:30 AM	4:45 AM	4:30 AM	4:30 AM	5:15 AM	4:30 AM		
15-min Vol	0	0	1	0	1	0	0	2	4	8	10	3	2	1	19		
PM Peak	12:00 PM	5:00 PM	2:30 PM	2:30 PM	12:00 PM	2:30 PM	2:00 PM	2:30 PM	12:15 PM	3:15 PM	4:15 PM	2:45 PM	12:45 PM	2:15 PM	2:30 PM		
15-min Vol	0	2	1	3	0	1	1	3	5	10	10	3	2	2	22		



Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236665
DIRECTION: EB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	0	2	3	3	1	1	2	17	81	232	229	72	20	7	670	56-65	461
Percent	0%	0.3%	0.4%	0.4%	0.1%	0.1%	0.3%	2.5%	12.1%	34.6%	34.2%	10.7%	3%	1%			
Cumulative Percent	0%	0.3%	0.7%	1.2%	1.3%	1.5%	1.8%	4.3%	16.4%	51%	85.2%	96%	99%	100%			

ADT
670



85th Percentile: 64 MPH
Mean Speed(Average): 59 MPH
Median: 59 MPH
Mode: 58 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
12:30 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
04:15 AM	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
04:30 AM	0	10	9	0	0	0	0	0	0	0	0	0	0	0	19
04:45 AM	0	11	6	0	1	0	0	0	0	0	0	0	0	0	18
05:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:15 AM	1	2	2	0	1	0	0	0	0	0	0	0	0	0	6
05:30 AM	0	4	4	1	0	0	0	0	0	0	0	0	0	0	9
05:45 AM	0	1	4	0	1	0	0	0	0	0	0	0	0	0	6
Day Total															
Percent															
ADT 670															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
06:15 AM	0	3	2	1	2	0	0	0	0	0	0	0	0	0	8
06:30 AM	0	2	5	0	2	0	0	1	0	0	0	0	0	0	10
06:45 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
07:00 AM	0	2	1	1	2	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	4	4	0	1	0	0	1	0	0	0	0	0	0	10
07:30 AM	0	10	3	1	0	0	0	0	0	0	0	0	0	0	14
07:45 AM	0	6	4	0	1	0	0	1	0	0	0	0	0	0	12
08:00 AM	0	4	2	2	1	0	0	0	0	0	0	0	0	0	9
08:15 AM	0	2	1	0	0	0	0	2	0	0	0	0	0	0	5
08:30 AM	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	4	4	2	1	0	0	0	0	0	0	0	0	0	11
09:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
09:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
09:30 AM	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
09:45 AM	0	0	2	0	3	0	0	1	0	0	0	0	0	0	6
10:00 AM	0	1	2	0	1	0	0	2	0	0	0	0	0	0	6
10:15 AM	0	7	1	1	0	0	0	2	0	0	0	0	0	0	11
10:30 AM	0	3	1	2	3	0	0	1	0	0	0	0	0	0	10
10:45 AM	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
11:00 AM	0	2	3	1	3	0	0	1	0	0	0	0	0	0	10
11:15 AM	0	0	4	0	1	0	0	0	0	0	0	0	0	0	5
11:30 AM	0	1	5	0	3	0	0	0	0	0	0	0	0	0	9
11:45 AM	0	5	1	0	4	0	0	1	0	0	0	0	0	0	11
Day Total															
Percent															
ADT 670															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	2	3	0	1	0	0	**3**	0	0	0	0	0	0	9
12:15 PM	0	**9**	6	0	0	0	0	0	0	0	0	0	0	0	15
12:30 PM	0	6	2	**3**	1	0	0	1	0	0	0	0	0	0	13
12:45 PM	0	1	1	2	1	0	0	2	0	0	0	0	0	0	7
01:00 PM	0	4	3	0	4	0	0	1	0	0	0	0	0	0	12
01:15 PM	0	5	2	2	0	0	0	0	0	0	0	0	0	0	9
01:30 PM	0	3	1	0	2	0	0	3	0	0	0	0	0	0	9
01:45 PM	0	1	1	0	2	0	0	1	0	0	0	0	0	0	5
02:00 PM	0	3	5	0	0	0	0	3	0	0	0	0	0	0	11
02:15 PM	0	5	5	0	2	0	0	0	0	0	0	0	0	0	12
02:30 PM	0	7	**8**	1	5	0	0	1	0	0	0	0	0	0	**22**
02:45 PM	0	2	6	1	1	0	0	0	0	0	0	0	0	0	10
03:00 PM	0	2	5	2	3	0	0	1	0	0	0	0	0	0	13
03:15 PM	0	7	4	2	**6**	0	0	2	0	0	0	0	0	0	21
03:30 PM	0	4	2	1	3	0	0	1	0	0	0	0	0	0	11
03:45 PM	0	7	6	0	1	0	0	3	0	0	0	0	0	0	17
04:00 PM	0	4	6	1	2	0	0	1	0	0	0	0	0	0	14
04:15 PM	0	6	7	1	3	0	0	3	0	0	0	0	0	0	20
04:30 PM	0	3	4	0	4	0	0	1	0	0	0	0	0	0	12
04:45 PM	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
05:00 PM	0	2	5	2	2	0	0	1	0	0	0	0	0	0	12
05:15 PM	0	4	7	0	2	0	0	1	0	0	0	0	0	0	14
05:30 PM	0	5	7	0	0	0	0	0	0	0	0	0	0	0	12
05:45 PM	0	4	5	0	1	0	0	0	0	0	0	0	0	0	10
Day Total															
Percent															
ADT 670															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

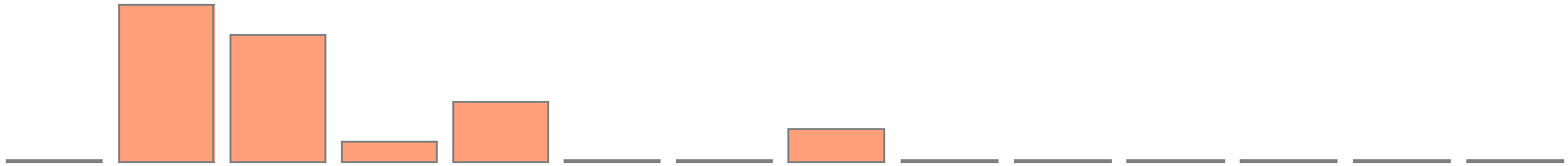
Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
06:15 PM	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
06:30 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
06:45 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
07:00 PM	0	4	2	0	0	0	0	1	0	0	0	0	0	0	7
07:15 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
07:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
07:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
08:00 PM	0	2	1	0	1	0	0	2	0	0	0	0	0	0	6
08:15 PM	0	5	2	0	1	0	0	1	0	0	0	0	0	0	9
08:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
08:45 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
09:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
09:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
11:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
11:45 PM	0	0	2	0	1	0	0	1	0	0	0	0	0	0	4
Day Total	1	264	216	33	102	0	0	53	0	1	0	0	0	0	670
Percent	0.1%	39.4%	32.2%	4.9%	15.2%	0%	0%	7.9%	0%	0.1%	0%	0%	0%	0%	
ADT 670															
AM Peak	5:15 AM	4:45 AM	4:30 AM	3:15 AM	11:45 AM	12:00 AM	12:00 AM	8:15 AM	12:00 AM	12:15 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	4:30 AM
15-min Vol	1	11	9	2	4	0	0	2	0	1	0	0	0	0	19
PM Peak	12:00 PM	12:15 PM	2:30 PM	12:30 PM	3:15 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:30 PM
15-min Vol	0	9	8	3	6	0	0	3	0	0	0	0	0	0	22

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236665
DIRECTION: EB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	1	264	216	33	102	0	0	53	0	1	0	0	0	0	670
Percent	0.1%	39.4%	32.2%	4.9%	15.2%	0%	0%	7.9%	0%	0.1%	0%	0%	0%	0%	
ADT 670															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		3				3			3	
12:15 AM		4				4			4	
12:30 AM		2				2			2	
12:45 AM		0				0			0	
01:00 AM		2				2			2	
01:15 AM		0				0			0	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		1				1			1	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		2				2			2	
03:30 AM		0				0			0	
03:45 AM		1				1			1	
04:00 AM		4				4			4	
04:15 AM		9				9			9	
04:30 AM		**19**				**19**			**19**	
04:45 AM		18				18			18	
05:00 AM		4				4			4	
05:15 AM		6				6			6	
05:30 AM		9				9			9	
05:45 AM		6				6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		2				2			2	
06:15 AM		8				8			8	
06:30 AM		10				10			10	
06:45 AM		6				6			6	
07:00 AM		6				6			6	
07:15 AM		10				10			10	
07:30 AM		14				14			14	
07:45 AM		12				12			12	
08:00 AM		9				9			9	
08:15 AM		5				5			5	
08:30 AM		6				6			6	
08:45 AM		11				11			11	
09:00 AM		7				7			7	
09:15 AM		5				5			5	
09:30 AM		3				3			3	
09:45 AM		6				6			6	
10:00 AM		6				6			6	
10:15 AM		11				11			11	
10:30 AM		10				10			10	
10:45 AM		6				6			6	
11:00 AM		10				10			10	
11:15 AM		5				5			5	
11:30 AM		9				9			9	
11:45 AM		11				11			11	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Rte 397 West of Nine Canyon Rd **QC JOB #:** 16236665

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		9				9			9	
12:15 PM		15				15			15	
12:30 PM		13				13			13	
12:45 PM		7				7			7	
01:00 PM		12				12			12	
01:15 PM		9				9			9	
01:30 PM		9				9			9	
01:45 PM		5				5			5	
02:00 PM		11				11			11	
02:15 PM		12				12			12	
02:30 PM		**22**				**22**			**22**	
02:45 PM		10				10			10	
03:00 PM		13				13			13	
03:15 PM		21				21			21	
03:30 PM		11				11			11	
03:45 PM		17				17			17	
04:00 PM		14				14			14	
04:15 PM		20				20			20	
04:30 PM		12				12			12	
04:45 PM		8				8			8	
05:00 PM		12				12			12	
05:15 PM		14				14			14	
05:30 PM		12				12			12	
05:45 PM		10				10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		11				11			11	
06:15 PM		8				8			8	
06:30 PM		5				5			5	
06:45 PM		4				4			4	
07:00 PM		7				7			7	
07:15 PM		5				5			5	
07:30 PM		3				3			3	
07:45 PM		4				4			4	
08:00 PM		6				6			6	
08:15 PM		9				9			9	
08:30 PM		6				6			6	
08:45 PM		4				4			4	
09:00 PM		2				2			2	
09:15 PM		3				3			3	
09:30 PM		0				0			0	
09:45 PM		1				1			1	
10:00 PM		2				2			2	
10:15 PM		2				2			2	
10:30 PM		1				1			1	
10:45 PM		1				1			1	
11:00 PM		0				0			0	
11:15 PM		4				4			4	
11:30 PM		2				2			2	
11:45 PM		4				4			4	
Day Total		670				670			670	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		4:30 AM 19				4:30 AM 19			4:30 AM 19	
PM Peak 15-min Vol		2:30 PM 22				2:30 PM 22			2:30 PM 22	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	56-65	3
12:15 AM	0	0	0	0	0	0	0	1	2	2	1	0	0	0	6	51-60	4
12:30 AM	0	0	0	0	0	0	0	2	1	0	1	0	0	0	4	46-55	3
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	46-55	3
01:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	1	1	2	0	0	0	4	56-65	3
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	61-70	2
03:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	56-65	2
03:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
03:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
04:00 AM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	4	56-65	2
04:15 AM	0	0	0	0	0	0	0	0	4	3	2	2	1	0	12	51-60	7
04:30 AM	0	0	0	0	0	0	0	0	0	6	11	4	**2**	0	23	56-65	17
04:45 AM	0	0	0	0	0	0	0	0	2	5	11	4	2	0	24	56-65	16
05:00 AM	0	0	0	0	0	0	0	0	1	4	7	3	0	0	15	56-65	11
05:15 AM	0	0	**1**	0	0	0	0	0	1	2	4	3	1	1	13	61-70	7
05:30 AM	0	**1**	0	0	0	0	0	0	2	9	3	0	0	0	15	56-65	12
05:45 AM	0	0	0	0	0	0	0	0	2	6	3	4	1	0	16	56-65	9
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	0	2	3	2	1	1	0	9	53-62	5
06:15 AM	0	0	0	0	0	0	0	0	0	4	10	1	0	**2**	17	56-65	14
06:30 AM	0	0	0	0	1	0	0	0	1	6	9	1	1	0	19	56-65	15
06:45 AM	0	0	0	0	0	0	0	0	0	8	4	2	0	0	14	56-65	12
07:00 AM	0	0	0	0	0	0	0	0	4	4	10	3	0	0	21	56-65	14
07:15 AM	0	0	0	0	0	0	0	0	2	6	7	1	2	0	18	56-65	13
07:30 AM	0	0	0	0	0	0	0	1	1	**12**	8	**6**	0	0	**28**	56-65	20
07:45 AM	0	0	0	0	0	0	0	0	2	4	**12**	3	0	2	23	56-65	16
08:00 AM	0	0	0	0	0	0	0	0	1	10	5	2	1	0	19	56-65	15
08:15 AM	0	0	0	0	0	0	0	0	2	4	9	3	0	0	18	56-65	13
08:30 AM	0	0	0	0	0	0	0	0	0	6	5	0	0	0	11	56-65	11
08:45 AM	0	0	0	0	0	0	0	0	6	5	11	2	0	0	24	56-65	16
09:00 AM	0	0	0	0	0	0	0	0	1	8	9	2	1	0	21	56-65	17
09:15 AM	0	0	0	0	0	0	0	0	3	5	2	1	1	0	12	51-60	8
09:30 AM	0	0	0	0	0	0	0	0	2	5	2	1	0	0	10	55-64	7
09:45 AM	0	0	0	0	0	0	0	0	3	4	7	3	1	0	18	56-65	11
10:00 AM	0	0	0	0	0	0	0	1	1	4	2	6	0	0	14	61-70	8
10:15 AM	0	0	0	0	0	**2**	0	0	**8**	7	6	1	1	0	25	51-60	15
10:30 AM	0	0	0	0	1	0	0	3	5	7	8	0	0	1	25	56-65	15
10:45 AM	0	0	0	0	**2**	0	**2**	**4**	2	5	4	0	0	1	20	56-65	9
11:00 AM	0	0	0	0	0	0	0	1	1	7	7	3	2	1	22	56-65	14
11:15 AM	0	0	0	0	0	0	0	0	1	4	4	2	1	0	12	56-65	8
11:30 AM	0	0	0	0	0	0	0	0	2	4	8	1	0	0	15	56-65	12
11:45 AM	0	0	0	0	0	0	0	0	4	5	10	2	0	1	22	56-65	15
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	0	0	1	7	8	0	0	0	16	56-65	15
12:15 PM	0	0	0	0	0	0	0	1	**6**	5	8	0	1	0	21	56-65	13
12:30 PM	0	0	0	0	0	0	0	0	2	7	11	1	0	0	21	56-65	18
12:45 PM	0	0	0	0	0	0	0	1	0	5	8	4	**2**	0	20	56-65	13
01:00 PM	0	0	0	0	0	0	0	1	4	10	6	1	0	0	22	56-65	16
01:15 PM	0	0	0	0	0	**3**	0	**3**	1	8	12	1	0	0	28	56-65	20
01:30 PM	**1**	0	0	0	0	0	0	1	1	10	10	2	0	0	25	56-65	20
01:45 PM	0	0	0	0	0	0	0	2	3	9	5	3	1	0	23	56-65	14
02:00 PM	0	0	0	0	0	0	**1**	0	0	7	10	3	0	0	21	56-65	17
02:15 PM	0	0	0	0	0	0	0	0	4	8	12	2	0	**2**	28	56-65	20
02:30 PM	0	0	**1**	**3**	0	1	0	3	6	9	14	2	2	0	**41**	56-65	23
02:45 PM	0	0	0	0	0	0	0	1	4	9	10	4	0	0	28	56-65	19
03:00 PM	0	0	0	0	**2**	0	0	1	1	5	10	5	1	0	25	56-65	15
03:15 PM	0	0	0	0	0	0	0	1	4	**12**	9	3	1	0	30	56-65	21
03:30 PM	0	0	0	0	0	0	0	1	1	11	9	3	0	0	25	56-65	20
03:45 PM	0	0	0	0	0	0	0	0	5	7	11	3	2	1	29	56-65	18
04:00 PM	0	0	0	0	0	0	0	0	2	9	11	4	2	0	28	56-65	20
04:15 PM	0	0	1	0	0	0	0	1	1	12	**15**	3	0	0	33	56-65	27
04:30 PM	0	0	0	0	0	0	0	0	2	7	5	**7**	1	1	23	60-69	12
04:45 PM	0	0	0	0	0	0	0	0	0	1	15	5	0	0	21	61-70	20
05:00 PM	0	**2**	1	0	0	0	1	0	2	9	4	2	0	0	21	56-65	13
05:15 PM	0	0	0	0	0	0	0	0	0	6	7	4	0	0	17	56-65	13
05:30 PM	0	0	0	0	0	0	0	1	2	6	6	2	1	0	18	56-65	12
05:45 PM	0	0	0	0	0	0	0	0	3	5	6	1	1	2	18	56-65	11
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

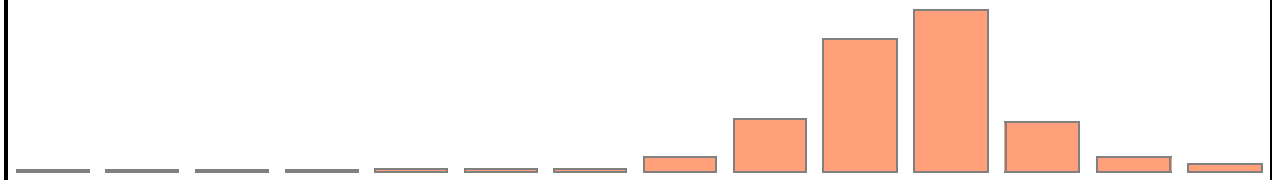
Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	1	6	10	2	0	0	19	56-65	16
06:15 PM	0	0	0	0	0	0	0	0	0	4	9	3	0	1	17	56-65	13
06:30 PM	0	0	0	0	0	0	0	2	1	2	6	2	0	0	13	58-67	8
06:45 PM	0	0	0	0	0	0	0	0	1	3	3	1	1	1	10	56-65	6
07:00 PM	0	0	0	0	0	0	0	0	2	3	5	1	1	2	14	56-65	8
07:15 PM	0	0	0	0	0	0	0	1	0	3	4	1	1	0	10	56-65	7
07:30 PM	0	0	0	0	0	0	1	2	3	4	3	0	0	0	13	51-60	7
07:45 PM	0	0	0	0	0	0	0	0	2	5	3	0	1	0	11	56-65	8
08:00 PM	0	0	0	0	0	0	0	0	1	2	3	2	0	0	8	58-67	5
08:15 PM	0	0	0	0	0	0	0	1	4	3	5	1	0	2	16	56-65	8
08:30 PM	0	0	0	0	0	0	0	0	4	1	5	0	1	0	11	56-65	6
08:45 PM	0	0	0	0	0	0	0	0	1	2	2	1	0	0	6	56-65	4
09:00 PM	0	0	0	0	0	0	0	0	2	2	1	0	0	0	5	51-60	4
09:15 PM	0	0	0	0	0	0	0	0	2	1	2	0	1	0	6	51-60	3
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	0	2	2	1	0	1	0	6	51-60	4
10:00 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	56-65	3
10:15 PM	0	0	0	0	0	0	0	0	2	1	1	0	0	0	4	51-60	3
10:30 PM	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	56-65	4
10:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	46-55	1
11:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
11:15 PM	0	0	0	0	0	0	0	3	1	2	1	2	0	0	9	46-55	4
11:30 PM	0	0	0	0	0	0	0	0	2	1	3	0	0	0	6	56-65	4
11:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	2	4	41-50	1
Day Total	1	3	4	3	6	6	5	42	161	416	503	152	41	23	1366	56-65	919
Percent	0.1%	0.2%	0.3%	0.2%	0.4%	0.4%	0.4%	3.1%	11.8%	30.5%	36.8%	11.1%	3%	1.7%			



AM Peak	12:00 AM	5:30 AM	5:15 AM	12:00 AM	10:45 AM	10:15 AM	10:45 AM	10:45 AM	10:15 AM	7:30 AM	7:45 AM	7:30 AM	4:30 AM	6:15 AM	7:30 AM		
15-min Vol	0	1	1	0	2	2	2	4	8	12	12	6	2	2	28		
PM Peak	1:30 PM	5:00 PM	2:30 PM	2:30 PM	3:00 PM	1:15 PM	2:00 PM	1:15 PM	12:15 PM	3:15 PM	4:15 PM	4:30 PM	12:45 PM	2:15 PM	2:30 PM		
15-min Vol	1	2	1	3	2	3	1	3	6	12	15	7	2	2	41		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236665
DIRECTION: EB, WB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1	3	4	3	6	6	5	42	161	416	503	152	41	23	1366	56-65	919
Percent	0.1%	0.2%	0.3%	0.2%	0.4%	0.4%	0.4%	3.1%	11.8%	30.5%	36.8%	11.1%	3%	1.7%			
Cumulative Percent	0.1%	0.3%	0.6%	0.8%	1.2%	1.7%	2%	5.1%	16.9%	47.4%	84.2%	95.3%	98.3%	100%			

ADT
1366



85th Percentile: 65 MPH
Mean Speed(Average): 60 MPH
Median: 60 MPH
Mode: 63 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	4	0	0	0	0	0	1	0	**1**	0	0	0	0	6
12:30 AM	0	1	1	1	0	0	0	1	0	0	0	0	0	0	4
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
01:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	2	0	0	1	0	0	1	0	0	0	0	0	0	4
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
04:15 AM	0	4	5	0	3	0	0	0	0	0	0	0	0	0	12
04:30 AM	0	12	**11**	0	0	0	0	0	0	0	0	0	0	0	23
04:45 AM	0	12	8	0	3	0	0	1	0	0	0	0	0	0	24
05:00 AM	0	9	6	0	0	0	0	0	0	0	0	0	0	0	15
05:15 AM	**1**	2	6	0	4	0	0	0	0	0	0	0	0	0	13
05:30 AM	0	7	5	1	1	0	0	1	0	0	0	0	0	0	15
05:45 AM	0	4	8	0	2	0	0	2	0	0	0	0	0	0	16
Day Total															
Percent															
ADT															
1366															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	2	2	0	3	0	0	2	0	0	0	0	0	0	9
06:15 AM	0	5	6	1	3	0	0	2	0	0	0	0	0	0	17
06:30 AM	0	5	9	1	3	0	0	1	0	0	0	0	0	0	19
06:45 AM	0	8	3	0	1	0	0	2	0	0	0	0	0	0	14
07:00 AM	0	9	4	1	3	0	0	**4**	0	0	0	0	0	0	21
07:15 AM	0	6	9	0	2	0	0	1	0	0	0	0	0	0	18
07:30 AM	0	**15**	8	2	1	0	0	2	0	0	0	0	0	0	**28**
07:45 AM	0	10	8	0	4	0	0	1	0	0	0	0	0	0	23
08:00 AM	0	4	10	3	2	0	0	0	0	0	0	0	0	0	19
08:15 AM	0	5	6	2	3	0	0	2	0	0	0	0	0	0	18
08:30 AM	0	6	3	0	2	0	0	0	0	0	0	0	0	0	11
08:45 AM	0	9	7	2	5	0	0	1	0	0	0	0	0	0	24
09:00 AM	0	6	8	0	4	0	0	3	0	0	0	0	0	0	21
09:15 AM	0	4	5	1	0	0	0	2	0	0	0	0	0	0	12
09:30 AM	0	5	1	0	3	0	0	1	0	0	0	0	0	0	10
09:45 AM	0	2	7	0	7	0	0	2	0	0	0	0	0	0	18
10:00 AM	0	2	6	1	3	0	0	2	0	0	0	0	0	0	14
10:15 AM	0	9	6	3	3	0	0	3	**1**	0	0	0	0	0	25
10:30 AM	0	8	7	**4**	4	0	0	2	0	0	0	0	0	0	25
10:45 AM	0	6	6	1	4	0	0	3	0	0	0	0	0	0	20
11:00 AM	0	6	8	1	5	0	0	2	0	0	0	0	0	0	22
11:15 AM	0	4	5	0	2	0	0	1	0	0	0	0	0	0	12
11:30 AM	0	2	8	0	4	0	0	1	0	0	0	0	0	0	15
11:45 AM	0	7	4	0	**8**	0	0	3	0	0	0	0	0	0	22
Day Total															
Percent															
ADT 1366															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	4	6	0	1	0	0	5	0	0	0	0	0	0	16
12:15 PM	0	9	9	0	0	0	0	3	0	0	0	0	0	0	21
12:30 PM	0	10	3	**3**	3	0	0	2	0	0	0	0	0	0	21
12:45 PM	0	9	6	2	1	0	0	2	0	0	0	0	0	0	20
01:00 PM	0	8	5	0	7	0	0	2	0	0	0	0	0	0	22
01:15 PM	0	**16**	7	3	2	0	0	0	0	0	0	0	0	0	28
01:30 PM	0	10	3	2	7	0	0	3	0	0	0	0	0	0	25
01:45 PM	0	10	6	0	4	0	0	3	0	0	0	0	0	0	23
02:00 PM	0	7	11	0	0	0	0	3	0	0	0	0	0	0	21
02:15 PM	0	9	12	0	6	0	0	1	0	0	0	0	0	0	28
02:30 PM	0	16	13	1	**8**	0	0	3	0	0	0	0	0	0	**41**
02:45 PM	0	8	**14**	1	3	0	0	2	0	0	0	0	0	0	28
03:00 PM	0	4	8	3	6	0	0	4	0	0	0	0	0	0	25
03:15 PM	0	9	8	2	7	0	0	4	0	0	0	0	0	0	30
03:30 PM	0	7	9	2	5	0	0	2	0	0	0	0	0	0	25
03:45 PM	0	11	9	2	3	0	0	4	0	0	0	0	0	0	29
04:00 PM	0	8	9	1	3	0	0	**7**	0	0	0	0	0	0	28
04:15 PM	0	13	10	1	5	0	0	4	0	0	0	0	0	0	33
04:30 PM	0	6	10	0	5	0	0	2	0	0	0	0	0	0	23
04:45 PM	0	8	10	0	2	0	0	1	0	0	0	0	0	0	21
05:00 PM	0	7	6	2	5	0	0	1	0	0	0	0	0	0	21
05:15 PM	0	6	7	0	3	0	0	1	0	0	0	0	0	0	17
05:30 PM	0	10	8	0	0	0	0	0	0	0	0	0	0	0	18
05:45 PM	0	10	6	0	2	0	0	0	0	0	0	0	0	0	18
Day Total															
Percent															
ADT															
1366															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

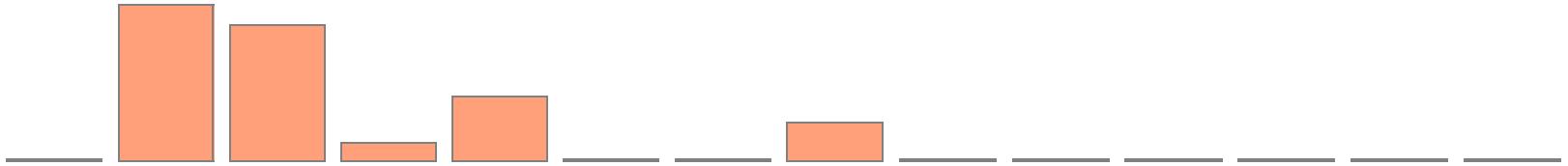
Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	10	6	1	2	0	0	0	0	0	0	0	0	0	19
06:15 PM	0	7	6	0	2	0	0	2	0	0	0	0	0	0	17
06:30 PM	0	7	3	0	3	0	0	0	0	0	0	0	0	0	13
06:45 PM	0	5	3	0	2	0	0	0	0	0	0	0	0	0	10
07:00 PM	0	5	7	0	0	0	0	2	0	0	0	0	0	0	14
07:15 PM	0	4	2	0	4	0	0	0	0	0	0	0	0	0	10
07:30 PM	0	4	3	2	1	0	0	2	1	0	0	0	0	0	13
07:45 PM	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
08:00 PM	0	3	2	0	1	0	0	2	0	0	0	0	0	0	8
08:15 PM	0	8	3	0	3	0	0	2	0	0	0	0	0	0	16
08:30 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
08:45 PM	0	1	3	0	2	0	0	0	0	0	0	0	0	0	6
09:00 PM	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
09:15 PM	0	4	0	0	1	0	0	1	0	0	0	0	0	0	6
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	2	2	0	0	0	0	2	0	0	0	0	0	0	6
10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
10:15 PM	0	1	2	0	0	0	0	1	0	0	0	0	0	0	4
10:30 PM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
10:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	4	3	0	1	0	0	1	0	0	0	0	0	0	9
11:30 PM	0	2	1	1	2	0	0	0	0	0	0	0	0	0	6
11:45 PM	0	0	2	0	1	0	0	1	0	0	0	0	0	0	4
Day Total	1	515	449	58	214	0	0	126	2	1	0	0	0	0	1366
Percent	0.1%	37.7%	32.9%	4.2%	15.7%	0%	0%	9.2%	0.1%	0.1%	0%	0%	0%	0%	
ADT 1366															
AM Peak	5:15 AM	7:30 AM	4:30 AM	10:30 AM	11:45 AM	12:00 AM	12:00 AM	7:00 AM	10:15 AM	12:15 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:30 AM
15-min Vol	1	15	11	4	8	0	0	4	1	1	0	0	0	0	28
PM Peak	12:00 PM	1:15 PM	2:45 PM	12:30 PM	2:30 PM	12:00 PM	12:00 PM	4:00 PM	7:30 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	2:30 PM
15-min Vol	0	16	14	3	8	0	0	7	1	0	0	0	0	0	41

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236665
DIRECTION: EB, WB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	1	515	449	58	214	0	0	126	2	1	0	0	0	0	1366
Percent	0.1%	37.7%	32.9%	4.2%	15.7%	0%	0%	9.2%	0.1%	0.1%	0%	0%	0%	0%	
ADT 1366															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		3				3			3	
12:15 AM		6				6			6	
12:30 AM		4				4			4	
12:45 AM		0				0			0	
01:00 AM		3				3			3	
01:15 AM		1				1			1	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		4				4			4	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		2				2			2	
03:15 AM		2				2			2	
03:30 AM		1				1			1	
03:45 AM		1				1			1	
04:00 AM		4				4			4	
04:15 AM		12				12			12	
04:30 AM		23				23			23	
04:45 AM		24				24			24	
05:00 AM		15				15			15	
05:15 AM		13				13			13	
05:30 AM		15				15			15	
05:45 AM		16				16			16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		9				9			9	
06:15 AM		17				17			17	
06:30 AM		19				19			19	
06:45 AM		14				14			14	
07:00 AM		21				21			21	
07:15 AM		18				18			18	
07:30 AM		**28**				**28**			**28**	
07:45 AM		23				23			23	
08:00 AM		19				19			19	
08:15 AM		18				18			18	
08:30 AM		11				11			11	
08:45 AM		24				24			24	
09:00 AM		21				21			21	
09:15 AM		12				12			12	
09:30 AM		10				10			10	
09:45 AM		18				18			18	
10:00 AM		14				14			14	
10:15 AM		25				25			25	
10:30 AM		25				25			25	
10:45 AM		20				20			20	
11:00 AM		22				22			22	
11:15 AM		12				12			12	
11:30 AM		15				15			15	
11:45 AM		22				22			22	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		16				16			16	
12:15 PM		21				21			21	
12:30 PM		21				21			21	
12:45 PM		20				20			20	
01:00 PM		22				22			22	
01:15 PM		28				28			28	
01:30 PM		25				25			25	
01:45 PM		23				23			23	
02:00 PM		21				21			21	
02:15 PM		28				28			28	
02:30 PM		**41**				**41**			**41**	
02:45 PM		28				28			28	
03:00 PM		25				25			25	
03:15 PM		30				30			30	
03:30 PM		25				25			25	
03:45 PM		29				29			29	
04:00 PM		28				28			28	
04:15 PM		33				33			33	
04:30 PM		23				23			23	
04:45 PM		21				21			21	
05:00 PM		21				21			21	
05:15 PM		17				17			17	
05:30 PM		18				18			18	
05:45 PM		18				18			18	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: EB, WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		19				19			19	
06:15 PM		17				17			17	
06:30 PM		13				13			13	
06:45 PM		10				10			10	
07:00 PM		14				14			14	
07:15 PM		10				10			10	
07:30 PM		13				13			13	
07:45 PM		11				11			11	
08:00 PM		8				8			8	
08:15 PM		16				16			16	
08:30 PM		11				11			11	
08:45 PM		6				6			6	
09:00 PM		5				5			5	
09:15 PM		6				6			6	
09:30 PM		0				0			0	
09:45 PM		6				6			6	
10:00 PM		3				3			3	
10:15 PM		4				4			4	
10:30 PM		4				4			4	
10:45 PM		2				2			2	
11:00 PM		1				1			1	
11:15 PM		9				9			9	
11:30 PM		6				6			6	
11:45 PM		4				4			4	
Day Total		1366				1366			1366	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:30 AM 28				7:30 AM 28			7:30 AM 28	
PM Peak 15-min Vol		2:30 PM 41				2:30 PM 41			2:30 PM 41	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	46-55	2
12:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	46-55	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
01:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	56-65	2
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	61-70	2
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	61-70	3
04:30 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	61-70	4
04:45 AM	0	0	0	0	0	0	0	0	1	1	1	2	**1**	0	6	66-75	3
05:00 AM	0	0	0	0	0	0	0	0	1	1	7	2	0	0	11	61-70	9
05:15 AM	0	0	0	0	0	0	0	0	0	1	4	1	1	0	7	60-69	5
05:30 AM	0	**1**	0	0	0	0	0	0	1	4	0	0	0	0	6	51-60	5
05:45 AM	0	0	0	0	0	0	0	0	1	**5**	2	2	0	0	10	56-65	7
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd | **QC JOB #:** 16236665

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	0	2	3	1	0	1	0	7	51-60	5
06:15 AM	0	0	0	0	0	0	0	0	0	1	5	1	0	**2**	9	59-68	6
06:30 AM	0	0	0	0	0	0	0	0	1	3	4	0	1	0	9	56-65	7
06:45 AM	0	0	0	0	0	0	0	0	0	4	3	1	0	0	8	56-65	7
07:00 AM	0	0	0	0	0	0	0	0	3	4	6	2	0	0	**15**	56-65	10
07:15 AM	0	0	0	0	0	0	0	0	0	2	5	0	1	0	8	56-65	7
07:30 AM	0	0	0	0	0	0	0	1	0	4	5	**4**	0	0	14	58-67	9
07:45 AM	0	0	0	0	0	0	0	0	0	2	6	1	0	2	11	56-65	8
08:00 AM	0	0	0	0	0	0	0	0	1	4	2	2	1	0	10	56-65	6
08:15 AM	0	0	0	0	0	0	0	0	2	2	6	3	0	0	13	61-70	9
08:30 AM	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	56-65	5
08:45 AM	0	0	0	0	0	0	0	0	2	3	**8**	0	0	0	13	56-65	11
09:00 AM	0	0	0	0	0	0	0	0	1	4	7	1	1	0	14	56-65	11
09:15 AM	0	0	0	0	0	0	0	0	2	3	1	1	0	0	7	51-60	5
09:30 AM	0	0	0	0	0	0	0	0	2	3	1	1	0	0	7	51-60	5
09:45 AM	0	0	0	0	0	0	0	0	2	2	5	2	1	0	12	60-69	7
10:00 AM	0	0	0	0	0	0	0	1	0	2	1	4	0	0	8	61-70	5
10:15 AM	0	0	0	0	0	**2**	0	0	**6**	3	2	0	1	0	14	51-60	9
10:30 AM	0	0	0	0	1	0	0	1	4	2	6	0	0	1	15	56-65	8
10:45 AM	0	0	0	0	**2**	0	**2**	**4**	1	2	2	0	0	1	14	41-50	6
11:00 AM	0	0	0	0	0	0	0	0	0	5	5	1	0	1	12	56-65	10
11:15 AM	0	0	0	0	0	0	0	0	1	3	2	0	1	0	7	56-65	5
11:30 AM	0	0	0	0	0	0	0	0	1	0	4	1	0	0	6	61-70	5
11:45 AM	0	0	0	0	0	0	0	0	2	1	6	1	0	1	11	56-65	7
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd **QC JOB #:** 16236665

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	0	0	0	2	5	0	0	0	7	56-65	7
12:15 PM	0	0	0	0	0	0	0	1	1	2	2	0	0	0	6	56-65	4
12:30 PM	0	0	0	0	0	0	0	0	0	1	7	0	0	0	8	56-65	8
12:45 PM	0	0	0	0	0	0	0	0	0	5	6	2	0	0	13	56-65	11
01:00 PM	0	0	0	0	0	0	0	1	**2**	4	3	0	0	0	10	56-65	7
01:15 PM	0	0	0	0	0	**3**	0	**3**	1	4	7	1	0	0	**19**	56-65	11
01:30 PM	**1**	0	0	0	0	0	0	1	1	5	7	1	0	0	16	56-65	12
01:45 PM	0	0	0	0	0	0	0	2	2	**7**	3	3	1	0	18	56-65	10
02:00 PM	0	0	0	0	0	0	0	0	0	2	7	1	0	0	10	56-65	9
02:15 PM	0	0	0	0	0	0	0	0	2	4	**9**	1	0	0	16	56-65	13
02:30 PM	0	0	0	0	0	0	0	0	2	6	8	2	1	0	19	56-65	14
02:45 PM	0	0	0	0	0	0	0	1	2	7	7	1	0	0	18	56-65	14
03:00 PM	0	0	0	0	**2**	0	0	1	1	2	4	2	0	0	12	61-70	6
03:15 PM	0	0	0	0	0	0	0	1	1	2	3	1	1	0	9	56-65	5
03:30 PM	0	0	0	0	0	0	0	1	1	5	6	1	0	0	14	56-65	11
03:45 PM	0	0	0	0	0	0	0	0	0	2	5	2	**2**	1	12	60-69	7
04:00 PM	0	0	0	0	0	0	0	0	0	3	8	3	0	0	14	56-65	11
04:15 PM	0	0	**1**	0	0	0	0	0	1	4	5	2	0	0	13	56-65	9
04:30 PM	0	0	0	0	0	0	0	0	1	2	3	**4**	0	1	11	61-70	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	9	4	0	0	13	61-70	13
05:00 PM	0	0	0	0	0	0	0	0	1	5	2	1	0	0	9	56-65	7
05:15 PM	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	56-65	2
05:30 PM	0	0	0	0	0	0	0	0	1	4	1	0	0	0	6	55-64	5
05:45 PM	0	0	0	0	0	0	0	0	1	3	3	0	0	1	8	56-65	6
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

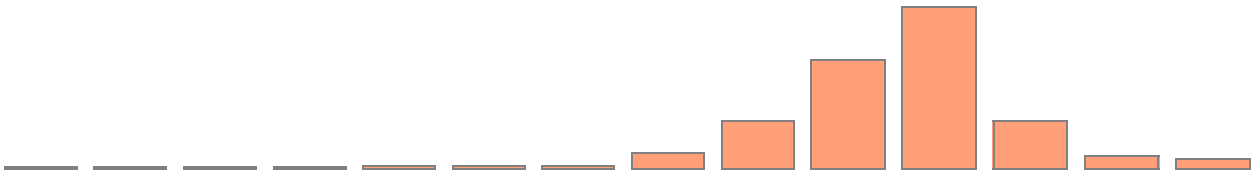
Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	0	2	5	1	0	0	8	56-65	7
06:15 PM	0	0	0	0	0	0	0	0	0	3	5	1	0	0	9	56-65	8
06:30 PM	0	0	0	0	0	0	0	1	1	1	4	1	0	0	8	60-69	5
06:45 PM	0	0	0	0	0	0	0	0	0	1	2	1	1	1	6	61-70	3
07:00 PM	0	0	0	0	0	0	0	0	0	2	1	1	1	**2**	7	56-65	3
07:15 PM	0	0	0	0	0	0	0	1	0	1	2	0	1	0	5	56-65	3
07:30 PM	0	0	0	0	0	0	**1**	2	2	3	2	0	0	0	10	53-62	5
07:45 PM	0	0	0	0	0	0	0	0	2	3	2	0	0	0	7	53-62	5
08:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	61-70	2
08:15 PM	0	0	0	0	0	0	0	1	2	1	1	0	0	2	7	51-60	3
08:30 PM	0	0	0	0	0	0	0	0	1	0	3	0	1	0	5	56-65	3
08:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	61-70	2
09:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	51-60	3
09:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	1	0	3	46-55	1
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	0	2	1	1	0	1	0	5	51-60	3
10:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
10:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	46-55	1
10:30 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	56-65	3
10:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
11:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
11:15 PM	0	0	0	0	0	0	0	1	0	1	1	2	0	0	5	61-70	3
11:30 PM	0	0	0	0	0	0	0	0	2	0	2	0	0	0	4	46-55	2
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	1	1	1	0	5	5	3	25	80	184	274	80	21	16	696	56-65	458
Percent	0.1%	0.1%	0.1%	0%	0.7%	0.7%	0.4%	3.6%	11.5%	26.4%	39.4%	11.5%	3%	2.3%			
AM Peak	12:00 AM	5:30 AM	12:00 AM	12:00 AM	10:45 AM	10:15 AM	10:45 AM	10:45 AM	10:15 AM	5:45 AM	8:45 AM	7:30 AM	4:45 AM	6:15 AM	7:00 AM		
15-min Vol	0	1	0	0	2	2	2	4	6	5	8	4	1	2	15		
PM Peak	1:30 PM	12:00 PM	4:15 PM	12:00 PM	3:00 PM	1:15 PM	7:30 PM	1:15 PM	1:00 PM	1:45 PM	2:15 PM	4:30 PM	3:45 PM	7:00 PM	1:15 PM		
15-min Vol	1	0	1	0	2	3	1	3	2	7	9	4	2	2	19		



Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1	1	1	0	5	5	3	25	80	184	274	80	21	16	696	56-65	458
Percent	0.1%	0.1%	0.1%	0%	0.7%	0.7%	0.4%	3.6%	11.5%	26.4%	39.4%	11.5%	3%	2.3%			
Cumulative Percent	0.1%	0.3%	0.4%	0.4%	1.1%	1.9%	2.3%	5.9%	17.4%	43.8%	83.2%	94.7%	97.7%	100%			

ADT
696



85th Percentile: 65 MPH
Mean Speed(Average): 60 MPH
Median: 60 MPH
Mode: 63 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
12:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
04:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
04:45 AM	0	1	2	0	2	0	0	1	0	0	0	0	0	0	6
05:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	0	11
05:15 AM	0	0	4	0	3	0	0	0	0	0	0	0	0	0	7
05:30 AM	0	3	1	0	1	0	0	1	0	0	0	0	0	0	6
05:45 AM	0	3	4	0	1	0	0	2	0	0	0	0	0	0	10
Day Total															
Percent															
ADT															
696															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	2	2	0	2	0	0	1	0	0	0	0	0	0	7
06:15 AM	0	2	4	0	1	0	0	2	0	0	0	0	0	0	9
06:30 AM	0	3	4	1	1	0	0	0	0	0	0	0	0	0	9
06:45 AM	0	4	2	0	1	0	0	1	0	0	0	0	0	0	8
07:00 AM	0	**7**	3	0	1	0	0	**4**	0	0	0	0	0	0	**15**
07:15 AM	0	2	5	0	1	0	0	0	0	0	0	0	0	0	8
07:30 AM	0	5	5	1	1	0	0	2	0	0	0	0	0	0	14
07:45 AM	0	4	4	0	3	0	0	0	0	0	0	0	0	0	11
08:00 AM	0	0	**8**	1	1	0	0	0	0	0	0	0	0	0	10
08:15 AM	0	3	5	**2**	3	0	0	0	0	0	0	0	0	0	13
08:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	5	3	0	**4**	0	0	1	0	0	0	0	0	0	13
09:00 AM	0	2	6	0	3	0	0	3	0	0	0	0	0	0	14
09:15 AM	0	1	3	1	0	0	0	2	0	0	0	0	0	0	7
09:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
09:45 AM	0	2	5	0	4	0	0	1	0	0	0	0	0	0	12
10:00 AM	0	1	4	1	2	0	0	0	0	0	0	0	0	0	8
10:15 AM	0	2	5	2	3	0	0	1	**1**	0	0	0	0	0	14
10:30 AM	0	5	6	2	1	0	0	1	0	0	0	0	0	0	15
10:45 AM	0	4	4	1	2	0	0	3	0	0	0	0	0	0	14
11:00 AM	0	4	5	0	2	0	0	1	0	0	0	0	0	0	12
11:15 AM	0	4	1	0	1	0	0	1	0	0	0	0	0	0	7
11:30 AM	0	1	3	0	1	0	0	1	0	0	0	0	0	0	6
11:45 AM	0	2	3	0	4	0	0	2	0	0	0	0	0	0	11
Day Total															
Percent															
ADT 696															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	2	3	0	0	0	0	2	0	0	0	0	0	0	7
12:15 PM	0	0	3	0	0	0	0	3	0	0	0	0	0	0	6
12:30 PM	0	4	1	0	2	0	0	1	0	0	0	0	0	0	8
12:45 PM	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13
01:00 PM	0	4	2	0	3	0	0	1	0	0	0	0	0	0	10
01:15 PM	0	**11**	5	1	2	0	0	0	0	0	0	0	0	0	**19**
01:30 PM	0	7	2	**2**	**5**	0	0	0	0	0	0	0	0	0	16
01:45 PM	0	9	5	0	2	0	0	2	0	0	0	0	0	0	18
02:00 PM	0	4	6	0	0	0	0	0	0	0	0	0	0	0	10
02:15 PM	0	4	7	0	4	0	0	1	0	0	0	0	0	0	16
02:30 PM	0	9	5	0	3	0	0	2	0	0	0	0	0	0	19
02:45 PM	0	6	**8**	0	2	0	0	2	0	0	0	0	0	0	18
03:00 PM	0	2	3	1	3	0	0	3	0	0	0	0	0	0	12
03:15 PM	0	2	4	0	1	0	0	2	0	0	0	0	0	0	9
03:30 PM	0	3	7	1	2	0	0	1	0	0	0	0	0	0	14
03:45 PM	0	4	3	2	2	0	0	1	0	0	0	0	0	0	12
04:00 PM	0	4	3	0	1	0	0	**6**	0	0	0	0	0	0	14
04:15 PM	0	7	3	0	2	0	0	1	0	0	0	0	0	0	13
04:30 PM	0	3	6	0	1	0	0	1	0	0	0	0	0	0	11
04:45 PM	0	4	7	0	1	0	0	1	0	0	0	0	0	0	13
05:00 PM	0	5	1	0	3	0	0	0	0	0	0	0	0	0	9
05:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
Day Total															
Percent															
ADT 696															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

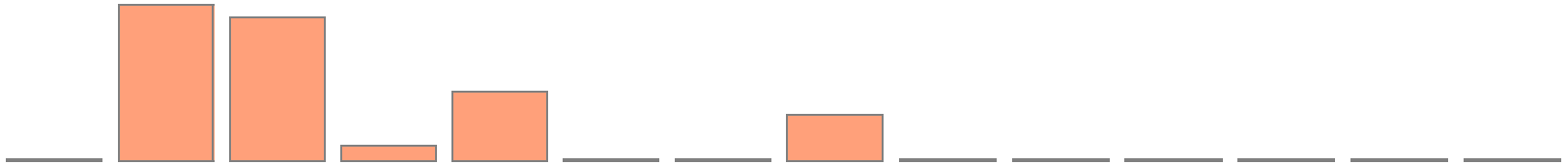
Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	3	3	1	1	0	0	0	0	0	0	0	0	0	8
06:15 PM	0	3	2	0	2	0	0	2	0	0	0	0	0	0	9
06:30 PM	0	5	1	0	2	0	0	0	0	0	0	0	0	0	8
06:45 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
07:00 PM	0	1	5	0	0	0	0	1	0	0	0	0	0	0	7
07:15 PM	0	1	1	0	3	0	0	0	0	0	0	0	0	0	5
07:30 PM	0	2	2	2	1	0	0	2	1	0	0	0	0	0	10
07:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
08:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
08:15 PM	0	3	1	0	2	0	0	1	0	0	0	0	0	0	7
08:30 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
08:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
09:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
09:15 PM	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	1	2	0	0	0	0	2	0	0	0	0	0	0	5
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
10:30 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
11:30 PM	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	251	233	25	112	0	0	73	2	0	0	0	0	0	696
Percent	0%	36.1%	33.5%	3.6%	16.1%	0%	0%	10.5%	0.3%	0%	0%	0%	0%	0%	
ADT 696															
AM Peak	12:00 AM	7:00 AM	8:00 AM	8:15 AM	8:45 AM	12:00 AM	12:00 AM	7:00 AM	10:15 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM
15-min Vol	0	7	8	2	4	0	0	4	1	0	0	0	0	0	15
PM Peak	12:00 PM	1:15 PM	2:45 PM	1:30 PM	1:30 PM	12:00 PM	12:00 PM	4:00 PM	7:30 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:15 PM
15-min Vol	0	11	8	2	5	0	0	6	1	0	0	0	0	0	19

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Rte 397 West of Nine Canyon Rd
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236665
DIRECTION: WB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	251	233	25	112	0	0	73	2	0	0	0	0	0	696
Percent	0%	36.1%	33.5%	3.6%	16.1%	0%	0%	10.5%	0.3%	0%	0%	0%	0%	0%	

ADT
696



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Rte 397 West of Nine Canyon Rd **QC JOB #:** 16236665

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		2				2			2	
12:30 AM		2				2			2	
12:45 AM		0				0			0	
01:00 AM		1				1			1	
01:15 AM		1				1			1	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		3				3			3	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		2				2			2	
03:15 AM		0				0			0	
03:30 AM		1				1			1	
03:45 AM		0				0			0	
04:00 AM		0				0			0	
04:15 AM		3				3			3	
04:30 AM		4				4			4	
04:45 AM		6				6			6	
05:00 AM		11				11			11	
05:15 AM		7				7			7	
05:30 AM		6				6			6	
05:45 AM		10				10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Rte 397 West of Nine Canyon Rd | **QC JOB #:** 16236665

SPECIFIC LOCATION: | **DIRECTION:** WB

CITY/STATE: Benton, WA | **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		7				7			7	
06:15 AM		9				9			9	
06:30 AM		9				9			9	
06:45 AM		8				8			8	
07:00 AM		**15**				**15**			**15**	
07:15 AM		8				8			8	
07:30 AM		14				14			14	
07:45 AM		11				11			11	
08:00 AM		10				10			10	
08:15 AM		13				13			13	
08:30 AM		5				5			5	
08:45 AM		13				13			13	
09:00 AM		14				14			14	
09:15 AM		7				7			7	
09:30 AM		7				7			7	
09:45 AM		12				12			12	
10:00 AM		8				8			8	
10:15 AM		14				14			14	
10:30 AM		15				15			15	
10:45 AM		14				14			14	
11:00 AM		12				12			12	
11:15 AM		7				7			7	
11:30 AM		6				6			6	
11:45 AM		11				11			11	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		7				7			7	
12:15 PM		6				6			6	
12:30 PM		8				8			8	
12:45 PM		13				13			13	
01:00 PM		10				10			10	
01:15 PM		**19**				**19**			**19**	
01:30 PM		16				16			16	
01:45 PM		18				18			18	
02:00 PM		10				10			10	
02:15 PM		16				16			16	
02:30 PM		19				19			19	
02:45 PM		18				18			18	
03:00 PM		12				12			12	
03:15 PM		9				9			9	
03:30 PM		14				14			14	
03:45 PM		12				12			12	
04:00 PM		14				14			14	
04:15 PM		13				13			13	
04:30 PM		11				11			11	
04:45 PM		13				13			13	
05:00 PM		9				9			9	
05:15 PM		3				3			3	
05:30 PM		6				6			6	
05:45 PM		8				8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Rte 397 West of Nine Canyon Rd
QC JOB #: 16236665
SPECIFIC LOCATION:
DIRECTION: WB
CITY/STATE: Benton, WA
DATE: Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		8				8			8	
06:15 PM		9				9			9	
06:30 PM		8				8			8	
06:45 PM		6				6			6	
07:00 PM		7				7			7	
07:15 PM		5				5			5	
07:30 PM		10				10			10	
07:45 PM		7				7			7	
08:00 PM		2				2			2	
08:15 PM		7				7			7	
08:30 PM		5				5			5	
08:45 PM		2				2			2	
09:00 PM		3				3			3	
09:15 PM		3				3			3	
09:30 PM		0				0			0	
09:45 PM		5				5			5	
10:00 PM		1				1			1	
10:15 PM		2				2			2	
10:30 PM		3				3			3	
10:45 PM		1				1			1	
11:00 PM		1				1			1	
11:15 PM		5				5			5	
11:30 PM		4				4			4	
11:45 PM		0				0			0	
Day Total		696				696			696	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:00 AM 15				7:00 AM 15			7:00 AM 15	
PM Peak 15-min Vol		1:15 PM 19				1:15 PM 19			1:15 PM 19	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	71-80	1
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total																	
Percent																	
AM Peak																	
15-min Vol																	
PM Peak																	
15-min Vol																	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	61-70	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:30 AM	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	2	41-50	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	**2**	0	1	0	3	56-65	2
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:45 AM	0	**2**	0	0	0	0	0	0	0	**3**	0	0	0	0	**5**	51-60	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
10:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	3	51-60	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	61-70	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
11:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	56-65	2
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	61-70	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	56-65	1
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	**1**	0	2	51-60	1
12:15 PM	0	0	0	0	0	0	0	**1**	0	0	0	0	1	**1**	3	71-80	1
12:30 PM	0	0	0	0	0	0	0	0	0	2	1	2	0	0	5	56-65	3
12:45 PM	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3	61-70	2
01:00 PM	0	0	0	0	0	0	0	0	1	0	1	2	1	0	5	66-75	3
01:15 PM	0	0	0	0	0	**1**	0	1	0	1	**3**	0	0	0	**6**	56-65	4
01:30 PM	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	56-65	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
02:00 PM	0	0	0	0	0	0	0	0	**3**	1	0	1	0	0	5	51-60	4
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	61-70	1
02:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	51-60	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 PM	0	0	0	0	0	0	0	0	0	1	1	1	0	1	4	56-65	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
04:00 PM	0	0	0	0	0	0	0	0	0	1	1	1	0	1	4	56-65	2
04:15 PM	0	0	0	0	0	0	0	0	2	1	3	0	0	0	6	56-65	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	51-60	1
04:45 PM	0	0	0	0	0	0	0	0	0	**3**	0	0	0	0	3	51-60	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	**3**	0	1	5	61-70	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	61-70	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	66-75	1
05:45 PM	0	0	0	0	0	0	0	0	1	0	3	0	1	1	6	56-65	3
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

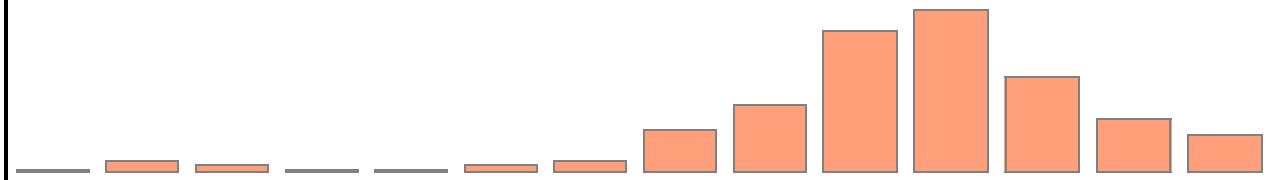
Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
07:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	16-25	1
07:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
08:15 PM	0	0	0	0	0	0	0	1	2	0	1	0	0	0	4	46-55	3
08:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	56-65	2
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
09:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
09:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
10:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	41-50	1
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
11:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	36-45	1
11:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	0	2	1	0	0	1	2	8	13	27	31	18	10	7	120	56-65	58
Percent	0%	1.7%	0.8%	0%	0%	0.8%	1.7%	6.7%	10.8%	22.5%	25.8%	15%	8.3%	5.8%			



AM Peak	12:00 AM	8:45 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:30 AM	12:00 AM	8:45 AM	7:45 AM	6:45 AM	5:15 AM	5:15 AM	8:45 AM		
15-min Vol	0	2	0	0	0	0	0	1	0	3	2	1	1	1	5		
PM Peak	12:00 PM	12:00 PM	7:15 PM	12:00 PM	12:00 PM	1:15 PM	10:45 PM	12:15 PM	2:00 PM	4:45 PM	1:15 PM	5:00 PM	12:00 PM	12:15 PM	1:15 PM		
15-min Vol	0	0	1	0	0	1	1	1	3	3	3	3	1	1	6		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236666
DIRECTION: NB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total **Percent**	0 0%	2 1.7%	1 0.8%	0 0%	0 0%	1 0.8%	2 1.7%	8 6.7%	13 10.8%	27 22.5%	31 25.8%	18 15%	10 8.3%	7 5.8%	120	56-65	58
Cumulative Percent	0%	1.7%	2.5%	2.5%	2.5%	3.3%	5%	11.7%	22.5%	45%	70.8%	85.8%	94.2%	100%			

ADT
120



85th Percentile: 69 MPH
Mean Speed(Average): 61 MPH
Median: 61 MPH
Mode: 63 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total															
Percent															
ADT 120															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	**2**	0	0	1	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	**2**	1	0	0	0	0	0	0	0	0	0	0	**5**
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1
10:15 AM	0	0	1	**2**	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	2
Day Total															
Percent															
ADT 120															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
12:30 PM	0	2	1	2	0	0	0	0	0	0	0	0	0	0	5
12:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
01:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
01:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
02:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
02:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
Day Total															
Percent															
ADT 120															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

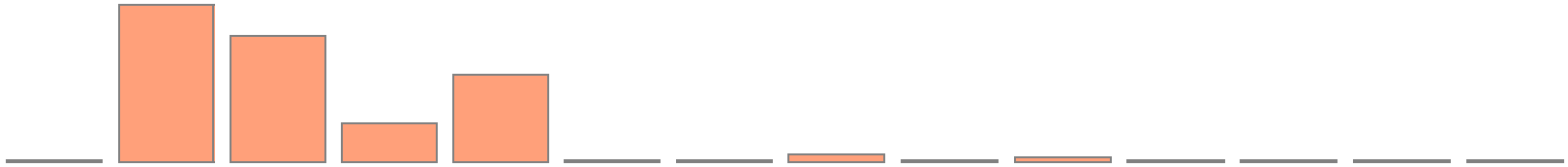
Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
07:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
08:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	45	36	11	25	0	0	2	0	1	0	0	0	0	120
Percent	0%	37.5%	30%	9.2%	20.8%	0%	0%	1.7%	0%	0.8%	0%	0%	0%	0%	
ADT 120															
AM Peak	12:00 AM	7:45 AM	8:45 AM	10:15 AM	11:45 AM	12:00 AM	12:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:45 AM
15-min Vol	0	2	2	2	2	0	0	1	0	0	0	0	0	0	5
PM Peak	12:00 PM	1:15 PM	5:45 PM	12:30 PM	1:30 PM	12:00 PM	12:00 PM	2:30 PM	12:00 PM	7:15 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:15 PM
15-min Vol	0	6	4	2	2	0	0	1	0	1	0	0	0	0	6

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236666
DIRECTION: NB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	0	45	36	11	25	0	0	2	0	1	0	0	0	0	120
Percent	0%	37.5%	30%	9.2%	20.8%	0%	0%	1.7%	0%	0.8%	0%	0%	0%	0%	

ADT
120



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		0				0			0	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		0				0			0	
04:00 AM		0				0			0	
04:15 AM		0				0			0	
04:30 AM		0				0			0	
04:45 AM		0				0			0	
05:00 AM		0				0			0	
05:15 AM		2				2			2	
05:30 AM		0				0			0	
05:45 AM		0				0			0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		0				0			0	
06:15 AM		0				0			0	
06:30 AM		0				0			0	
06:45 AM		1				1			1	
07:00 AM		0				0			0	
07:15 AM		0				0			0	
07:30 AM		2				2			2	
07:45 AM		3				3			3	
08:00 AM		1				1			1	
08:15 AM		0				0			0	
08:30 AM		0				0			0	
08:45 AM		**5**				**5**			**5**	
09:00 AM		0				0			0	
09:15 AM		0				0			0	
09:30 AM		1				1			1	
09:45 AM		0				0			0	
10:00 AM		1				1			1	
10:15 AM		3				3			3	
10:30 AM		1				1			1	
10:45 AM		1				1			1	
11:00 AM		2				2			2	
11:15 AM		1				1			1	
11:30 AM		1				1			1	
11:45 AM		2				2			2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		2				2			2	
12:15 PM		3				3			3	
12:30 PM		5				5			5	
12:45 PM		3				3			3	
01:00 PM		5				5			5	
01:15 PM		**6**				**6**			**6**	
01:30 PM		3				3			3	
01:45 PM		1				1			1	
02:00 PM		5				5			5	
02:15 PM		1				1			1	
02:30 PM		3				3			3	
02:45 PM		1				1			1	
03:00 PM		0				0			0	
03:15 PM		4				4			4	
03:30 PM		0				0			0	
03:45 PM		1				1			1	
04:00 PM		4				4			4	
04:15 PM		6				6			6	
04:30 PM		2				2			2	
04:45 PM		3				3			3	
05:00 PM		5				5			5	
05:15 PM		2				2			2	
05:30 PM		1				1			1	
05:45 PM		6				6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666

SPECIFIC LOCATION: **DIRECTION:** NB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		1				1			1	
06:15 PM		1				1			1	
06:30 PM		0				0			0	
06:45 PM		1				1			1	
07:00 PM		0				0			0	
07:15 PM		2				2			2	
07:30 PM		1				1			1	
07:45 PM		0				0			0	
08:00 PM		0				0			0	
08:15 PM		4				4			4	
08:30 PM		2				2			2	
08:45 PM		0				0			0	
09:00 PM		0				0			0	
09:15 PM		1				1			1	
09:30 PM		1				1			1	
09:45 PM		1				1			1	
10:00 PM		2				2			2	
10:15 PM		0				0			0	
10:30 PM		0				0			0	
10:45 PM		1				1			1	
11:00 PM		2				2			2	
11:15 PM		1				1			1	
11:30 PM		0				0			0	
11:45 PM		0				0			0	
Day Total		120				120			120	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		8:45 AM 5				8:45 AM 5			8:45 AM 5	
PM Peak 15-min Vol		1:15 PM 6				1:15 PM 6			1:15 PM 6	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	56-65	2
03:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3	56-65	2
04:00 AM	0	0	0	0	0	0	0	0	1	0	2	**2**	0	0	5	61-70	4
04:15 AM	0	0	0	0	0	0	1	**2**	0	1	2	0	0	0	6	41-50	3
04:30 AM	0	0	0	**1**	0	0	0	0	**2**	1	0	0	0	0	4	51-60	3
04:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	51-60	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	61-70	2
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	**2**	**1**	4	66-75	3
05:30 AM	0	0	0	0	0	0	**3**	0	0	0	1	1	0	0	5	36-45	3
05:45 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	61-70	2
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	51-60	2
06:15 AM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3	51-60	2
06:30 AM	0	0	0	0	0	0	1	1	0	2	**3**	1	0	0	**8**	56-65	5
06:45 AM	0	0	0	0	0	0	0	0	1	2	1	1	0	0	5	56-65	3
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
07:30 AM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4	56-65	3
07:45 AM	0	0	0	0	0	0	2	0	0	2	2	0	1	0	7	56-65	4
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	51-60	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
08:30 AM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3	41-50	2
08:45 AM	0	**2**	0	0	0	0	0	2	0	**3**	0	0	0	0	7	51-60	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 AM	0	0	0	0	0	0	1	0	1	0	1	0	0	0	3	36-45	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
10:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	41-50	1
10:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	3	51-60	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	61-70	1
10:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	56-65	2
11:00 AM	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	56-65	3
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	41-50	1
11:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	2	0	5	66-75	2
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	**1**	0	2	51-60	1
12:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	**1**	4	71-80	1
12:30 PM	0	0	0	0	0	0	0	0	0	2	1	2	0	0	5	56-65	3
12:45 PM	0	0	0	0	0	0	0	0	1	1	2	1	0	0	5	61-70	3
01:00 PM	0	0	2	0	0	0	0	0	1	0	2	2	1	1	**9**	61-70	4
01:15 PM	0	0	0	0	0	**1**	0	1	0	1	**3**	0	0	0	6	56-65	4
01:30 PM	0	0	0	0	0	1	0	0	0	2	1	1	0	0	5	56-65	3
01:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	56-65	2
02:00 PM	0	0	0	0	0	0	0	0	**3**	2	0	1	0	0	6	51-60	5
02:15 PM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	61-70	2
02:30 PM	0	0	0	0	0	0	0	0	1	**3**	0	0	1	0	5	51-60	4
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
03:15 PM	0	0	0	0	0	0	0	0	0	2	1	1	0	1	5	56-65	3
03:30 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3	51-60	2
03:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	56-65	2
04:00 PM	0	0	0	0	0	0	0	0	0	1	1	1	0	1	4	56-65	2
04:15 PM	0	0	0	0	0	0	0	0	2	1	3	0	0	0	6	56-65	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	1	0	3	56-65	2
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	51-60	3
05:00 PM	0	0	**4**	0	0	0	0	0	0	0	1	**3**	0	1	9	16-25	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	61-70	2
05:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	4	56-65	2
05:45 PM	0	0	0	0	0	0	**1**	1	1	0	3	1	1	1	9	61-70	4
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

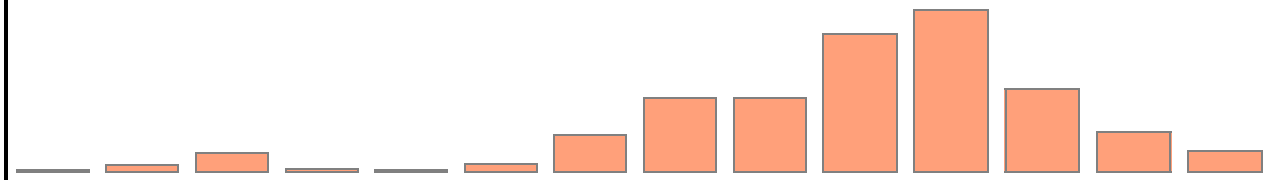
Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
06:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	1	0	3	36-45	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:45 PM	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	2	41-50	2
07:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	41-50	1
07:15 PM	0	0	1	0	0	0	0	1	0	0	1	0	0	0	3	16-25	1
07:30 PM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	46-55	4
07:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
08:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
08:15 PM	0	0	0	0	0	0	0	1	3	0	1	0	0	0	5	46-55	4
08:30 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	56-65	3
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
09:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
09:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	56-65	2
09:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
10:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	56-65	2
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
10:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
11:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	36-45	1
11:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	51-60	2
11:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	61-70	1
Day Total	0	2	7	1	0	3	14	28	28	53	62	32	15	8	253	56-65	115
Percent	0%	0.8%	2.8%	0.4%	0%	1.2%	5.5%	11.1%	11.1%	20.9%	24.5%	12.6%	5.9%	3.2%			



AM Peak	12:00 AM	8:45 AM	12:00 AM	4:30 AM	12:00 AM	12:00 AM	5:30 AM	4:15 AM	4:30 AM	8:45 AM	6:30 AM	4:00 AM	5:15 AM	5:15 AM	6:30 AM		
15-min Vol	0	2	0	1	0	0	3	2	2	3	3	2	2	1	8		
PM Peak	12:00 PM	12:00 PM	5:00 PM	12:00 PM	12:00 PM	1:15 PM	5:45 PM	6:45 PM	2:00 PM	2:30 PM	1:15 PM	5:00 PM	12:00 PM	12:15 PM	1:00 PM		
15-min Vol	0	0	4	0	0	1	1	2	3	3	3	3	1	1	9		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236666
DIRECTION: NB, SB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	0	2	7	1	0	3	14	28	28	53	62	32	15	8	253	56-65	115
Percent	0%	0.8%	2.8%	0.4%	0%	1.2%	5.5%	11.1%	11.1%	20.9%	24.5%	12.6%	5.9%	3.2%			
Cumulative Percent	0%	0.8%	3.6%	4%	4%	5.1%	10.7%	21.7%	32.8%	53.8%	78.3%	90.9%	96.8%	100%			

ADT
253



85th Percentile: 67 MPH
Mean Speed(Average): 59 MPH
Median: 59 MPH
Mode: 63 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
03:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
04:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
05:30 AM	0	2	0	0	3	0	0	0	0	0	0	0	0	0	5
05:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Day Total															
Percent															
ADT 253															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
06:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06:30 AM	0	3	**4**	0	1	0	0	0	0	0	0	0	0	0	**8**
06:45 AM	0	1	1	**2**	1	0	0	0	0	0	0	0	0	0	5
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	2	4	1	0	0	0	0	0	0	0	0	0	0	7
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
09:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	1	0	0	**1**	0	0	0	0	0	0	2
10:15 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
11:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	1	0	0	**4**	0	0	0	0	0	0	0	0	0	5
Day Total															
Percent															
ADT 253															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	2	1	2	0	0	0	0	0	0	0	0	0	0	5
12:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
01:00 PM	1	2	3	0	2	0	0	0	1	0	0	0	0	0	9
01:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30 PM	0	2	0	0	2	0	0	1	0	0	0	0	0	0	5
01:45 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
02:00 PM	0	3	1	1	1	0	0	0	0	0	0	0	0	0	6
02:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
02:30 PM	0	3	1	0	0	0	0	1	0	0	0	0	0	0	5
02:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
03:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	3	4	0	1	0	0	1	0	0	0	0	0	0	9
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	3	5	1	0	0	0	0	0	0	0	0	0	0	9
Day Total															
Percent															
ADT 253															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
07:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
07:15 PM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	3
07:30 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
07:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
08:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
09:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	1	106	69	18	52	0	0	5	1	1	0	0	0	0	253
Percent	0.4%	41.9%	27.3%	7.1%	20.6%	0%	0%	2%	0.4%	0.4%	0%	0%	0%	0%	
ADT 253															
AM Peak	12:00 AM	4:15 AM	6:30 AM	6:45 AM	11:45 AM	12:00 AM	12:00 AM	10:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	6:30 AM
15-min Vol	0	6	4	2	4	0	0	1	0	0	0	0	0	0	8
PM Peak	1:00 PM	1:15 PM	5:45 PM	12:30 PM	1:00 PM	12:00 PM	12:00 PM	1:30 PM	1:00 PM	7:15 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM
15-min Vol	1	6	5	2	2	0	0	1	1	1	0	0	0	0	9

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236666
DIRECTION: NB, SB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	1	106	69	18	52	0	0	5	1	1	0	0	0	0	253
Percent	0.4%	41.9%	27.3%	7.1%	20.6%	0%	0%	2%	0.4%	0.4%	0%	0%	0%	0%	

ADT
253



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		0				0			0	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		1				1			1	
03:15 AM		0				0			0	
03:30 AM		3				3			3	
03:45 AM		3				3			3	
04:00 AM		5				5			5	
04:15 AM		6				6			6	
04:30 AM		4				4			4	
04:45 AM		2				2			2	
05:00 AM		2				2			2	
05:15 AM		4				4			4	
05:30 AM		5				5			5	
05:45 AM		3				3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		3				3			3	
06:15 AM		3				3			3	
06:30 AM		**8**				**8**			**8**	
06:45 AM		5				5			5	
07:00 AM		1				1			1	
07:15 AM		1				1			1	
07:30 AM		4				4			4	
07:45 AM		7				7			7	
08:00 AM		2				2			2	
08:15 AM		1				1			1	
08:30 AM		3				3			3	
08:45 AM		7				7			7	
09:00 AM		0				0			0	
09:15 AM		0				0			0	
09:30 AM		3				3			3	
09:45 AM		1				1			1	
10:00 AM		2				2			2	
10:15 AM		3				3			3	
10:30 AM		1				1			1	
10:45 AM		2				2			2	
11:00 AM		4				4			4	
11:15 AM		1				1			1	
11:30 AM		2				2			2	
11:45 AM		5				5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		2				2			2	
12:15 PM		4				4			4	
12:30 PM		5				5			5	
12:45 PM		5				5			5	
01:00 PM		**9**				**9**			**9**	
01:15 PM		6				6			6	
01:30 PM		5				5			5	
01:45 PM		3				3			3	
02:00 PM		6				6			6	
02:15 PM		3				3			3	
02:30 PM		5				5			5	
02:45 PM		1				1			1	
03:00 PM		1				1			1	
03:15 PM		5				5			5	
03:30 PM		3				3			3	
03:45 PM		2				2			2	
04:00 PM		4				4			4	
04:15 PM		6				6			6	
04:30 PM		3				3			3	
04:45 PM		3				3			3	
05:00 PM		9				9			9	
05:15 PM		2				2			2	
05:30 PM		4				4			4	
05:45 PM		9				9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666

SPECIFIC LOCATION: **DIRECTION:** NB, SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		1				1			1	
06:15 PM		3				3			3	
06:30 PM		0				0			0	
06:45 PM		2				2			2	
07:00 PM		2				2			2	
07:15 PM		3				3			3	
07:30 PM		4				4			4	
07:45 PM		1				1			1	
08:00 PM		1				1			1	
08:15 PM		5				5			5	
08:30 PM		3				3			3	
08:45 PM		0				0			0	
09:00 PM		1				1			1	
09:15 PM		1				1			1	
09:30 PM		2				2			2	
09:45 PM		1				1			1	
10:00 PM		3				3			3	
10:15 PM		0				0			0	
10:30 PM		1				1			1	
10:45 PM		1				1			1	
11:00 PM		2				2			2	
11:15 PM		2				2			2	
11:30 PM		1				1			1	
11:45 PM		1				1			1	
Day Total		253				253			253	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		6:30 AM 8				6:30 AM 8			6:30 AM 8	
PM Peak 15-min Vol		1:00 PM 9				1:00 PM 9			1:00 PM 9	

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	**1**	0	3	56-65	2
03:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3	56-65	2
04:00 AM	0	0	0	0	0	0	0	0	1	0	2	**2**	0	0	5	61-70	4
04:15 AM	0	0	0	0	0	0	1	**2**	0	1	2	0	0	0	6	41-50	3
04:30 AM	0	0	0	**1**	0	0	0	0	**2**	1	0	0	0	0	4	51-60	3
04:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	51-60	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	61-70	2
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	66-75	2
05:30 AM	0	0	0	0	0	0	**3**	0	0	0	1	1	0	0	5	36-45	3
05:45 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	61-70	2
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	51-60	2
06:15 AM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3	51-60	2
06:30 AM	0	0	0	0	0	0	1	1	0	**2**	**3**	1	0	0	**8**	56-65	5
06:45 AM	0	0	0	0	0	0	0	0	1	2	1	0	0	0	4	56-65	3
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	56-65	2
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	4	36-45	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	66-75	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
08:30 AM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3	41-50	2
08:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	41-50	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	36-45	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	51-60	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
11:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	3	41-50	1
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1	51-60	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 PM	0	0	0	0	0	0	0	0	0	1	**1**	0	0	0	2	56-65	2
01:00 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	**1**	**4**	16-25	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 PM	0	0	0	0	0	**1**	0	0	0	1	0	0	0	0	2	31-40	1
01:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	41-50	1
02:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
02:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	41-50	1
02:30 PM	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	2	51-60	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
03:30 PM	0	0	0	0	0	0	0	0	1	1	0	**1**	0	0	3	51-60	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 PM	0	0	**4**	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	56-65	2
05:45 PM	0	0	0	0	0	0	**1**	1	0	0	0	1	0	0	3	41-50	2
Day Total																	
Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	

Comments:

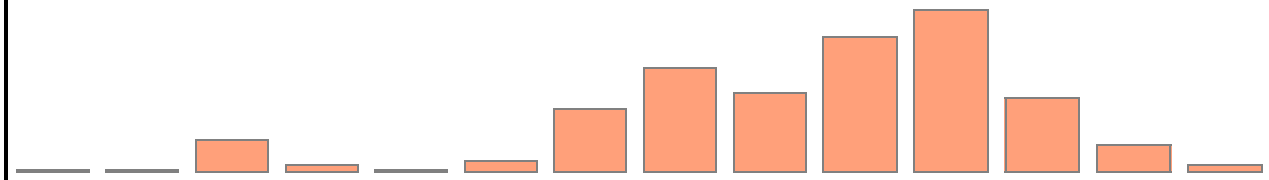
Quality Counts
DATA THAT DRIVES COMMUNITIES

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	36-45	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
07:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	41-50	1
07:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
07:30 PM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	46-55	3
07:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
08:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
08:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
08:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
11:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	61-70	1
Day Total	0	0	6	1	0	2	12	20	15	26	31	14	5	1	133	56-65	57
Percent	0%	0%	4.5%	0.8%	0%	1.5%	9%	15%	11.3%	19.5%	23.3%	10.5%	3.8%	0.8%			



AM Peak	12:00 AM	12:00 AM	12:00 AM	4:30 AM	12:00 AM	12:00 AM	5:30 AM	4:15 AM	4:30 AM	6:30 AM	6:30 AM	4:00 AM	3:30 AM	12:00 AM	6:30 AM		
15-min Vol	0	0	0	1	0	0	3	2	2	2	3	2	1	0	8		
PM Peak	12:00 PM	12:00 PM	5:00 PM	12:00 PM	12:00 PM	1:30 PM	5:45 PM	7:30 PM	2:30 PM	12:15 PM	12:45 PM	3:30 PM	6:15 PM	1:00 PM	1:00 PM		
15-min Vol	0	0	4	0	0	1	1	2	1	1	1	1	1	1	4		

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Speed Data

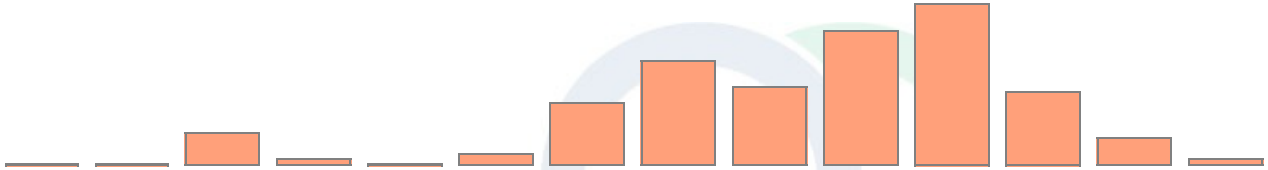
SUMMARY - Tube Count - Speed Data

LOCATION: Nine Canyon Rd south of Rte 397
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236666
DIRECTION: SB
DATE: Jun 13 2023

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	0	0	6	1	0	2	12	20	15	26	31	14	5	1	133	56-65	57
Percent	0%	0%	4.5%	0.8%	0%	1.5%	9%	15%	11.3%	19.5%	23.3%	10.5%	3.8%	0.8%			
Cumulative Percent	0%	0%	4.5%	5.3%	5.3%	6.8%	15.8%	30.8%	42.1%	61.7%	85%	95.5%	99.2%	100%			

ADT
133



85th Percentile: 65 MPH
Mean Speed(Average): 57 MPH
Median: 57 MPH
Mode: 63 MPH

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
03:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
04:15 AM	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
05:30 AM	0	2	0	0	**3**	0	0	0	0	0	0	0	0	0	5
05:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Day Total															
Percent															
ADT 133															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
06:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06:30 AM	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
06:45 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
Day Total															
Percent															
ADT 133															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00 PM	1	0	1	0	1	0	0	0	1	0	0	0	0	0	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
01:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
02:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	2	0	0	0	0	1	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
Day Total															
Percent															
ADT 133															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Benton, WA **DATE:** Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
07:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	1	61	33	7	27	0	0	3	1	0	0	0	0	0	133
Percent	0.8%	45.9%	24.8%	5.3%	20.3%	0%	0%	2.3%	0.8%	0%	0%	0%	0%	0%	
ADT 133															
AM Peak	12:00 AM	4:15 AM	6:30 AM	6:45 AM	5:30 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	6:30 AM
15-min Vol	0	6	4	2	3	0	0	0	0	0	0	0	0	0	8
PM Peak	1:00 PM	2:30 PM	7:30 PM	5:45 PM	1:00 PM	12:00 PM	12:00 PM	1:30 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	1:00 PM
15-min Vol	1	2	3	1	1	0	0	1	1	0	0	0	0	0	4

Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Nine Canyon Rd south of Rte 397
SPECIFIC LOCATION:
CITY/STATE: Benton, WA

QC JOB #: 16236666
DIRECTION: SB
DATE: Jun 13 2023

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	1	61	33	7	27	0	0	3	1	0	0	0	0	0	133
Percent	0.8%	45.9%	24.8%	5.3%	20.3%	0%	0%	2.3%	0.8%	0%	0%	0%	0%	0%	

ADT
133



Comments:

Report generated on 6/20/2023 7:50 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		0				0			0	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		1				1			1	
03:15 AM		0				0			0	
03:30 AM		3				3			3	
03:45 AM		3				3			3	
04:00 AM		5				5			5	
04:15 AM		6				6			6	
04:30 AM		4				4			4	
04:45 AM		2				2			2	
05:00 AM		2				2			2	
05:15 AM		2				2			2	
05:30 AM		5				5			5	
05:45 AM		3				3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Volume Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		3				3			3	
06:15 AM		3				3			3	
06:30 AM		**8**				**8**			**8**	
06:45 AM		4				4			4	
07:00 AM		1				1			1	
07:15 AM		1				1			1	
07:30 AM		2				2			2	
07:45 AM		4				4			4	
08:00 AM		1				1			1	
08:15 AM		1				1			1	
08:30 AM		3				3			3	
08:45 AM		2				2			2	
09:00 AM		0				0			0	
09:15 AM		0				0			0	
09:30 AM		2				2			2	
09:45 AM		1				1			1	
10:00 AM		1				1			1	
10:15 AM		0				0			0	
10:30 AM		0				0			0	
10:45 AM		1				1			1	
11:00 AM		2				2			2	
11:15 AM		0				0			0	
11:30 AM		1				1			1	
11:45 AM		3				3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		0				0			0	
12:15 PM		1				1			1	
12:30 PM		0				0			0	
12:45 PM		2				2			2	
01:00 PM		**4**				**4**			**4**	
01:15 PM		0				0			0	
01:30 PM		2				2			2	
01:45 PM		2				2			2	
02:00 PM		1				1			1	
02:15 PM		2				2			2	
02:30 PM		2				2			2	
02:45 PM		0				0			0	
03:00 PM		1				1			1	
03:15 PM		1				1			1	
03:30 PM		3				3			3	
03:45 PM		1				1			1	
04:00 PM		0				0			0	
04:15 PM		0				0			0	
04:30 PM		1				1			1	
04:45 PM		0				0			0	
05:00 PM		4				4			4	
05:15 PM		0				0			0	
05:30 PM		3				3			3	
05:45 PM		3				3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

Report generated on 6/20/2023 7:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: Nine Canyon Rd south of Rte 397 **QC JOB #:** 16236666

SPECIFIC LOCATION: **DIRECTION:** SB

CITY/STATE: Benton, WA **DATE:** Jun 13 2023 - Jun 13 2023

Start Time	Mon	Tue 13 Jun 23	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		0				0			0	
06:15 PM		2				2			2	
06:30 PM		0				0			0	
06:45 PM		1				1			1	
07:00 PM		2				2			2	
07:15 PM		1				1			1	
07:30 PM		3				3			3	
07:45 PM		1				1			1	
08:00 PM		1				1			1	
08:15 PM		1				1			1	
08:30 PM		1				1			1	
08:45 PM		0				0			0	
09:00 PM		1				1			1	
09:15 PM		0				0			0	
09:30 PM		1				1			1	
09:45 PM		0				0			0	
10:00 PM		1				1			1	
10:15 PM		0				0			0	
10:30 PM		1				1			1	
10:45 PM		0				0			0	
11:00 PM		0				0			0	
11:15 PM		1				1			1	
11:30 PM		1				1			1	
11:45 PM		1				1			1	
Day Total		133				133			133	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		6:30 AM 8				6:30 AM 8			6:30 AM 8	
PM Peak 15-min Vol		1:00 PM 4				1:00 PM 4			1:00 PM 4	

Comments:

Quality Counts
DATA THAT DRIVES COMMUNITIES

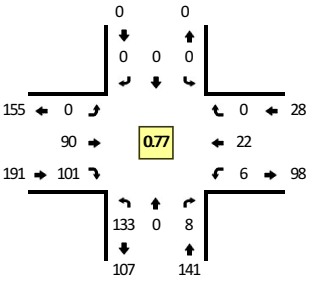
Type of peak hour being reported: Intersection Peak

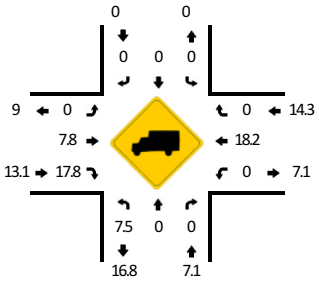
Method for determining peak hour: Total Entering Volume

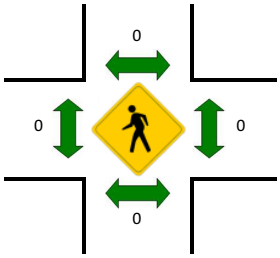
LOCATION: I-82 NB Ramps -- Wine Country Rd
CITY/STATE: Prosser, WA

QC JOB #: 16236601
DATE: Wed, Jun 14 2023

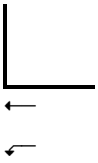
Peak-Hour: 6:25 AM -- 7:25 AM
Peak 15-Min: 6:45 AM -- 7:00 AM

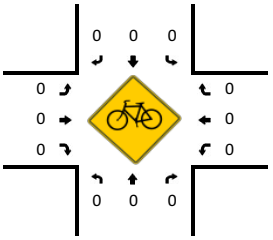


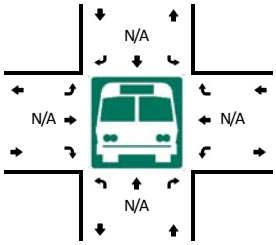


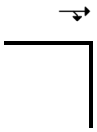


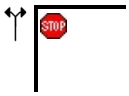


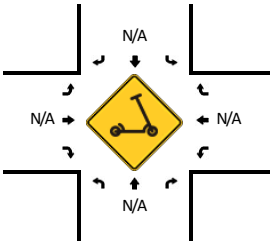












5-Min Count Period Beginning At	I-82 NB Ramps (Northbound)				I-82 NB Ramps (Southbound)				Wine Country Rd (Eastbound)				Wine Country Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	1	0	0	0	0	0	0	0	0	1	4	0	0	1	0	0	7	
5:05 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
5:10 AM	4	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	10	
5:15 AM	4	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	8	
5:20 AM	4	0	0	0	0	0	0	0	0	2	2	0	0	1	0	0	9	
5:25 AM	2	0	1	0	0	0	0	0	0	6	4	0	0	1	0	0	14	
5:30 AM	5	0	1	0	0	0	0	0	0	3	2	0	0	0	0	0	11	
5:35 AM	3	0	2	0	0	0	0	0	0	7	5	0	0	0	0	0	17	
5:40 AM	5	0	1	0	0	0	0	0	0	6	5	0	0	1	0	0	18	
5:45 AM	5	0	1	0	0	0	0	0	0	6	3	0	1	1	0	0	17	
5:50 AM	5	0	0	0	0	0	0	0	0	13	8	0	0	1	0	0	27	
5:55 AM	4	0	0	0	0	0	0	0	0	14	4	0	0	1	0	0	23	162
6:00 AM	5	0	0	0	0	0	0	0	0	2	5	0	0	1	0	0	13	168
6:05 AM	6	0	0	0	0	0	0	0	0	2	8	0	0	1	0	0	17	184
6:10 AM	9	0	0	0	0	0	0	0	0	5	3	0	0	1	0	0	18	192
6:15 AM	11	0	0	0	0	0	0	0	0	7	4	0	1	2	0	0	25	209
6:20 AM	10	0	1	0	0	0	0	0	0	1	3	0	1	0	0	0	16	216
6:25 AM	7	0	0	0	0	0	0	0	0	6	7	0	1	2	0	0	23	225
6:30 AM	9	0	0	0	0	0	0	0	0	6	6	0	1	0	0	0	22	236
6:35 AM	11	0	1	0	0	0	0	0	0	7	9	0	0	3	0	0	31	250
6:40 AM	11	0	1	0	0	0	0	0	0	12	8	0	0	2	0	0	34	266
6:45 AM	9	0	1	0	0	0	0	0	0	15	6	0	0	2	0	0	33	282
6:50 AM	13	0	1	0	0	0	0	0	0	17	11	0	0	0	0	0	42	297
6:55 AM	17	0	1	0	0	0	0	0	0	11	12	0	0	1	0	0	42	316
7:00 AM	14	0	2	0	0	0	0	0	0	5	5	0	2	0	0	0	28	331
7:05 AM	12	0	0	0	0	0	0	0	0	3	11	0	0	3	0	0	29	343
7:10 AM	9	0	0	0	0	0	0	0	0	5	6	0	0	1	0	0	21	346
7:15 AM	8	0	0	0	0	0	0	0	0	2	8	0	2	5	0	0	25	346
7:20 AM	13	0	1	0	0	0	0	0	0	1	12	0	0	3	0	0	30	360
7:25 AM	7	0	0	0	0	0	0	0	0	4	7	0	0	2	0	0	20	357
7:30 AM	8	0	0	0	0	0	0	0	0	4	3	0	0	3	0	0	18	353
7:35 AM	7	0	1	0	0	0	0	0	0	9	8	0	1	3	0	0	29	351
7:40 AM	4	0	1	0	0	0	0	0	0	11	11	0	1	0	0	0	28	345
7:45 AM	6	0	1	0	0	0	0	0	0	7	7	0	2	2	0	0	25	337
7:50 AM	15	0	2	0	0	0	0	0	0	15	8	0	0	1	0	0	41	336
7:55 AM	9	0	1	0	0	0	0	0	0	17	8	0	2	4	0	0	41	335

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	156	0	12	0	0	0	0	0	0	172	116	0	0	12	0	0	468
Heavy Trucks	12	0	0		0	0	0		0	8	24		0	0	0		44
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
Comments:																	

Report generated on 6/29/2023 1:28 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

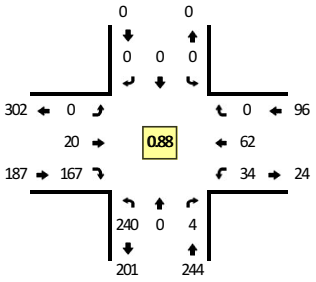
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

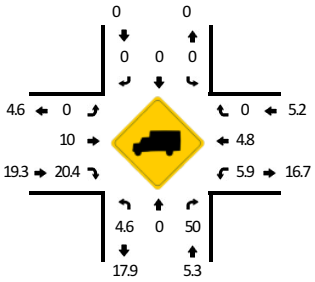
LOCATION: I-82 NB Ramps -- Wine Country Rd
CITY/STATE: Prosser, WA

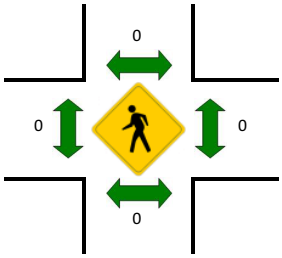
QC JOB #: 16236602
DATE: Tue, Jun 13 2023

Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:25 PM -- 4:40 PM

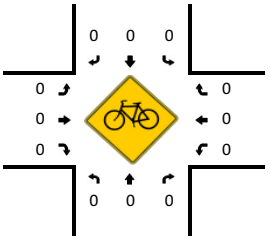


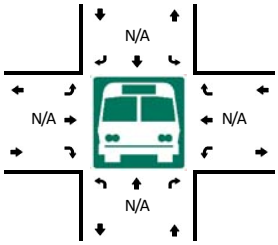




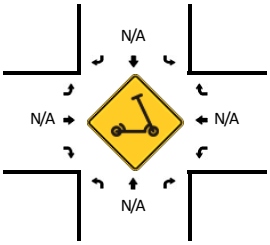












5-Min Count Period Beginning At	I-82 NB Ramps (Northbound)				I-82 NB Ramps (Southbound)				Wine Country Rd (Eastbound)				Wine Country Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	20	0	2	0	0	0	0	0	0	2	16	0	0	5	0	0	45	
4:05 PM	15	0	0	0	0	0	0	0	0	1	10	0	0	10	0	0	36	
4:10 PM	10	0	0	0	0	0	0	0	0	3	5	0	0	4	0	0	22	
4:15 PM	23	0	1	0	0	0	0	0	0	0	17	0	0	3	0	0	44	
4:20 PM	21	0	0	0	0	0	0	0	0	3	12	0	2	3	0	0	41	
4:25 PM	18	0	1	0	0	0	0	0	0	4	18	0	3	2	0	0	46	
4:30 PM	17	0	0	0	0	0	0	0	0	0	17	0	7	7	0	0	48	
4:35 PM	24	0	1	0	0	0	0	0	0	1	10	0	7	12	0	0	55	
4:40 PM	18	0	0	0	0	0	0	0	0	0	8	0	7	9	0	0	42	
4:45 PM	20	0	0	0	0	0	0	0	0	5	8	0	4	9	0	0	46	
4:50 PM	12	0	0	0	0	0	0	0	0	3	16	0	2	5	0	0	38	
4:55 PM	19	0	0	0	0	0	0	0	0	0	13	0	1	7	0	0	40	503
5:00 PM	17	0	0	0	0	0	0	0	0	1	17	0	0	2	0	0	37	495
5:05 PM	25	0	1	0	0	0	0	0	0	2	12	0	0	1	0	0	41	500
5:10 PM	26	0	0	0	0	0	0	0	0	1	19	0	1	2	0	0	49	527
5:15 PM	18	0	0	0	0	0	0	0	0	2	15	0	1	2	0	0	38	521
5:20 PM	21	0	0	0	0	0	0	0	0	1	11	0	1	0	0	0	34	514
5:25 PM	18	0	0	0	0	0	0	0	0	4	8	0	0	1	0	0	31	499
5:30 PM	15	0	0	0	0	0	0	0	0	2	19	0	2	1	0	0	39	490
5:35 PM	31	0	0	0	0	0	0	0	0	3	11	0	2	5	0	0	52	487
5:40 PM	18	0	1	0	0	0	0	0	0	2	12	0	2	4	0	0	39	484
5:45 PM	22	0	0	0	0	0	0	0	0	5	5	0	1	3	0	0	36	474
5:50 PM	21	0	0	0	0	0	0	0	0	2	8	0	5	3	0	0	39	475
5:55 PM	12	0	0	0	0	0	0	0	0	3	9	0	2	7	0	0	33	468
6:00 PM	16	0	0	0	0	0	0	0	0	0	8	0	3	4	0	0	31	462
6:05 PM	15	0	0	0	0	0	0	0	0	0	9	0	2	7	0	0	33	454
6:10 PM	16	0	1	0	0	0	0	0	0	0	8	0	0	2	0	0	27	432
6:15 PM	14	0	0	0	0	0	0	0	0	1	6	0	2	3	0	0	26	420
6:20 PM	16	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	22	408
6:25 PM	17	0	0	0	0	0	0	0	0	0	8	0	0	2	0	0	27	404
6:30 PM	11	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	18	383
6:35 PM	13	0	0	0	0	0	0	0	0	1	12	0	0	5	0	0	31	362
6:40 PM	18	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	33	356
6:45 PM	15	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	20	340
6:50 PM	10	0	0	0	0	0	0	0	0	2	12	0	1	4	0	0	29	330
6:55 PM	12	0	0	0	0	0	0	0	0	2	4	0	4	5	0	0	27	324
7:00 PM	15	0	0	0	0	0	0	0	0	2	4	0	2	2	0	0	25	318
7:05 PM	12	0	0	0	0	0	0	0	0	1	3	0	1	4	0	0	21	306

5-Min Count Period Beginning At	I-82 NB Ramps (Northbound)				I-82 NB Ramps (Southbound)				Wine Country Rd (Eastbound)				Wine Country Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	9	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	16	295
7:15 PM	13	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	20	289
7:20 PM	15	0	0	0	0	0	0	0	0	1	7	0	0	1	0	0	24	291
7:25 PM	5	0	0	0	0	0	0	0	0	3	9	0	0	1	0	0	18	282
7:30 PM	14	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	16	280
7:35 PM	5	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	11	260
7:40 PM	12	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	15	242
7:45 PM	11	0	0	0	0	0	0	0	0	1	6	0	1	1	0	0	20	242
7:50 PM	11	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	15	228
7:55 PM	8	0	0	0	0	0	0	0	0	1	5	0	0	2	0	0	16	217

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	236	0	8	0	0	0	0	0	0	20	180	0	68	84	0	0	596
Heavy Trucks	8	0	0		0	0	0		0	0	32		0	0	0		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:28 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

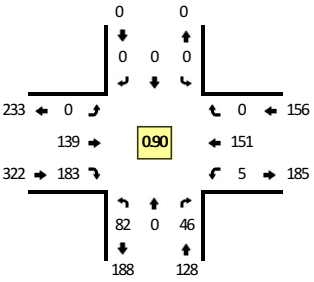
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

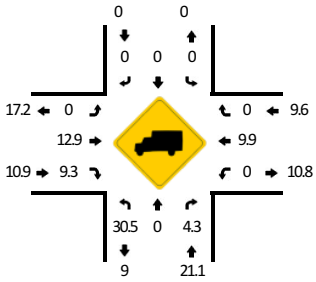
LOCATION: I-82 SB Ramps -- Wine Country Rd
CITY/STATE: Prosser, WA

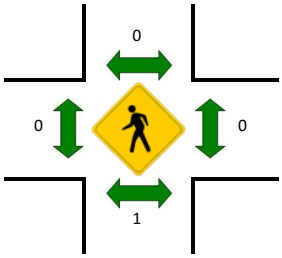
QC JOB #: 16236603
DATE: Wed, Jun 14 2023

Peak-Hour: 6:35 AM -- 7:35 AM
Peak 15-Min: 6:45 AM -- 7:00 AM

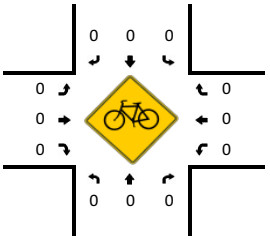


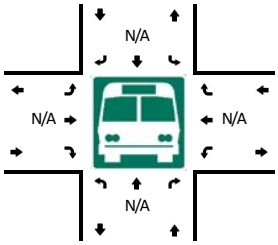




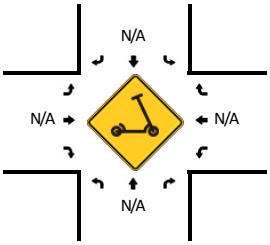












5-Min Count Period Beginning At	I-82 SB Ramps (Northbound)				I-82 SB Ramps (Southbound)				Wine Country Rd (Eastbound)				Wine Country Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	13	0	1	0	0	0	0	0	0	4	4	0	0	2	0	0	24	
5:05 AM	11	0	1	0	0	0	0	0	0	1	6	0	0	0	0	0	19	
5:10 AM	15	0	1	0	0	0	0	0	0	5	14	0	0	4	0	0	39	
5:15 AM	12	0	0	0	0	0	0	0	0	5	7	0	0	4	0	0	28	
5:20 AM	16	0	1	0	0	0	0	0	0	2	7	0	2	4	0	0	32	
5:25 AM	11	0	3	0	0	0	0	0	0	9	13	0	0	3	0	0	39	
5:30 AM	11	0	2	0	0	0	0	0	0	3	11	0	0	4	0	0	31	
5:35 AM	8	0	7	0	0	0	0	0	0	7	9	0	0	3	0	0	34	
5:40 AM	8	0	3	0	0	0	0	0	0	9	5	0	0	5	0	0	30	
5:45 AM	9	0	5	0	0	0	0	0	0	4	4	0	0	6	0	0	28	
5:50 AM	13	0	7	0	0	0	0	0	0	16	5	0	0	8	0	0	49	
5:55 AM	6	0	6	0	0	0	0	0	0	11	10	0	0	5	0	0	38	391
6:00 AM	8	0	0	0	0	0	0	0	0	7	7	0	0	5	0	0	27	394
6:05 AM	2	0	2	0	0	0	0	0	0	9	11	0	0	6	0	0	30	405
6:10 AM	8	0	4	0	0	0	0	0	0	4	13	0	0	12	0	0	41	407
6:15 AM	6	0	1	0	0	0	0	0	0	9	17	0	1	9	0	0	43	422
6:20 AM	6	0	1	0	0	0	0	0	0	3	18	0	0	13	0	0	41	431
6:25 AM	8	0	3	0	0	0	0	0	0	12	12	0	0	8	0	0	43	435
6:30 AM	6	0	5	0	0	0	0	0	0	8	9	0	0	8	0	0	36	440
6:35 AM	9	0	4	0	0	0	0	0	0	12	13	0	0	13	0	0	51	457
6:40 AM	7	0	7	0	0	0	0	0	0	13	8	0	1	13	0	0	49	476
6:45 AM	7	0	5	0	0	0	0	0	0	14	14	0	0	12	0	0	52	500
6:50 AM	8	0	10	0	0	0	0	0	0	17	8	0	0	15	0	0	58	509
6:55 AM	5	0	5	0	0	0	0	0	0	20	17	0	0	12	0	0	59	530
7:00 AM	1	0	2	0	0	0	0	0	0	6	14	0	0	16	0	0	39	542
7:05 AM	5	0	4	0	0	0	0	0	0	13	13	0	0	14	0	0	49	561
7:10 AM	2	0	2	0	0	0	0	0	0	7	14	0	0	11	0	0	36	556
7:15 AM	6	0	2	0	0	0	0	0	0	10	25	0	1	10	0	0	54	567
7:20 AM	7	0	0	0	0	0	0	0	0	11	14	0	1	16	0	0	49	575
7:25 AM	15	0	2	0	0	0	0	0	0	10	26	0	1	9	0	0	63	595
7:30 AM	10	0	3	0	0	0	0	0	0	6	17	0	1	10	0	0	47	606
7:35 AM	7	0	4	0	0	0	0	0	0	11	16	0	1	9	0	0	48	603
7:40 AM	6	0	6	0	0	0	0	0	0	16	8	0	0	3	0	0	39	593
7:45 AM	8	0	4	0	0	0	0	0	0	11	14	0	0	9	0	0	46	587
7:50 AM	9	0	5	0	0	0	0	0	0	17	12	0	0	17	0	0	60	589
7:55 AM	15	0	9	0	0	0	0	0	0	14	14	0	0	12	0	0	64	594

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	0	80	0	0	0	0	0	0	204	156	0	0	156	0	0	676
Heavy Trucks	16	0	8		0	0	0		0	36	16		0	12	0		88
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

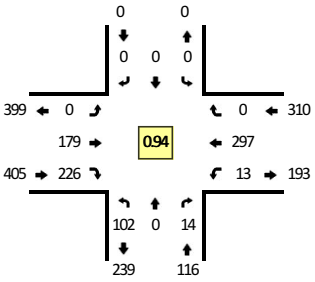
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

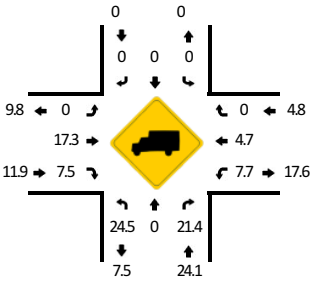
LOCATION: I-82 SB Ramps -- Wine Country Rd
CITY/STATE: Prosser, WA

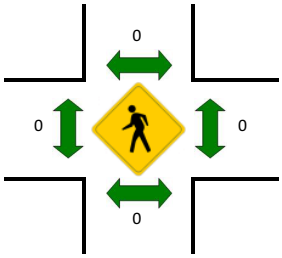
QC JOB #: 16236604
DATE: Tue, Jun 13 2023

Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:25 PM -- 4:40 PM

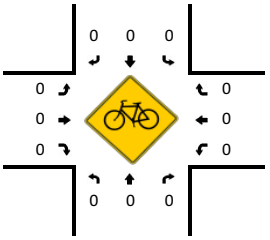


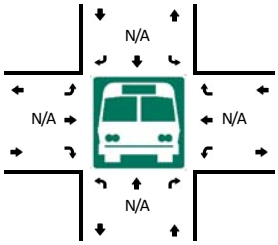




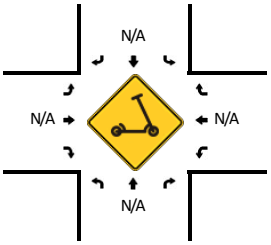












5-Min Count Period Beginning At	I-82 SB Ramps (Northbound)				I-82 SB Ramps (Southbound)				Wine Country Rd (Eastbound)				Wine Country Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	0	1	0	0	0	0	0	0	18	22	0	1	23	0	0	71	
4:05 PM	12	0	1	0	0	0	0	0	0	10	13	0	2	23	0	0	61	
4:10 PM	12	0	1	0	0	0	0	0	0	9	13	0	1	13	0	0	49	
4:15 PM	5	0	1	0	0	0	0	0	0	16	21	0	2	28	0	0	73	
4:20 PM	11	0	1	0	0	0	0	0	0	14	20	0	1	22	0	0	69	
4:25 PM	5	0	2	0	0	0	0	0	0	21	24	0	1	21	0	0	74	
4:30 PM	6	0	1	0	0	0	0	0	0	17	25	0	1	21	0	0	71	
4:35 PM	6	0	0	0	0	0	0	0	0	13	18	0	3	35	0	0	75	
4:40 PM	11	0	2	0	0	0	0	0	0	7	17	0	1	25	0	0	63	
4:45 PM	11	0	1	0	0	0	0	0	0	12	19	0	1	30	0	0	74	
4:50 PM	5	0	1	0	0	0	0	0	0	18	20	0	1	17	0	0	62	
4:55 PM	10	0	0	0	0	0	0	0	0	13	17	0	0	28	0	0	68	810
5:00 PM	16	0	1	0	0	0	0	0	0	17	13	0	1	14	0	0	62	801
5:05 PM	9	0	4	0	0	0	0	0	0	11	14	0	1	27	0	0	66	806
5:10 PM	7	0	0	0	0	0	0	0	0	20	18	0	0	29	0	0	74	831
5:15 PM	8	0	1	0	0	0	0	0	0	13	14	0	1	17	0	0	54	812
5:20 PM	13	0	1	0	0	0	0	0	0	12	6	0	0	19	0	0	51	794
5:25 PM	12	0	3	0	0	0	0	0	0	11	16	0	0	25	0	0	67	787
5:30 PM	12	0	1	0	0	0	0	0	0	20	18	0	0	13	0	0	64	780
5:35 PM	8	0	1	0	0	0	0	0	0	13	16	0	2	33	0	0	73	778
5:40 PM	13	0	3	0	0	0	0	0	0	12	9	0	0	23	0	0	60	775
5:45 PM	14	0	4	0	0	0	0	0	0	6	14	0	0	27	0	0	65	766
5:50 PM	10	0	1	0	0	0	0	0	0	9	7	0	1	22	0	0	50	754
5:55 PM	7	0	1	0	0	0	0	0	0	12	12	0	0	22	0	0	54	740
6:00 PM	10	0	1	0	0	0	0	0	0	9	16	0	1	22	0	0	59	737
6:05 PM	9	0	0	0	0	0	0	0	0	9	9	0	0	21	0	0	48	719
6:10 PM	6	0	2	0	0	0	0	0	0	8	11	0	1	19	0	0	47	692
6:15 PM	7	0	0	0	0	0	0	0	0	8	7	0	0	14	0	0	36	674
6:20 PM	7	0	1	0	0	0	0	0	0	4	6	0	0	19	0	0	37	660
6:25 PM	7	0	0	0	0	0	0	0	0	8	9	0	0	18	0	0	42	635
6:30 PM	1	0	1	0	0	0	0	0	0	6	7	0	0	14	0	0	29	600
6:35 PM	9	0	0	0	0	0	0	0	0	11	4	0	0	15	0	0	39	566
6:40 PM	6	0	0	0	0	0	0	0	0	15	5	0	2	18	0	0	46	552
6:45 PM	2	0	0	0	0	0	0	0	0	6	5	0	1	18	0	0	32	519
6:50 PM	6	0	0	0	0	0	0	0	0	12	4	0	2	9	0	0	33	502
6:55 PM	4	0	0	0	0	0	0	0	0	5	3	0	0	16	0	0	28	476
7:00 PM	4	0	0	0	0	0	0	0	0	6	13	0	0	20	0	0	43	460
7:05 PM	5	0	0	0	0	0	0	0	0	4	6	0	1	14	0	0	30	442

5-Min Count Period Beginning At	I-82 SB Ramps (Northbound)				I-82 SB Ramps (Southbound)				Wine Country Rd (Eastbound)				Wine Country Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	2	0	0	0	0	0	0	0	0	7	7	0	0	9	0	0	25	420
7:15 PM	4	0	0	0	0	0	0	0	0	7	4	0	1	13	0	0	29	413
7:20 PM	4	0	0	0	0	0	0	0	0	8	3	0	0	16	0	0	31	407
7:25 PM	5	0	2	0	0	0	0	0	0	10	9	0	0	7	0	0	33	398
7:30 PM	4	0	0	0	0	0	0	0	0	1	11	0	1	12	0	0	29	398
7:35 PM	6	0	0	0	0	0	0	0	0	6	5	0	0	8	0	0	25	384
7:40 PM	4	0	0	0	0	0	0	0	0	3	4	0	0	10	0	0	21	359
7:45 PM	4	0	1	0	0	0	0	0	0	6	7	0	0	12	0	0	30	357
7:50 PM	3	0	0	0	0	0	0	0	0	3	9	0	0	12	0	0	27	351
7:55 PM	7	0	0	0	0	0	0	0	0	6	5	0	0	9	0	0	27	350

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	0	12	0	0	0	0	0	0	204	268	0	20	308	0	0	880
Heavy Trucks	8	0	0		0	0	0		0	36	20		0	12	0		76
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

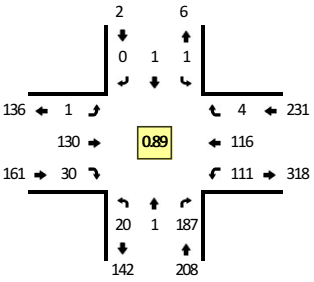
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

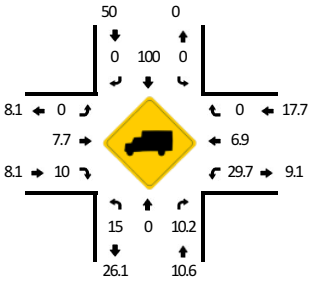
LOCATION: Rte 22 -- Wine Country Rd
CITY/STATE: Prosser, WA

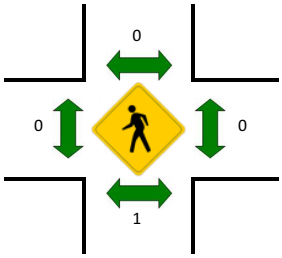
QC JOB #: 16236605
DATE: Wed, Jun 14 2023

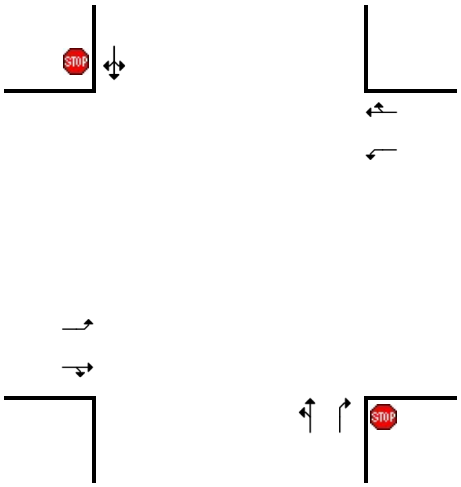
Peak-Hour: 6:35 AM -- 7:35 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

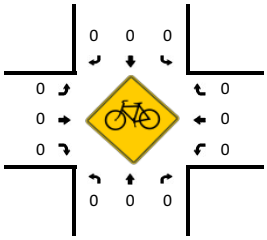


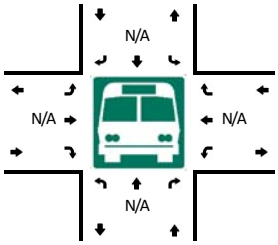


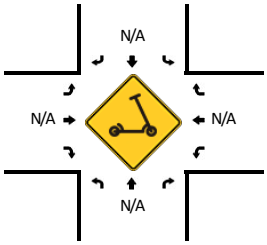












5-Min Count Period Beginning At	Rte 22 (Northbound)				Rte 22 (Southbound)				Wine Country Rd (Eastbound)				Wine Country Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	2	0	4	0	0	0	0	0	0	4	6	0	16	0	0	0	32	
5:05 AM	1	0	7	0	0	0	0	0	0	2	4	0	9	1	0	0	24	
5:10 AM	2	0	9	0	0	0	0	0	0	8	7	0	18	1	0	0	45	
5:15 AM	3	0	6	0	0	1	0	0	0	5	4	0	10	3	0	0	32	
5:20 AM	1	0	5	0	0	0	0	0	0	5	8	0	19	1	0	0	39	
5:25 AM	0	0	8	0	0	0	0	0	0	14	5	0	11	3	0	0	41	
5:30 AM	2	0	7	0	0	0	0	0	0	6	8	0	12	2	0	0	37	
5:35 AM	4	0	12	0	0	0	0	0	0	8	7	0	9	3	0	0	43	
5:40 AM	4	0	6	0	0	0	0	0	0	5	4	0	8	3	0	0	30	
5:45 AM	0	0	3	0	0	0	0	0	0	6	2	0	12	4	0	0	27	
5:50 AM	0	0	12	0	0	2	0	0	0	8	4	0	12	6	0	0	44	
5:55 AM	1	0	10	0	0	0	0	0	0	10	4	0	7	5	0	0	37	431
6:00 AM	2	0	12	0	0	0	0	0	0	3	3	0	7	5	0	0	32	431
6:05 AM	1	0	10	0	0	0	0	0	1	10	9	0	3	4	0	0	38	445
6:10 AM	0	0	6	0	1	0	0	0	0	9	3	0	9	10	0	0	38	438
6:15 AM	0	0	10	0	0	0	0	0	0	20	2	0	8	8	0	0	48	454
6:20 AM	0	0	7	0	0	0	0	0	0	10	2	0	11	8	0	0	38	453
6:25 AM	2	0	19	0	0	1	0	0	0	6	1	0	8	6	0	0	43	455
6:30 AM	2	0	8	0	0	0	0	0	0	12	1	0	6	7	0	0	36	454
6:35 AM	4	0	13	0	0	0	0	0	0	10	3	0	11	10	0	0	51	462
6:40 AM	1	0	7	0	1	0	0	0	0	15	3	0	9	10	1	0	47	479
6:45 AM	1	0	15	0	0	0	0	0	1	12	0	0	12	7	0	0	48	500
6:50 AM	2	0	18	0	0	0	0	0	0	8	2	0	10	12	1	0	53	509
6:55 AM	1	0	20	0	0	1	0	0	0	15	1	0	4	11	2	0	55	527
7:00 AM	1	0	10	0	0	0	0	0	0	8	1	0	8	10	0	0	38	533
7:05 AM	3	1	19	0	0	0	0	0	0	10	2	0	8	12	0	0	55	550
7:10 AM	0	0	10	0	0	0	0	0	0	8	4	0	7	6	0	0	35	547
7:15 AM	3	0	23	0	0	0	0	0	0	12	6	0	4	10	0	0	58	557
7:20 AM	2	0	18	0	0	0	0	0	0	8	1	0	13	8	0	0	50	569
7:25 AM	1	0	21	0	0	0	0	0	0	13	2	0	11	13	0	0	61	587
7:30 AM	1	0	13	0	0	0	0	0	0	11	5	0	14	7	0	0	51	602
7:35 AM	0	0	17	0	0	0	0	0	0	11	3	0	2	13	0	0	46	597
7:40 AM	2	0	15	0	0	0	0	0	0	8	2	0	6	5	0	0	38	588
7:45 AM	2	0	17	0	0	0	0	0	0	9	2	0	5	12	0	0	47	587
7:50 AM	2	0	12	0	0	1	0	0	1	14	5	0	5	19	0	0	59	593
7:55 AM	2	0	16	0	1	0	0	0	0	9	4	0	9	15	1	0	57	595

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	0	248	0	0	0	0	0	0	132	36	0	112	124	0	0	676
Heavy Trucks	8	0	24		0	0	0		0	8	0		40	12	0		92
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

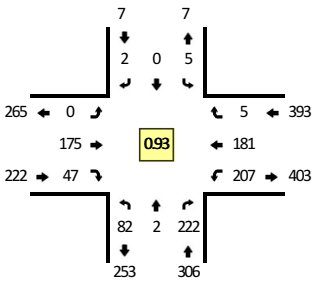
Type of peak hour being reported: Intersection Peak

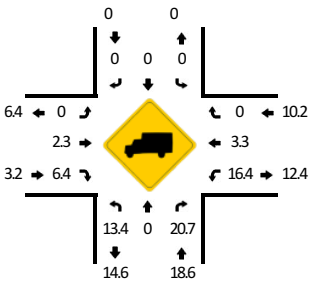
Method for determining peak hour: Total Entering Volume

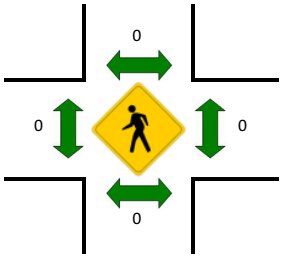
LOCATION: Rte 22 -- Wine Country Rd
CITY/STATE: Prosser, WA

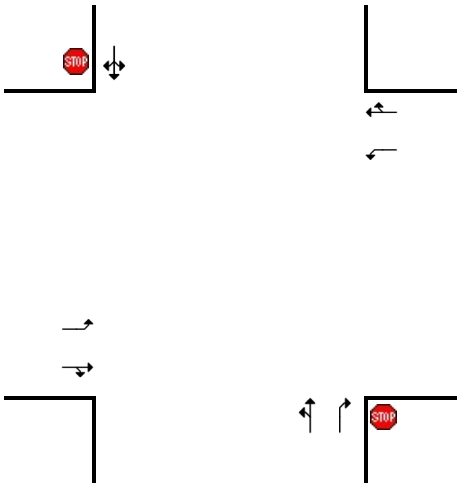
QC JOB #: 16236606
DATE: Tue, Jun 13 2023

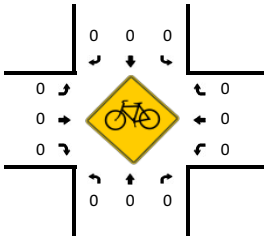
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:20 PM -- 4:35 PM

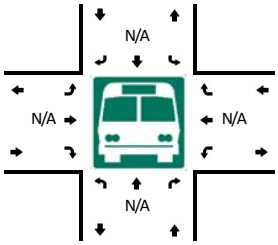


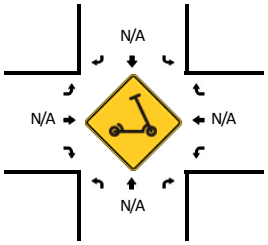












5-Min Count Period Beginning At	Rte 22 (Northbound)				Rte 22 (Southbound)				Wine Country Rd (Eastbound)				Wine Country Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	0	16	0	0	0	0	0	0	23	6	0	16	17	0	0	85	
4:05 PM	4	0	13	0	0	0	0	0	0	12	2	0	13	16	0	0	60	
4:10 PM	3	0	11	0	0	0	0	0	0	10	4	0	15	16	1	0	60	
4:15 PM	3	0	23	0	0	0	0	0	0	13	4	0	17	10	0	0	70	
4:20 PM	5	0	18	0	0	0	0	0	0	15	4	0	20	14	0	0	76	
4:25 PM	8	0	16	0	0	0	0	0	0	26	6	0	17	10	0	0	83	
4:30 PM	12	2	34	0	0	0	0	0	0	10	4	0	12	16	1	0	91	
4:35 PM	6	0	10	0	0	0	0	0	0	21	1	0	15	20	0	0	73	
4:40 PM	3	0	14	0	0	0	0	0	0	12	6	0	18	16	1	1	71	
4:45 PM	2	0	11	0	0	0	1	0	0	18	5	0	19	23	2	0	81	
4:50 PM	13	0	24	0	3	0	0	0	0	12	4	0	10	15	1	0	82	
4:55 PM	5	0	20	0	2	0	0	0	0	8	2	0	18	14	0	0	69	901
5:00 PM	8	0	15	0	0	0	0	0	0	14	4	0	19	12	0	0	72	888
5:05 PM	5	0	14	0	0	0	1	0	0	12	2	0	19	21	0	0	74	902
5:10 PM	12	0	23	0	0	0	0	0	0	14	5	0	22	10	0	0	86	928
5:15 PM	5	0	16	0	0	0	0	0	0	12	4	0	14	19	0	0	70	928
5:20 PM	4	0	9	0	0	0	1	0	0	11	9	0	14	10	1	0	59	911
5:25 PM	7	0	14	0	2	0	0	0	0	9	7	0	22	15	0	0	76	904
5:30 PM	5	0	29	0	0	0	0	0	0	7	5	0	19	8	0	0	73	886
5:35 PM	3	0	14	0	0	0	0	0	0	20	3	0	19	22	0	0	81	894
5:40 PM	5	0	10	0	0	0	0	0	0	11	2	0	20	16	0	0	64	887
5:45 PM	3	1	12	0	0	0	2	0	0	5	6	0	18	22	0	0	69	875
5:50 PM	2	0	6	0	0	0	0	0	0	13	2	0	17	13	0	0	53	846
5:55 PM	6	0	10	0	0	0	0	0	0	13	1	0	16	15	0	0	61	838
6:00 PM	4	0	12	0	1	0	0	0	0	10	4	0	14	11	1	0	57	823
6:05 PM	2	0	12	0	0	0	0	0	0	7	3	0	20	17	1	0	62	811
6:10 PM	2	0	11	0	0	0	1	0	0	7	3	0	14	12	0	0	50	775
6:15 PM	2	0	9	0	0	0	0	0	0	4	5	0	9	9	0	0	38	743
6:20 PM	1	0	7	0	0	0	0	0	1	3	4	0	17	13	0	0	46	730
6:25 PM	3	0	10	0	0	1	1	0	0	9	1	0	9	13	0	0	47	701
6:30 PM	5	0	7	0	0	0	0	0	0	7	1	0	9	9	0	0	38	666
6:35 PM	6	0	8	0	0	0	2	0	0	6	3	0	12	12	1	0	50	635
6:40 PM	1	0	18	0	0	0	0	0	0	3	2	0	11	9	1	0	45	616
6:45 PM	2	0	4	0	0	0	1	0	0	3	1	0	6	17	0	0	34	581
6:50 PM	8	0	13	0	0	0	2	0	0	4	3	0	7	8	0	0	45	573
6:55 PM	2	0	6	0	0	0	1	0	1	3	2	0	9	12	0	0	36	548
7:00 PM	2	1	4	0	1	0	1	0	0	13	2	0	17	8	0	0	49	540
7:05 PM	2	0	7	0	0	0	1	0	1	4	1	0	9	7	0	0	32	510

5-Min Count Period Beginning At	Rte 22 (Northbound)				Rte 22 (Southbound)				Wine Country Rd (Eastbound)				Wine Country Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	5	0	8	0	2	0	1	0	0	5	2	0	6	8	0	0	37	497
7:15 PM	4	0	10	0	0	1	0	0	0	1	2	0	11	7	0	0	36	495
7:20 PM	3	0	6	0	0	0	0	0	0	5	4	0	12	9	0	0	39	488
7:25 PM	2	0	11	0	0	0	0	0	0	5	2	0	6	3	0	0	29	470
7:30 PM	2	0	6	0	0	0	0	0	0	7	1	0	8	8	0	0	32	464
7:35 PM	2	0	7	0	0	0	0	0	0	4	2	0	7	6	1	0	29	443
7:40 PM	3	0	2	0	0	0	0	0	0	5	2	0	7	6	0	0	25	423
7:45 PM	1	0	9	0	0	0	0	0	0	4	0	0	9	9	0	0	32	421
7:50 PM	1	0	6	0	0	0	0	0	0	6	1	0	6	8	0	0	28	404
7:55 PM	5	0	8	0	0	0	0	0	0	3	2	0	8	8	0	0	34	402

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	100	8	272	0	0	0	0	0	0	204	56	0	196	160	4	0	1000
Heavy Trucks	20	0	60		0	0	0		0	4	8		40	8	0		140
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

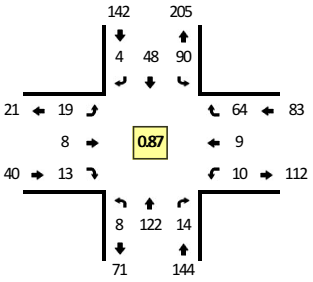
Type of peak hour being reported: Intersection Peak

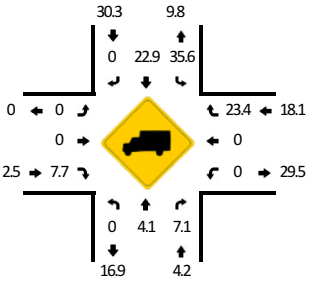
Method for determining peak hour: Total Entering Volume

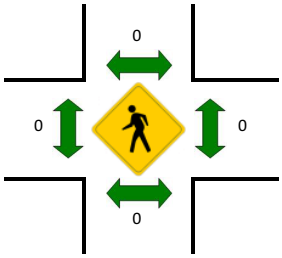
LOCATION: Rte 22 -- Rte 221/Paterson Ave
CITY/STATE: Prosser, WA

QC JOB #: 16236607
DATE: Wed, Jun 14 2023

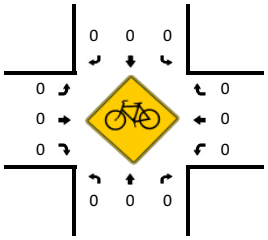
Peak-Hour: 6:45 AM -- 7:45 AM
Peak 15-Min: 6:45 AM -- 7:00 AM

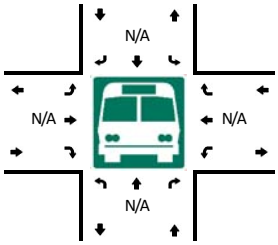




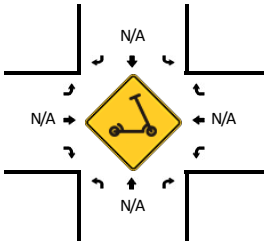












5-Min Count Period Beginning At	Rte 22 (Northbound)				Rte 22 (Southbound)				Rte 221/Paterson Ave (Eastbound)				Rte 221/Paterson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	3	2	0	18	0	0	0	1	0	0	0	0	0	3	0	27	
5:05 AM	0	3	2	0	13	1	0	0	1	1	0	0	0	0	1	0	22	
5:10 AM	0	6	1	0	20	0	0	0	1	1	0	0	0	0	4	0	33	
5:15 AM	0	6	4	0	19	1	0	0	0	0	0	0	0	0	3	0	33	
5:20 AM	0	2	6	0	26	0	1	0	1	2	0	0	0	0	2	0	40	
5:25 AM	0	5	1	0	14	2	0	0	1	0	0	0	1	0	1	0	25	
5:30 AM	0	2	3	0	15	2	0	0	3	2	0	0	2	0	6	0	35	
5:35 AM	0	6	3	0	17	1	0	0	3	0	0	0	0	0	9	0	39	
5:40 AM	0	3	3	0	9	0	0	0	0	2	1	0	0	0	2	0	20	
5:45 AM	0	2	1	0	9	2	0	0	1	1	0	0	0	0	3	0	19	
5:50 AM	0	7	1	0	9	3	0	0	1	2	0	0	1	0	4	0	28	
5:55 AM	0	9	0	0	9	1	0	0	1	1	1	0	0	0	4	0	26	347
6:00 AM	0	7	0	0	10	1	1	0	2	1	0	0	0	1	3	0	26	346
6:05 AM	0	3	3	0	9	1	0	0	1	0	0	0	1	0	4	0	22	346
6:10 AM	0	3	1	0	7	5	0	0	0	2	1	0	0	0	3	0	22	335
6:15 AM	0	8	4	0	9	0	0	0	0	1	0	0	1	0	2	0	25	327
6:20 AM	0	5	1	0	4	7	1	0	1	0	0	0	2	1	3	0	25	312
6:25 AM	1	5	5	0	12	4	0	0	3	0	0	0	1	4	7	0	42	329
6:30 AM	1	4	2	0	5	3	0	0	1	1	0	0	0	0	6	0	23	317
6:35 AM	0	5	2	0	7	5	0	0	1	3	0	0	1	1	7	0	32	310
6:40 AM	0	5	3	0	9	3	0	0	0	0	0	0	1	1	3	0	25	315
6:45 AM	2	5	1	0	10	4	0	0	3	2	1	0	0	0	8	0	36	332
6:50 AM	1	14	1	0	9	5	0	0	1	0	1	0	4	3	15	0	54	358
6:55 AM	1	7	1	0	6	3	0	0	2	1	2	0	0	2	3	0	28	360
7:00 AM	0	5	1	0	2	8	0	0	1	0	0	0	0	2	5	0	24	358
7:05 AM	1	13	2	0	4	2	0	0	3	0	2	0	1	0	7	0	35	371
7:10 AM	0	11	2	0	9	7	1	0	0	0	0	0	0	0	1	0	31	380
7:15 AM	0	12	2	0	5	3	0	0	2	0	1	0	1	0	8	0	34	389
7:20 AM	0	9	0	0	12	6	1	0	3	2	0	0	2	1	5	0	41	405
7:25 AM	0	15	0	0	11	1	1	0	2	0	2	0	1	0	2	0	35	398
7:30 AM	1	8	2	0	7	8	0	0	1	1	1	0	0	0	3	0	32	407
7:35 AM	0	13	2	0	8	0	1	0	0	0	3	0	0	1	5	0	33	408
7:40 AM	2	10	0	0	7	1	0	0	1	2	0	0	1	0	2	0	26	409
7:45 AM	0	9	0	0	4	3	0	0	3	1	0	0	0	0	3	0	23	396
7:50 AM	0	7	2	0	9	2	0	0	2	0	0	0	0	0	4	0	26	368
7:55 AM	2	8	4	0	11	2	2	0	2	1	0	0	0	0	5	0	37	377

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	104	12	0	100	48	0	0	24	12	16	0	16	20	104	0	472
Heavy Trucks	0	0	0		24	20	0		0	0	0		0	0	20		64
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

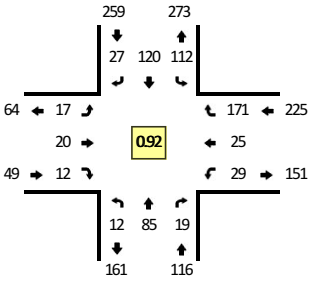
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

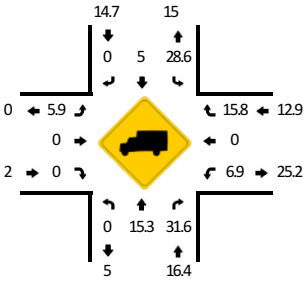
LOCATION: Rte 22 -- Rte 221/Paterson Ave
CITY/STATE: Prosser, WA

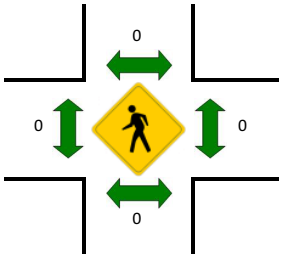
QC JOB #: 16236608
DATE: Tue, Jun 13 2023

Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

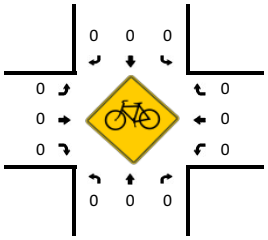


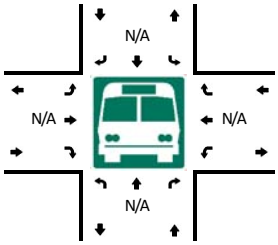
Quality Counts
DATA THAT DRIVES COMMUNITIES



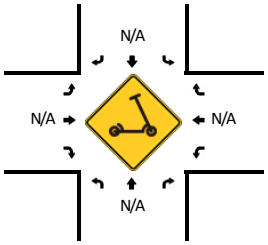












5-Min Count Period Beginning At	Rte 22 (Northbound)				Rte 22 (Southbound)				Rte 221/Paterson Ave (Eastbound)				Rte 221/Paterson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	8	1	0	10	12	0	0	2	1	2	0	2	2	13	0	53	
4:05 PM	0	4	2	0	9	6	3	0	0	0	0	0	1	0	5	0	30	
4:10 PM	0	6	2	0	16	3	0	0	0	0	0	0	2	2	12	0	43	
4:15 PM	0	7	8	0	10	6	3	0	3	1	1	0	2	0	19	0	60	
4:20 PM	2	7	2	0	15	9	2	0	2	2	0	0	2	3	8	0	54	
4:25 PM	2	8	1	0	12	12	1	0	1	1	0	0	1	4	20	0	63	
4:30 PM	0	9	1	0	6	11	0	0	2	0	0	0	2	3	16	0	50	
4:35 PM	1	8	0	0	4	6	3	0	0	2	0	0	2	1	6	0	33	
4:40 PM	1	4	2	0	9	12	5	0	1	1	1	0	0	2	8	0	46	
4:45 PM	1	6	1	0	8	10	2	0	2	2	5	0	5	2	9	0	53	
4:50 PM	0	8	1	0	12	7	2	0	2	1	2	0	4	2	17	0	58	
4:55 PM	1	9	0	0	10	6	5	0	1	4	0	0	4	3	17	0	60	603
5:00 PM	2	3	1	0	9	12	1	0	1	3	0	0	2	1	19	0	54	604
5:05 PM	1	6	1	0	8	13	1	0	0	3	1	0	3	2	16	0	55	629
5:10 PM	1	10	1	0	9	16	2	0	2	0	2	0	2	2	16	0	63	649
5:15 PM	3	4	1	0	7	11	1	0	1	2	2	0	3	3	10	0	48	637
5:20 PM	0	4	0	0	7	12	2	0	0	0	1	0	1	3	8	0	38	621
5:25 PM	1	9	2	0	12	10	3	0	1	1	1	0	1	1	14	0	56	614
5:30 PM	0	7	2	0	10	14	0	0	1	1	1	0	5	0	13	0	54	618
5:35 PM	0	8	0	0	11	10	2	0	0	2	3	0	3	2	9	0	50	635
5:40 PM	0	6	1	0	9	9	1	0	0	0	1	0	5	4	6	0	42	631
5:45 PM	1	7	1	0	9	13	1	0	1	0	0	0	4	1	4	0	42	620
5:50 PM	0	2	1	0	15	5	1	0	1	0	0	0	0	2	4	0	31	593
5:55 PM	1	6	1	0	4	11	0	0	0	3	1	0	1	2	8	0	38	571
6:00 PM	0	8	0	0	8	9	1	0	2	0	1	0	3	0	13	0	45	562
6:05 PM	1	0	1	0	11	8	2	0	0	1	0	0	2	0	8	0	34	541
6:10 PM	0	4	1	0	6	8	0	0	1	0	1	0	3	1	8	0	33	511
6:15 PM	2	5	1	0	6	8	1	0	0	1	0	0	3	2	6	0	35	498
6:20 PM	0	2	0	0	9	12	1	0	0	0	1	0	1	0	7	0	33	493
6:25 PM	2	5	0	0	3	6	1	0	1	0	0	0	1	3	9	0	31	468
6:30 PM	1	4	0	0	4	4	2	0	1	1	2	0	2	0	8	0	29	443
6:35 PM	0	1	0	0	3	7	0	0	1	1	1	0	0	4	6	0	24	417
6:40 PM	0	5	0	0	5	9	2	0	2	0	0	0	1	2	13	0	39	414
6:45 PM	3	4	1	0	2	2	3	0	0	2	1	0	3	0	8	0	29	401
6:50 PM	0	4	0	0	8	2	0	0	1	0	2	0	5	6	11	0	39	409
6:55 PM	3	2	1	0	3	3	2	0	0	0	2	0	3	0	9	0	28	399
7:00 PM	0	4	1	0	7	11	3	0	0	1	0	0	1	2	3	0	33	387
7:05 PM	1	2	0	0	3	5	2	0	1	1	2	0	6	1	3	0	27	380

5-Min Count Period Beginning At	Rte 22 (Northbound)				Rte 22 (Southbound)				Rte 221/Paterson Ave (Eastbound)				Rte 221/Paterson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	5	0	0	8	1	2	0	1	0	0	0	0	1	9	0	27	374
7:15 PM	1	5	1	0	3	5	2	0	3	1	1	0	0	0	5	0	27	366
7:20 PM	1	5	3	0	2	12	1	0	0	1	1	0	0	1	6	0	33	366
7:25 PM	2	3	1	0	5	5	0	0	1	2	0	0	1	1	7	0	28	363
7:30 PM	1	3	1	0	3	6	1	0	1	0	0	0	2	0	3	0	21	355
7:35 PM	0	0	0	0	4	6	0	0	0	1	0	0	1	0	2	0	14	345
7:40 PM	0	0	0	0	5	4	0	0	0	0	3	0	0	2	5	0	19	325
7:45 PM	3	5	1	0	5	5	0	0	0	2	0	0	0	1	2	0	24	320
7:50 PM	2	2	0	0	3	5	0	0	2	0	1	0	1	0	3	0	19	300
7:55 PM	1	3	0	0	3	3	1	0	0	2	1	0	0	0	6	0	20	292

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	88	44	0	148	108	24	0	24	16	4	0	20	28	188	0	708
Heavy Trucks	0	20	12		44	0	0		0	0	0		0	0	40		116
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

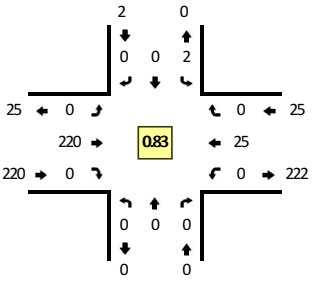
Type of peak hour being reported: Intersection Peak

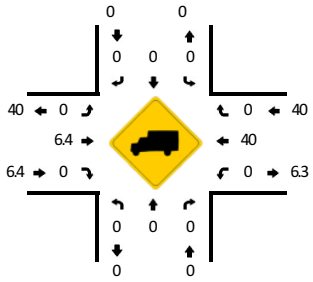
Method for determining peak hour: Total Entering Volume

LOCATION: County Well Rd -- Rte 221
CITY/STATE: Benton, WA

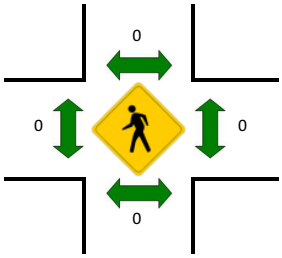
QC JOB #: 16236609
DATE: Thu, Jun 15 2023

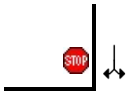
Peak-Hour: 5:00 AM -- 6:00 AM
Peak 15-Min: 5:25 AM -- 5:40 AM

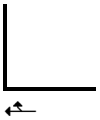


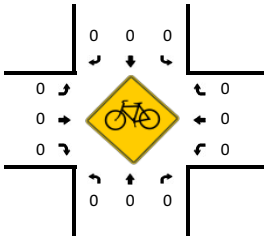


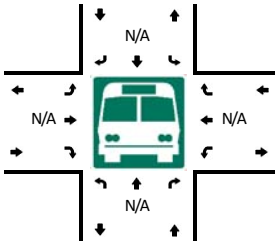
Quality Counts
DATA THAT DRIVES COMMUNITIES

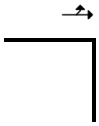




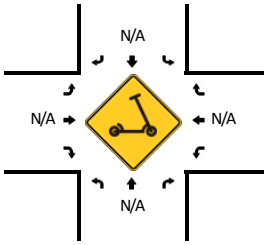












5-Min Count Period Beginning At	County Well Rd (Northbound)				County Well Rd (Southbound)				Rte 221 (Eastbound)				Rte 221 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24	
5:05 AM	0	0	0	0	0	0	0	0	0	25	0	0	0	2	0	0	27	
5:10 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	3	0	0	18	
5:15 AM	0	0	0	0	0	0	0	0	0	18	0	0	0	1	0	0	19	
5:20 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	1	0	0	11	
5:25 AM	0	0	0	0	0	0	0	0	0	24	0	0	0	2	0	0	26	
5:30 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	3	0	0	20	
5:35 AM	0	0	0	0	2	0	0	0	0	26	0	0	0	0	0	0	28	
5:40 AM	0	0	0	0	0	0	0	0	0	21	0	0	0	2	0	0	23	
5:45 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	3	0	0	18	
5:50 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	5	0	0	21	
5:55 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	3	0	0	12	247
6:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8	231
6:05 AM	0	0	0	0	1	0	0	0	0	7	0	0	0	6	0	0	14	218
6:10 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	207
6:15 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	3	0	0	11	199
6:20 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	6	0	0	16	204
6:25 AM	0	0	0	0	1	0	1	0	0	9	0	0	0	7	0	0	18	196
6:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	0	11	187
6:35 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	4	0	0	16	175
6:40 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13	165
6:45 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17	164
6:50 AM	0	0	0	0	2	0	0	0	0	8	0	0	0	10	0	0	20	163
6:55 AM	0	0	0	0	1	0	0	0	1	5	0	0	0	7	2	0	16	167
7:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	166
7:05 AM	0	0	0	0	0	0	2	0	1	8	0	0	0	0	0	0	11	163
7:10 AM	0	0	0	0	0	0	1	0	0	6	0	0	0	3	0	0	10	166
7:15 AM	0	0	0	0	0	0	1	0	0	9	0	0	0	4	0	0	14	169
7:20 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	6	0	0	16	169
7:25 AM	0	0	0	0	0	0	0	0	1	11	0	0	0	5	1	0	18	169
7:30 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	166
7:35 AM	0	0	0	0	0	0	1	0	0	5	0	0	0	5	0	0	11	161
7:40 AM	0	0	0	0	1	0	2	0	0	10	0	0	0	1	0	0	14	162
7:45 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	2	0	0	14	159
7:50 AM	0	0	0	0	1	0	0	0	0	6	0	0	0	5	0	0	12	151
7:55 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	4	0	0	17	152

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	8	0	0	0	0	268	0	0	0	20	0	0	296
Heavy Trucks	0	0	0		0	0	0		0	16	0		0	12	0		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
Comments:																	

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

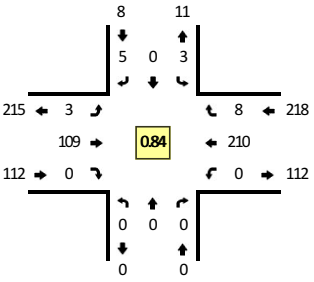
Type of peak hour being reported: Intersection Peak

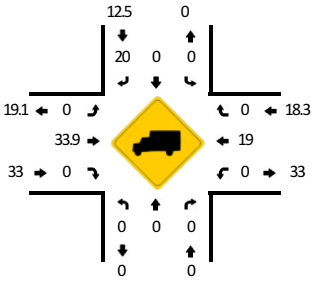
Method for determining peak hour: Total Entering Volume

LOCATION: County Well Rd -- Rte 221
CITY/STATE: Benton, WA

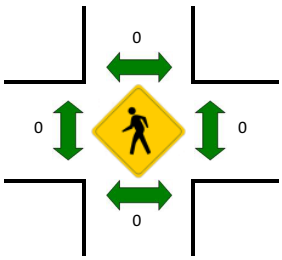
QC JOB #: 16236610
DATE: Thu, Jun 15 2023

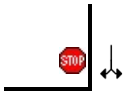
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 4:40 PM -- 4:55 PM

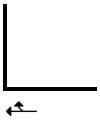


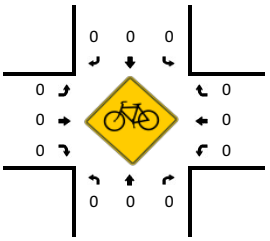


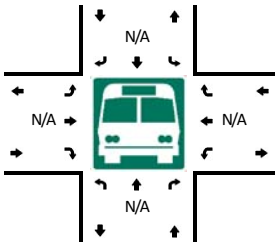
Quality Counts
DATA THAT DRIVES COMMUNITIES

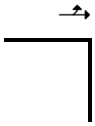




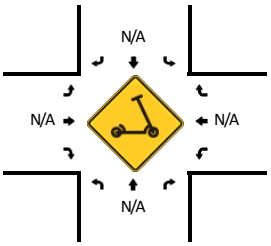












5-Min Count Period Beginning At	County Well Rd (Northbound)				County Well Rd (Southbound)				Rte 221 (Eastbound)				Rte 221 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	10	1	0	21	
4:05 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	11	0	0	19	
4:10 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	9	0	0	16	
4:15 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	14	1	0	29	
4:20 PM	0	0	0	0	0	0	0	0	1	6	0	0	0	11	0	0	18	
4:25 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	16	1	0	20	
4:30 PM	0	0	0	0	1	0	1	0	0	11	0	0	0	10	1	0	24	
4:35 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	20	1	0	32	
4:40 PM	0	0	0	0	1	0	1	0	0	8	0	0	0	23	1	0	34	
4:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	24	1	0	33	
4:50 PM	0	0	0	0	0	0	1	0	1	5	0	0	0	26	1	0	34	
4:55 PM	0	0	0	0	0	0	0	0	1	9	0	0	0	18	0	0	28	308
5:00 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	9	0	0	19	306
5:05 PM	0	0	0	0	0	0	1	0	0	14	0	0	0	21	1	0	37	324
5:10 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	18	0	0	26	334
5:15 PM	0	0	0	0	1	0	0	0	0	11	0	0	0	19	1	0	32	337
5:20 PM	0	0	0	0	0	0	1	0	1	11	0	0	0	6	0	0	19	338
5:25 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	9	0	0	17	335
5:30 PM	0	0	0	0	1	0	0	0	0	12	0	0	0	12	2	0	27	338
5:35 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	15	0	0	23	329
5:40 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	10	0	0	19	314
5:45 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	10	1	0	21	302
5:50 PM	0	0	0	0	0	0	1	0	0	8	0	0	0	12	0	0	21	289
5:55 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	9	0	0	13	274
6:00 PM	0	0	0	0	1	0	0	0	2	7	0	0	0	10	0	0	20	275
6:05 PM	0	0	0	0	1	0	0	0	0	6	0	0	0	6	1	0	14	252
6:10 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	14	1	0	22	248
6:15 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16	232
6:20 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	23	236
6:25 PM	0	0	0	0	0	0	0	0	2	3	0	0	0	9	1	0	15	234
6:30 PM	0	0	0	0	0	0	1	0	0	9	0	0	0	7	0	0	17	224
6:35 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9	210
6:40 PM	0	0	0	0	0	0	0	0	2	6	0	0	0	10	0	0	18	209
6:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	9	0	0	15	203
6:50 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	10	0	0	12	194
6:55 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	8	0	0	14	195
7:00 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	7	0	0	12	187
7:05 PM	0	0	0	0	1	0	0	0	0	5	0	0	0	15	0	0	21	194

5-Min Count Period Beginning At	County Well Rd (Northbound)				County Well Rd (Southbound)				Rte 221 (Eastbound)				Rte 221 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	0	10	182
7:15 PM	0	0	0	0	0	0	0	1	0	5	0	0	0	5	0	0	11	177
7:20 PM	0	0	0	0	0	0	1	0	1	3	0	0	0	5	0	0	10	164
7:25 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5	154
7:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9	146
7:35 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9	146
7:40 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8	136
7:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	9	0	0	15	136
7:50 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	3	0	0	11	135
7:55 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7	128

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	8	0	4	84	0	0	0	292	12	0	404
Heavy Trucks	0	0	0		0	0	4		0	32	0		0	28	0		64
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

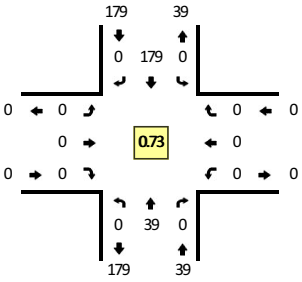
Type of peak hour being reported: Intersection Peak

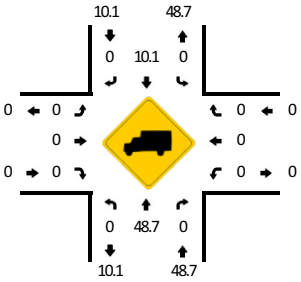
Method for determining peak hour: Total Entering Volume

LOCATION: Rte 221 -- Cemetery Rd
CITY/STATE: Benton, WA

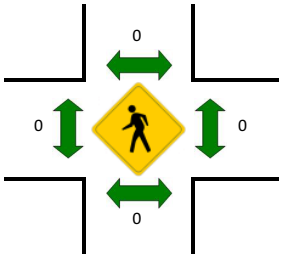
QC JOB #: 16236611
DATE: Wed, Jun 14 2023

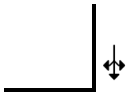
Peak-Hour: 5:15 AM -- 6:15 AM
Peak 15-Min: 5:20 AM -- 5:35 AM

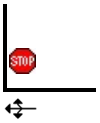


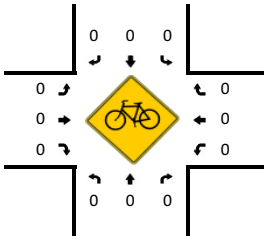


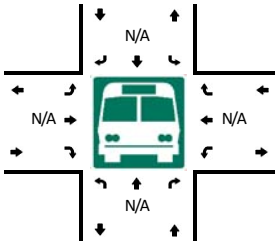
Quality Counts
DATA THAT DRIVES COMMUNITIES

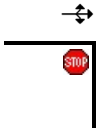


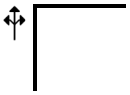


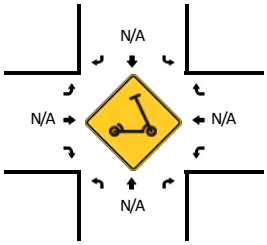












5-Min Count Period Beginning At	Rte 221 (Northbound)				Rte 221 (Southbound)				Cemetery Rd (Eastbound)				Cemetery Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	12	
5:05 AM	0	1	0	0	0	13	0	0	0	0	0	0	0	0	0	0	14	
5:10 AM	0	2	0	0	0	15	0	0	0	0	0	0	0	0	0	0	17	
5:15 AM	0	1	0	0	0	14	0	0	0	0	0	0	0	0	0	0	15	
5:20 AM	0	5	0	0	0	22	0	0	0	0	0	0	0	0	0	0	27	
5:25 AM	0	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	21	
5:30 AM	0	1	0	0	0	26	0	0	0	0	0	0	0	0	0	0	27	
5:35 AM	0	4	0	0	0	16	0	0	0	0	0	0	0	0	0	0	20	
5:40 AM	0	2	0	0	0	16	0	0	0	0	0	0	0	0	0	0	18	
5:45 AM	0	2	0	0	0	18	0	0	0	0	0	0	0	0	0	0	20	
5:50 AM	0	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	13	
5:55 AM	0	2	0	0	0	11	0	0	0	0	0	0	0	0	0	0	13	217
6:00 AM	0	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	12	217
6:05 AM	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0	0	13	216
6:10 AM	0	8	0	0	0	11	0	0	0	0	0	0	0	0	0	0	19	218
6:15 AM	0	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	13	216
6:20 AM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	16	205
6:25 AM	0	5	0	0	0	11	0	0	0	0	0	0	0	0	0	0	16	200
6:30 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7	180
6:35 AM	0	10	0	0	0	14	0	0	0	0	0	0	0	0	0	0	24	184
6:40 AM	0	14	0	0	0	9	0	0	0	0	0	0	0	0	0	0	23	189
6:45 AM	0	7	1	0	0	10	0	0	0	0	0	0	0	0	1	0	19	188
6:50 AM	0	3	0	0	0	8	0	0	0	0	1	0	0	0	0	0	12	187
6:55 AM	0	6	0	0	0	9	0	0	0	0	0	0	0	0	0	0	15	189
7:00 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8	185
7:05 AM	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10	182
7:10 AM	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10	173
7:15 AM	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	10	170
7:20 AM	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	11	165
7:25 AM	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	0	12	161
7:30 AM	0	2	0	0	1	10	0	0	0	0	0	0	0	0	0	0	13	167
7:35 AM	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	10	153
7:40 AM	0	4	0	0	0	13	0	0	0	0	0	0	0	0	0	0	17	147
7:45 AM	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	13	141
7:50 AM	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	8	137
7:55 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	1	0	9	131

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	40	0	0	0	260	0	0	0	0	0	0	0	0	0	0	300
Heavy Trucks	0	12	0		0	4	0		0	0	0		0	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

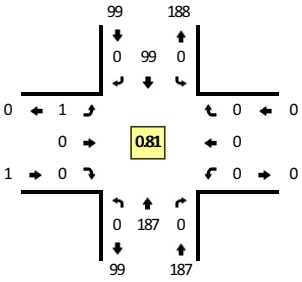
Type of peak hour being reported: Intersection Peak

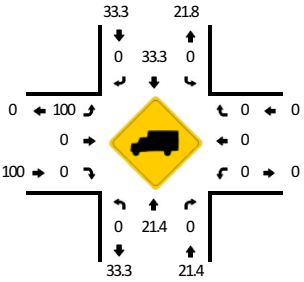
Method for determining peak hour: Total Entering Volume

LOCATION: Rte 221 -- Cemetery Rd
CITY/STATE: Benton, WA

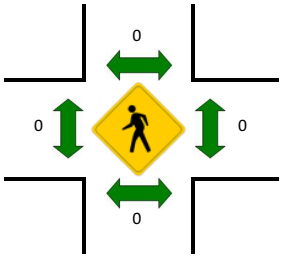
QC JOB #: 16236612
DATE: Tue, Jun 13 2023

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

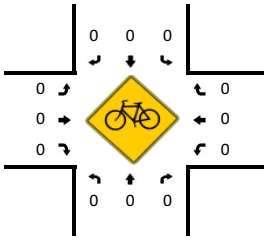


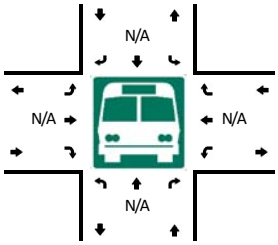


Quality Counts
DATA THAT DRIVES COMMUNITIES

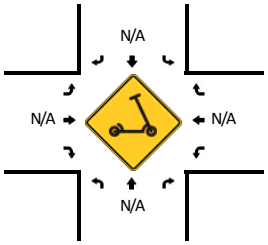












5-Min Count Period Beginning At	Rte 221 (Northbound)				Rte 221 (Southbound)				Cemetery Rd (Eastbound)				Cemetery Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	19	0	0	0	8	0	0	0	0	0	0	0	0	0	0	27	
4:05 PM	0	12	0	0	0	6	0	0	0	0	0	0	0	0	0	0	18	
4:10 PM	0	11	0	0	0	8	0	0	0	0	0	0	0	0	0	0	19	
4:15 PM	0	15	0	0	0	5	0	0	0	0	0	0	0	0	0	0	20	
4:20 PM	0	10	0	0	0	21	0	0	0	0	0	0	0	0	0	0	31	
4:25 PM	0	9	0	0	0	10	0	0	0	0	0	0	0	0	0	0	19	
4:30 PM	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	13	
4:35 PM	0	25	0	0	0	10	0	0	0	0	0	0	0	0	0	0	35	
4:40 PM	0	23	0	0	0	6	0	0	0	0	0	0	0	0	0	0	29	
4:45 PM	0	19	0	0	0	6	0	0	0	0	0	0	0	0	0	0	25	
4:50 PM	0	18	0	0	0	5	0	0	1	0	0	0	0	0	0	0	24	
4:55 PM	0	20	0	0	0	7	0	0	0	0	0	0	0	0	0	0	27	287
5:00 PM	0	10	0	0	0	9	0	0	0	0	0	0	0	0	0	0	19	279
5:05 PM	0	14	0	0	0	6	0	0	0	0	0	0	0	0	0	0	20	281
5:10 PM	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0	0	20	282
5:15 PM	0	13	0	0	0	8	0	0	0	0	0	0	0	0	0	0	21	283
5:20 PM	0	19	0	0	0	7	0	0	0	0	0	0	0	0	0	0	26	278
5:25 PM	0	15	0	0	0	9	0	0	0	0	0	0	0	0	0	0	24	283
5:30 PM	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	0	11	281
5:35 PM	0	6	0	0	0	15	0	0	0	0	0	0	0	0	0	0	21	267
5:40 PM	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	22	260
5:45 PM	0	12	0	0	0	4	0	0	0	0	0	0	0	0	0	0	16	251
5:50 PM	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14	241
5:55 PM	0	5	0	0	0	9	0	0	0	0	0	0	0	0	0	0	14	228
6:00 PM	0	12	0	0	1	10	0	0	0	0	0	0	0	0	0	0	23	232
6:05 PM	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0	0	13	225
6:10 PM	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14	219
6:15 PM	0	11	0	0	0	12	0	0	0	0	0	0	0	0	0	0	23	221
6:20 PM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9	204
6:25 PM	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0	0	20	200
6:30 PM	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	0	14	203
6:35 PM	0	16	0	0	0	2	0	0	0	0	0	0	0	0	0	0	18	200
6:40 PM	0	11	0	0	0	3	0	0	0	0	0	0	0	0	0	0	14	192
6:45 PM	1	9	0	0	0	3	0	0	0	0	0	0	0	0	0	0	13	189
6:50 PM	0	7	0	0	0	4	1	0	0	0	0	0	0	0	0	0	12	187
6:55 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	183
7:00 PM	0	11	0	0	0	3	0	0	0	0	0	0	0	0	0	0	14	174
7:05 PM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8	169

5-Min Count Period Beginning At	Rte 221 (Northbound)				Rte 221 (Southbound)				Cemetery Rd (Eastbound)				Cemetery Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9	164
7:15 PM	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	150
7:20 PM	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	11	152
7:25 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	136
7:30 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7	129
7:35 PM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10	121
7:40 PM	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9	116
7:45 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	109
7:50 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7	104
7:55 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	100

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	268	0	0	0	88	0	0	0	0	0	0	0	0	0	0	356
Heavy Trucks	0	16	0		0	32	0		0	0	0		0	0	0		48
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

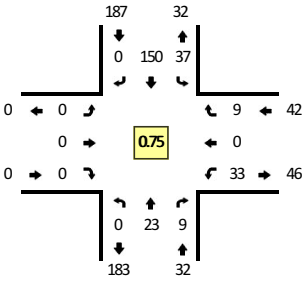
Type of peak hour being reported: Intersection Peak

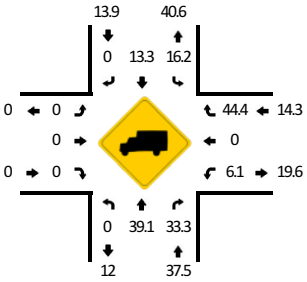
Method for determining peak hour: Total Entering Volume

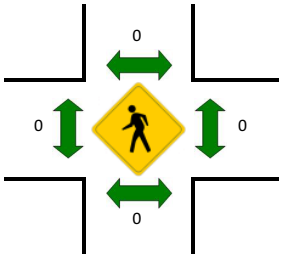
LOCATION: Rte 221 -- Sellards Rd
CITY/STATE: Benton, WA

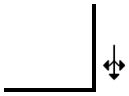
QC JOB #: 16236613
DATE: Wed, Jun 14 2023

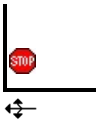
Peak-Hour: 5:10 AM -- 6:10 AM
Peak 15-Min: 5:25 AM -- 5:40 AM

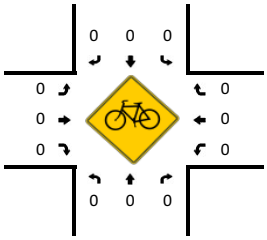


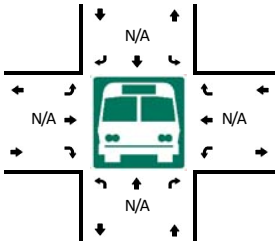


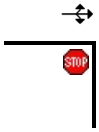


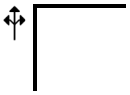


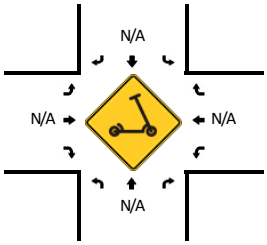












5-Min Count Period Beginning At	Rte 221 (Northbound)				Rte 221 (Southbound)				Sellards Rd (Eastbound)				Sellards Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	2	0	0	5	11	0	0	0	0	0	0	2	0	0	0	20	
5:05 AM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	1	0	8	
5:10 AM	0	0	0	0	3	13	0	0	0	0	0	0	3	0	0	0	19	
5:15 AM	0	3	2	0	5	13	0	0	0	0	0	0	1	0	0	0	24	
5:20 AM	0	2	0	0	2	15	0	0	0	0	0	0	1	0	1	0	21	
5:25 AM	0	4	0	0	3	17	0	0	0	0	0	0	5	0	1	0	30	
5:30 AM	0	1	0	0	2	18	0	0	0	0	0	0	2	0	0	0	23	
5:35 AM	0	2	3	0	5	15	0	0	0	0	0	0	7	0	2	0	34	
5:40 AM	0	0	3	0	4	15	0	0	0	0	0	0	1	0	1	0	24	
5:45 AM	0	1	1	0	3	12	0	0	0	0	0	0	1	0	1	0	19	
5:50 AM	0	3	0	0	1	11	0	0	0	0	0	0	0	0	2	0	17	
5:55 AM	0	0	0	0	3	8	0	0	0	0	0	0	6	0	0	0	17	256
6:00 AM	0	5	0	0	2	6	0	0	0	0	0	0	4	0	0	0	17	253
6:05 AM	0	2	0	0	4	7	0	0	0	0	0	0	2	0	1	0	16	261
6:10 AM	0	7	0	0	3	5	0	0	0	0	0	0	2	0	1	0	18	260
6:15 AM	0	3	0	0	5	6	0	0	0	0	0	0	0	0	1	0	15	251
6:20 AM	0	6	0	0	3	9	0	0	0	0	0	0	2	0	1	0	21	251
6:25 AM	0	3	1	0	3	7	0	0	0	0	0	0	0	0	0	0	14	235
6:30 AM	0	5	1	0	1	4	0	0	0	0	0	0	1	0	0	0	12	224
6:35 AM	0	14	2	0	2	10	0	0	0	0	0	0	3	0	1	0	32	222
6:40 AM	0	7	2	0	7	5	0	0	0	1	0	0	3	0	4	0	29	227
6:45 AM	0	4	0	0	4	7	0	0	0	0	0	0	0	1	1	0	17	225
6:50 AM	0	3	2	0	3	8	0	0	0	0	0	0	3	0	3	0	22	230
6:55 AM	0	1	1	0	2	6	0	0	0	0	0	0	1	0	1	0	12	225
7:00 AM	0	1	1	0	0	5	0	0	0	0	0	0	1	0	1	0	9	217
7:05 AM	0	4	2	0	0	6	0	0	0	0	0	0	2	0	2	0	16	217
7:10 AM	0	5	2	0	0	4	0	0	0	0	0	0	1	0	1	0	13	212
7:15 AM	0	4	0	0	0	4	0	0	0	0	0	0	3	0	0	0	11	208
7:20 AM	0	2	0	0	2	5	0	0	0	0	0	0	0	0	2	0	11	198
7:25 AM	0	3	4	0	1	7	0	0	0	0	0	0	7	0	0	0	22	206
7:30 AM	0	1	0	0	1	6	0	0	0	0	1	0	3	0	0	0	12	206
7:35 AM	0	3	0	0	0	7	0	0	0	0	0	0	2	0	0	0	12	186
7:40 AM	0	2	0	0	1	9	0	0	0	0	0	0	1	0	3	0	16	173
7:45 AM	0	4	0	0	0	12	0	0	0	0	0	0	3	0	0	0	19	175
7:50 AM	1	1	1	0	2	6	0	0	0	0	0	0	2	1	1	0	15	168
7:55 AM	0	2	0	0	1	3	0	0	0	0	0	0	0	0	3	0	9	165

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	28	12	0	40	200	0	0	0	0	0	0	56	0	12	0	348
Heavy Trucks	0	12	0		8	28	0		0	0	0		0	0	8		56
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

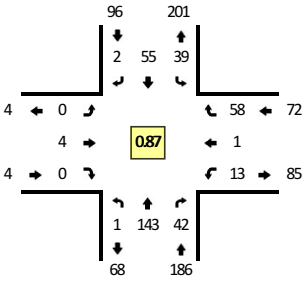
Type of peak hour being reported: Intersection Peak

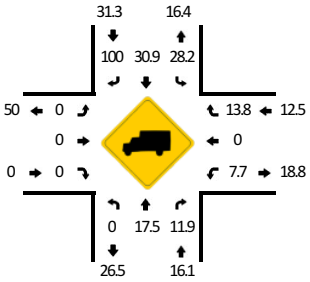
Method for determining peak hour: Total Entering Volume

LOCATION: Rte 221 -- Sellards Rd
CITY/STATE: Benton, WA

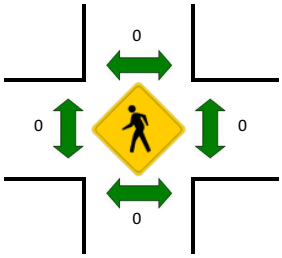
QC JOB #: 16236614
DATE: Tue, Jun 13 2023

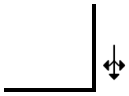
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

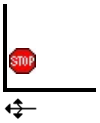


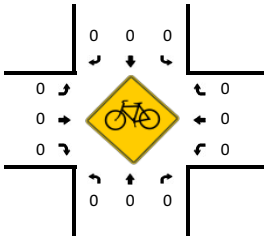


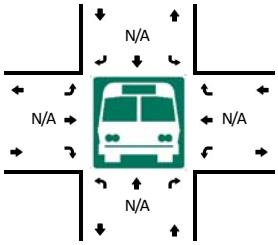
Quality Counts
DATA THAT DRIVES COMMUNITIES

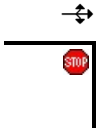


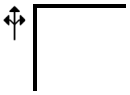


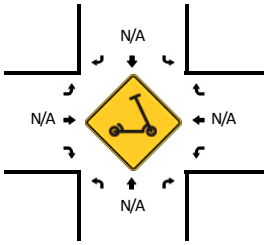












5-Min Count Period Beginning At	Rte 221 (Northbound)				Rte 221 (Southbound)				Sellards Rd (Eastbound)				Sellards Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	13	4	0	2	5	0	0	0	1	1	0	1	0	4	0	31	
4:05 PM	0	7	3	0	2	5	0	0	0	0	0	0	2	0	3	0	22	
4:10 PM	0	10	2	0	2	7	0	0	0	0	0	0	1	0	7	0	29	
4:15 PM	0	6	5	0	2	3	0	0	0	0	0	0	0	0	4	0	20	
4:20 PM	0	6	3	0	6	10	0	0	0	0	0	0	1	0	0	0	26	
4:25 PM	0	4	4	0	2	7	0	0	0	0	0	0	1	0	2	0	20	
4:30 PM	0	10	2	0	7	5	0	0	0	1	0	0	0	0	2	0	27	
4:35 PM	0	20	6	0	4	6	0	0	0	0	0	0	1	0	5	0	42	
4:40 PM	0	17	4	0	3	3	0	0	0	1	0	0	0	1	4	0	33	
4:45 PM	0	18	2	0	2	3	0	0	0	0	0	0	0	0	3	0	28	
4:50 PM	0	10	5	0	4	3	1	0	0	1	0	0	2	0	11	0	37	
4:55 PM	0	7	4	0	1	5	0	0	0	0	0	0	1	0	5	0	23	338
5:00 PM	0	12	4	0	6	2	1	0	0	1	0	0	0	0	3	0	29	336
5:05 PM	0	11	2	0	1	6	0	0	0	0	0	0	1	0	4	0	25	339
5:10 PM	0	10	3	0	4	5	0	0	0	0	0	0	2	0	4	0	28	338
5:15 PM	0	13	2	0	2	5	0	0	0	0	0	0	1	0	5	0	28	346
5:20 PM	0	10	5	0	2	6	0	0	0	0	0	0	2	0	7	0	32	352
5:25 PM	1	5	3	0	3	6	0	0	0	0	0	0	3	0	5	0	26	358
5:30 PM	0	4	3	0	1	3	0	0	0	0	0	0	1	0	3	0	15	346
5:35 PM	0	6	4	0	1	8	0	0	0	0	0	0	1	0	3	0	23	327
5:40 PM	0	7	4	0	4	11	0	0	0	0	0	0	0	0	6	0	32	326
5:45 PM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	4	0	13	311
5:50 PM	0	2	4	0	1	2	0	0	0	1	0	0	0	0	4	0	14	288
5:55 PM	0	4	3	0	2	5	1	0	0	0	0	0	0	0	5	0	20	285
6:00 PM	0	7	0	0	3	7	0	0	0	0	0	0	0	0	1	0	18	274
6:05 PM	0	7	1	0	1	3	0	0	0	0	0	0	0	0	1	0	13	262
6:10 PM	0	6	0	0	3	4	1	0	0	1	0	0	0	0	1	0	16	250
6:15 PM	0	9	0	0	1	6	0	0	0	0	0	0	2	0	2	0	20	242
6:20 PM	0	4	3	0	2	5	0	0	0	0	0	0	0	0	4	0	18	228
6:25 PM	0	15	2	0	4	6	0	0	0	0	0	0	1	0	4	0	32	234
6:30 PM	0	5	2	0	1	1	0	0	0	0	0	0	0	0	2	0	11	230
6:35 PM	0	13	1	0	1	3	0	0	0	0	0	0	1	0	1	0	20	227
6:40 PM	0	8	4	0	3	0	0	0	0	0	0	0	0	0	4	0	19	214
6:45 PM	0	5	3	0	1	1	0	0	0	0	0	0	0	0	1	0	11	212
6:50 PM	0	5	1	0	2	1	0	0	0	0	0	0	1	0	5	0	15	213
6:55 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	201
7:00 PM	0	9	1	0	0	1	0	0	0	0	0	0	1	0	3	0	15	198
7:05 PM	0	2	2	0	2	2	0	0	0	0	0	0	0	0	3	0	11	196

5-Min Count Period Beginning At	Rte 221 (Northbound)				Rte 221 (Southbound)				Sellards Rd (Eastbound)				Sellards Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	6	1	0	1	5	0	0	0	0	0	0	0	0	0	0	13	193
7:15 PM	0	5	2	0	3	1	0	0	0	0	0	0	0	0	1	0	12	185
7:20 PM	0	2	0	0	4	1	0	0	0	0	0	0	1	0	1	0	9	176
7:25 PM	0	1	1	0	2	1	0	0	0	0	0	0	1	0	2	0	8	152
7:30 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	3	0	8	149
7:35 PM	0	5	1	0	3	4	0	0	0	0	0	0	0	0	1	0	14	143
7:40 PM	0	4	1	0	1	3	0	0	0	0	0	0	0	0	1	0	10	134
7:45 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	127
7:50 PM	0	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0	8	120
7:55 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	1	0	6	118

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	220	48	0	36	48	0	0	0	4	0	0	4	4	48	0	412
Heavy Trucks	0	16	0		8	28	0		0	0	0		0	0	0		52
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

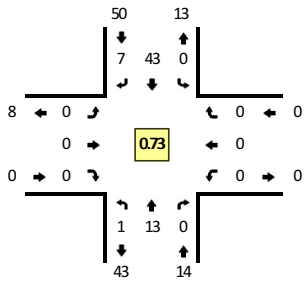
Type of peak hour being reported: Intersection Peak

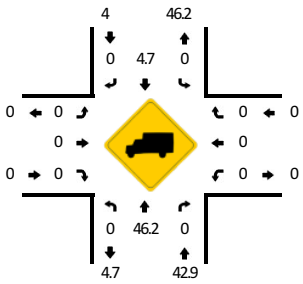
Method for determining peak hour: Total Entering Volume

LOCATION: Webber Canyon Rd -- County Well Rd
CITY/STATE: Benton, WA

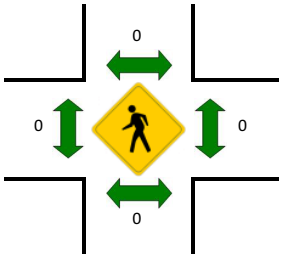
QC JOB #: 16236615
DATE: Wed, Jun 14 2023

Peak-Hour: 5:00 AM -- 6:00 AM
Peak 15-Min: 5:40 AM -- 5:55 AM

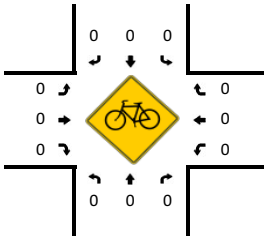


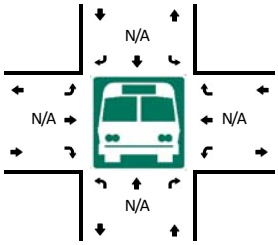


Quality Counts
DATA THAT DRIVES COMMUNITIES

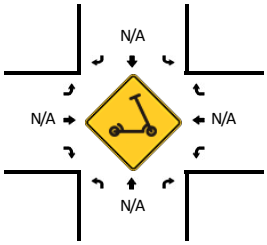












5-Min Count Period Beginning At	Webber Canyon Rd (Northbound)				Webber Canyon Rd (Southbound)				County Well Rd (Eastbound)				County Well Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	
5:05 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
5:10 AM	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	6	
5:15 AM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	6	
5:20 AM	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	
5:25 AM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8	
5:30 AM	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	6	
5:35 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
5:40 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	
5:45 AM	0	3	0	0	0	6	1	0	0	0	0	0	0	0	0	0	10	
5:50 AM	0	3	0	0	0	3	1	0	0	0	0	0	0	0	0	0	7	
5:55 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	64
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
6:05 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	58
6:10 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	54
6:15 AM	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	5	53
6:20 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	52
6:25 AM	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	48
6:30 AM	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	4	46
6:35 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	45
6:40 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	46
6:45 AM	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	6	42
6:50 AM	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	5	40
6:55 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	39
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	41
7:05 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	46
7:10 AM	0	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	4	48
7:15 AM	1	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10	53
7:20 AM	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	8	58
7:25 AM	0	2	0	0	0	1	1	0	0	0	1	0	0	0	0	0	5	59
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	56
7:35 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	61
7:40 AM	0	1	0	0	0	4	2	0	0	0	0	0	0	0	0	0	7	62
7:45 AM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	4	60
7:50 AM	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3	58
7:55 AM	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	60

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	32	0	0	0	48	8	0	0	0	0	0	0	0	0	0	88
Heavy Trucks	0	20	0		0	4	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

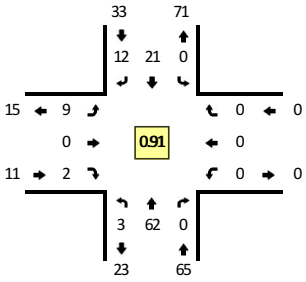
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

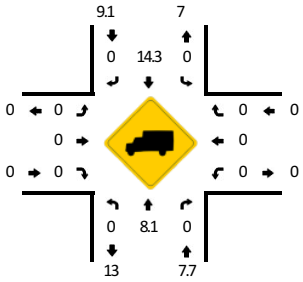
LOCATION: Webber Canyon Rd -- County Well Rd
CITY/STATE: Benton, WA

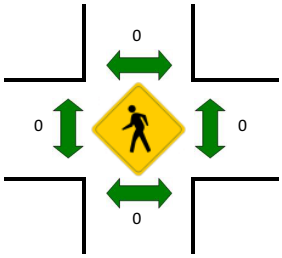
QC JOB #: 16236616
DATE: Wed, Jun 14 2023

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

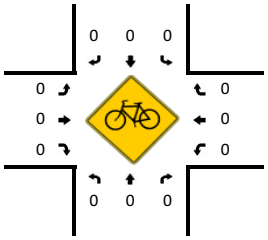


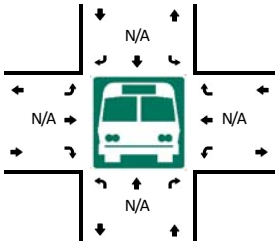
Quality Counts
DATA THAT DRIVES COMMUNITIES



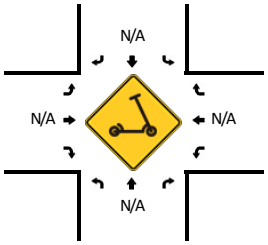












5-Min Count Period Beginning At	Webber Canyon Rd (Northbound)				Webber Canyon Rd (Southbound)				County Well Rd (Eastbound)				County Well Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	
4:05 PM	0	3	0	0	0	3	0	0	2	0	0	0	0	0	0	0	8	
4:10 PM	1	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	7	
4:15 PM	0	5	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	
4:20 PM	1	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4	
4:25 PM	0	5	0	0	0	2	2	0	0	0	0	0	0	0	0	0	9	
4:30 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	
4:35 PM	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	0	8	
4:40 PM	2	4	0	0	0	2	0	0	2	0	0	0	0	0	0	0	10	
4:45 PM	0	6	0	0	0	2	2	0	2	0	0	0	0	0	0	0	12	
4:50 PM	0	9	0	0	0	1	1	0	0	0	0	0	0	0	0	0	11	
4:55 PM	2	1	0	0	0	3	0	0	1	0	0	0	0	0	0	0	7	95
5:00 PM	0	7	0	0	0	1	1	0	0	0	2	0	0	0	0	0	11	100
5:05 PM	0	5	0	0	0	2	1	0	1	0	0	0	0	0	0	0	9	101
5:10 PM	0	5	0	0	0	2	0	0	1	0	0	0	0	0	0	0	8	102
5:15 PM	0	5	0	0	0	3	0	0	1	0	0	0	0	0	0	0	9	104
5:20 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	105
5:25 PM	0	3	0	0	0	2	3	0	0	0	0	0	0	0	0	0	8	104
5:30 PM	0	7	0	0	0	2	1	0	0	0	0	0	0	0	0	0	10	108
5:35 PM	1	4	0	0	0	1	1	0	1	0	0	0	0	0	0	0	8	108
5:40 PM	0	7	0	0	0	0	2	0	2	0	0	0	0	0	0	0	11	109
5:45 PM	0	4	0	0	0	0	2	0	2	0	0	0	0	0	0	0	8	105
5:50 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	96
5:55 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	91
6:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	82
6:05 PM	0	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	8	81
6:10 PM	0	1	0	0	0	1	0	0	2	0	1	0	0	0	0	0	5	78
6:15 PM	0	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	8	77
6:20 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	74
6:25 PM	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4	70
6:30 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	63
6:35 PM	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5	60
6:40 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	51
6:45 PM	1	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	49
6:50 PM	0	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0	6	53
6:55 PM	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	55
7:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	56
7:05 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	50

5-Min Count Period Beginning At	Webber Canyon Rd (Northbound)				Webber Canyon Rd (Southbound)				County Well Rd (Eastbound)				County Well Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46
7:15 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	41
7:20 PM	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	42
7:25 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	40
7:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	38
7:35 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34
7:40 PM	5	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	7	39
7:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	35
7:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
7:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	64	0	0	0	24	12	0	12	0	0	0	0	0	0	0	120
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

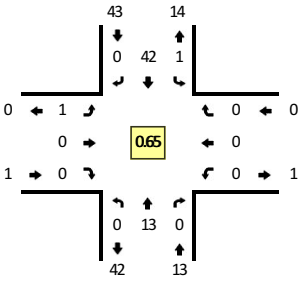
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

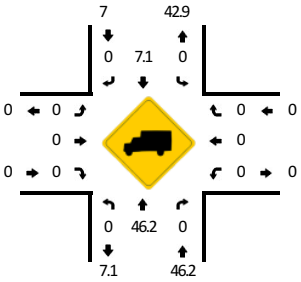
LOCATION: Travis Rd -- Cemetery Rd
CITY/STATE: Benton, WA

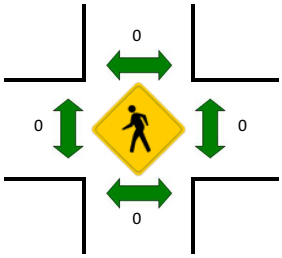
QC JOB #: 16236617
DATE: Wed, Jun 14 2023

Peak-Hour: 5:00 AM -- 6:00 AM
Peak 15-Min: 5:40 AM -- 5:55 AM

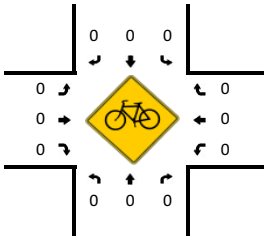


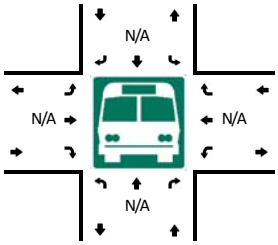




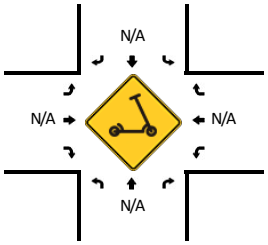












5-Min Count Period Beginning At	Travis Rd (Northbound)				Travis Rd (Southbound)				Cemetery Rd (Eastbound)				Cemetery Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	
5:05 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
5:10 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3	
5:15 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8	
5:20 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	
5:25 AM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	
5:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:40 AM	0	2	0	0	1	4	0	0	0	0	0	0	0	0	0	0	7	
5:45 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7	
5:50 AM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8	
5:55 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	57
6:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	53
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
6:10 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	48
6:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	43
6:20 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	42
6:25 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	41
6:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	41
6:35 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	45
6:40 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	42
6:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	40
6:50 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	33
6:55 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	33
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	34
7:05 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	37
7:10 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	39
7:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5	41
7:20 AM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10	47
7:25 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	47
7:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	4	48
7:35 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	49
7:40 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	49
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	46
7:50 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	46
7:55 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	48

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	32	0	0	4	52	0	0	0	0	0	0	0	0	0	0	88
Heavy Trucks	0	20	0		0	4	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

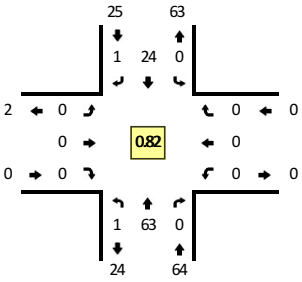
Type of peak hour being reported: Intersection Peak

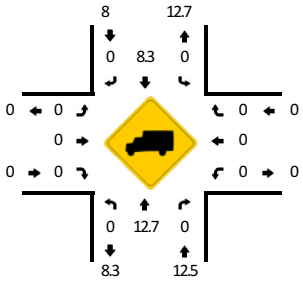
Method for determining peak hour: Total Entering Volume

LOCATION: Travis Rd -- Cemetery Rd
CITY/STATE: Benton, WA

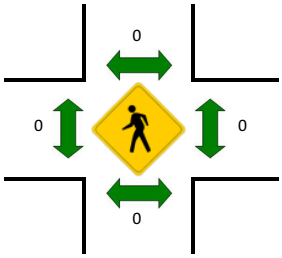
QC JOB #: 16236618
DATE: Tue, Jun 13 2023

Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 4:40 PM -- 4:55 PM

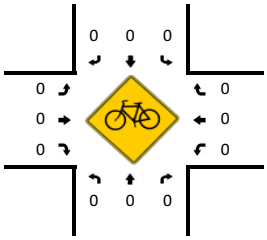


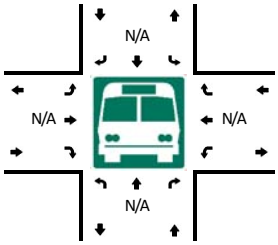


Quality Counts
DATA THAT DRIVES COMMUNITIES

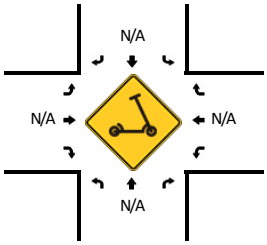












5-Min Count Period Beginning At	Travis Rd (Northbound)				Travis Rd (Southbound)				Cemetery Rd (Eastbound)				Cemetery Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	
4:05 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
4:10 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7	
4:15 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	
4:20 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:25 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
4:30 PM	0	6	0	0	0	2	1	0	0	0	0	0	0	0	0	0	9	
4:35 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	
4:40 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8	
4:45 PM	1	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	
4:50 PM	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	
4:55 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	74
5:00 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8	77
5:05 PM	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	82
5:10 PM	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	81
5:15 PM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9	84
5:20 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	89
5:25 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	87
5:30 PM	0	7	0	0	0	1	0	0	0	0	0	0	0	0	1	0	9	87
5:35 PM	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	88
5:40 PM	0	4	0	0	0	0	0	0	1	0	0	0	0	1	0	0	6	86
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	80
5:50 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	71
5:55 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	68
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	62
6:05 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	59
6:10 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	54
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	47
6:20 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7	48
6:25 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	47
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	40
6:35 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	37
6:40 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	33
6:45 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	34
6:50 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	38
6:55 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	41
7:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	41
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35

5-Min Count Period Beginning At	Travis Rd (Northbound)				Travis Rd (Southbound)				Cemetery Rd (Eastbound)				Cemetery Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	37
7:15 PM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4	39
7:20 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	35
7:25 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	34
7:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3	35
7:35 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	6	37
7:40 PM	0	3	0	0	1	1	0	0	0	0	0	0	0	1	0	0	6	41
7:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	38
7:50 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	35
7:55 PM	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	34

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	80	0	0	0	24	0	0	0	0	0	0	0	0	0	0	108
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

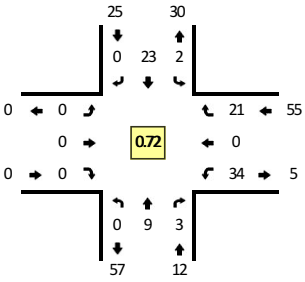
Type of peak hour being reported: Intersection Peak

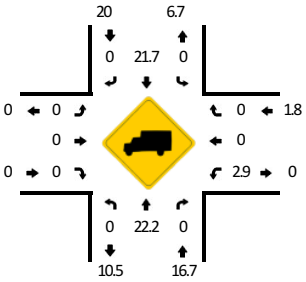
Method for determining peak hour: Total Entering Volume

LOCATION: S Plymouth Rd -- S Clodfelter Rd
CITY/STATE: Benton, WA

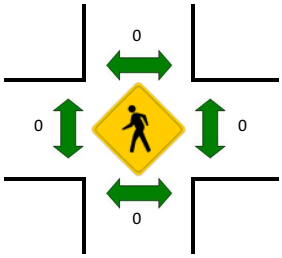
QC JOB #: 16236619
DATE: Thu, Jun 15 2023

Peak-Hour: 5:10 AM -- 6:10 AM
Peak 15-Min: 5:20 AM -- 5:35 AM

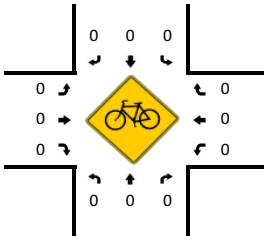


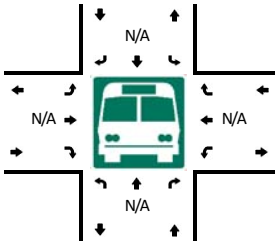


Quality Counts
DATA THAT DRIVES COMMUNITIES

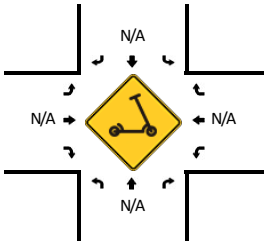












5-Min Count Period Beginning At	S Plymouth Rd (Northbound)				S Plymouth Rd (Southbound)				S Clodfelter Rd (Eastbound)				S Clodfelter Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:10 AM	0	1	0	0	0	0	0	0	0	0	0	0	3	0	2	0	6	
5:15 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2	0	9	
5:20 AM	0	0	0	0	0	3	0	0	0	0	0	0	5	0	3	0	11	
5:25 AM	0	0	0	0	0	1	0	0	0	0	0	0	4	0	2	0	7	
5:30 AM	0	1	1	0	0	2	0	0	0	0	0	0	6	0	4	0	14	
5:35 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0	5	
5:40 AM	0	0	0	0	0	4	0	0	0	0	0	0	3	0	2	0	9	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	
5:50 AM	0	2	1	0	1	1	0	0	0	0	0	0	0	0	2	0	7	
5:55 AM	0	2	0	0	0	4	0	0	0	0	0	0	3	0	2	0	11	86
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	4	87
6:05 AM	0	0	0	0	1	1	0	0	0	0	0	0	3	0	0	0	5	92
6:10 AM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	3	89
6:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	3	0	2	0	9	89
6:20 AM	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	4	82
6:25 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3	78
6:30 AM	0	2	1	0	2	1	0	0	0	0	0	0	8	0	6	0	20	84
6:35 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	81
6:40 AM	0	1	0	0	0	0	0	0	0	0	0	0	3	0	3	0	7	79
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	5	80
6:50 AM	0	1	0	0	1	3	0	0	0	0	0	0	2	0	2	0	9	82
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	74
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	4	0	6	76
7:05 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0	4	75
7:10 AM	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	4	76
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	68
7:20 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	67
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	67
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	3	50
7:35 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	50
7:40 AM	0	1	1	0	2	1	0	0	0	0	0	0	1	0	1	0	7	50
7:45 AM	0	1	0	0	1	1	0	0	0	0	0	0	2	0	1	0	6	51
7:50 AM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	3	45
7:55 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	44

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	4	0	0	24	0	0	0	0	0	0	60	0	36	0	128
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
Comments:																	

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

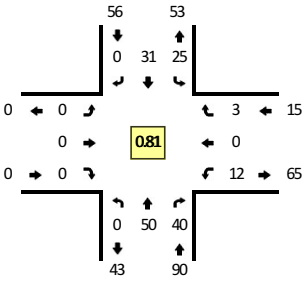
Type of peak hour being reported: Intersection Peak

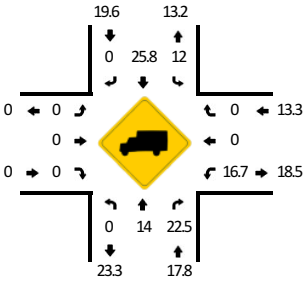
Method for determining peak hour: Total Entering Volume

LOCATION: S Plymouth Rd -- S Clodfelter Rd
CITY/STATE: Benton, WA

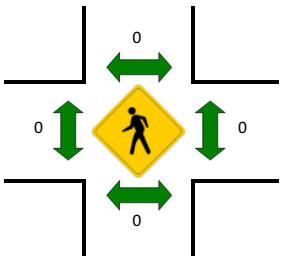
QC JOB #: 16236620
DATE: Thu, Jun 15 2023

Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:40 PM -- 4:55 PM

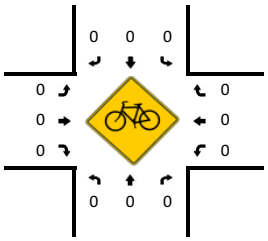


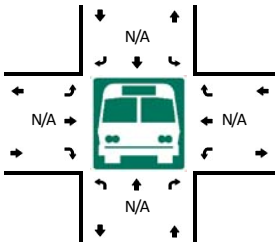


Quality Counts
DATA THAT DRIVES COMMUNITIES

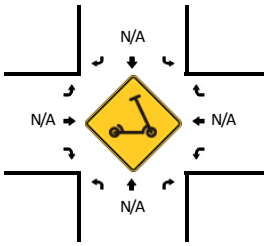












5-Min Count Period Beginning At	S Plymouth Rd (Northbound)				S Plymouth Rd (Southbound)				S Clodfelter Rd (Eastbound)				S Clodfelter Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	5	1	0	3	0	0	0	0	0	0	0	0	0	0	0	9	
4:05 PM	0	3	2	0	1	3	0	0	0	0	0	0	0	0	0	0	9	
4:10 PM	0	6	4	0	3	9	0	0	0	0	0	0	0	0	1	0	23	
4:15 PM	0	4	2	0	0	3	0	0	0	0	0	0	0	0	0	0	9	
4:20 PM	0	3	2	0	2	5	0	0	0	0	0	0	1	0	0	0	13	
4:25 PM	0	4	4	0	3	2	0	0	0	0	0	0	3	0	0	0	16	
4:30 PM	0	5	2	0	1	2	0	0	0	0	0	0	1	0	1	0	12	
4:35 PM	0	3	4	0	1	1	0	0	0	0	0	0	2	0	0	0	11	
4:40 PM	0	4	4	0	4	2	0	0	0	0	0	0	1	0	0	0	15	
4:45 PM	0	5	5	0	2	0	0	0	0	0	0	0	0	0	0	0	12	
4:50 PM	0	10	5	0	4	1	0	0	0	0	0	0	3	0	0	0	23	
4:55 PM	0	2	2	0	1	2	0	0	0	0	0	0	0	0	0	0	7	159
5:00 PM	0	1	4	0	3	1	0	0	0	0	0	0	1	0	1	0	11	161
5:05 PM	0	2	2	0	2	1	0	0	0	0	0	0	1	0	0	0	8	160
5:10 PM	0	2	4	0	2	1	0	0	0	0	0	0	0	0	0	0	9	146
5:15 PM	0	5	2	0	0	2	0	0	0	0	0	0	0	0	0	0	9	146
5:20 PM	0	4	8	0	1	3	0	0	0	0	0	0	0	0	0	0	16	149
5:25 PM	0	3	2	0	1	2	0	0	0	0	0	0	2	0	0	0	10	143
5:30 PM	0	3	1	0	0	2	0	0	0	0	0	0	0	0	1	0	7	138
5:35 PM	0	3	1	0	0	2	0	0	0	0	0	0	2	0	1	0	9	136
5:40 PM	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4	125
5:45 PM	0	3	2	0	4	1	0	0	0	0	0	0	0	0	2	0	12	125
5:50 PM	0	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	5	107
5:55 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	5	105
6:00 PM	0	2	3	0	2	1	0	0	0	0	0	0	0	0	1	0	9	103
6:05 PM	0	5	5	0	7	0	0	0	0	0	0	0	3	0	0	0	20	115
6:10 PM	0	0	4	0	1	1	0	0	0	0	0	0	0	0	1	0	7	113
6:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	107
6:20 PM	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	4	95
6:25 PM	0	3	3	0	0	1	0	0	0	0	0	0	0	0	1	0	8	93
6:30 PM	0	1	2	0	1	1	0	0	0	0	0	0	0	0	1	0	6	92
6:35 PM	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	5	88
6:40 PM	0	2	1	0	3	2	0	0	0	0	0	0	0	0	0	0	8	92
6:45 PM	0	3	2	0	1	3	0	0	0	0	0	0	2	0	0	0	11	91
6:50 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	88
6:55 PM	0	2	3	0	4	3	0	0	0	0	0	0	0	0	1	0	13	96
7:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	90
7:05 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	5	75

5-Min Count Period Beginning At	S Plymouth Rd (Northbound)				S Plymouth Rd (Southbound)				S Clodfelter Rd (Eastbound)				S Clodfelter Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	71
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	69
7:20 PM	0	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	7	72
7:25 PM	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	6	70
7:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	68
7:35 PM	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	5	68
7:40 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	64
7:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	55
7:50 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	57
7:55 PM	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	0	5	49

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	76	56	0	40	12	0	0	0	0	0	0	16	0	0	0	200
Heavy Trucks	0	12	12		0	0	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

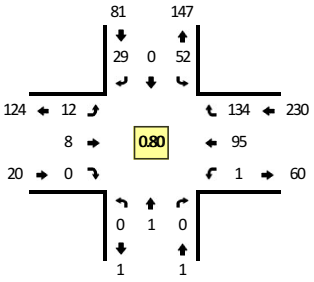
Type of peak hour being reported: Intersection Peak

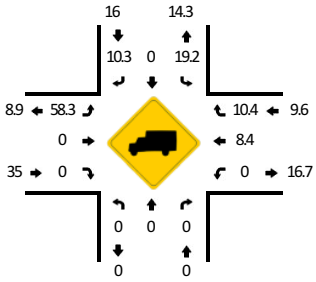
Method for determining peak hour: Total Entering Volume

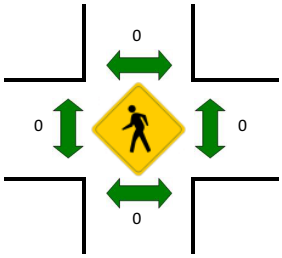
LOCATION: Rte 221 -- Rte 14
CITY/STATE: Benton, WA

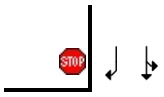
QC JOB #: 16236621
DATE: Wed, Jun 14 2023

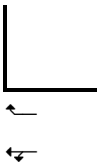
Peak-Hour: 5:15 AM -- 6:15 AM
Peak 15-Min: 5:35 AM -- 5:50 AM

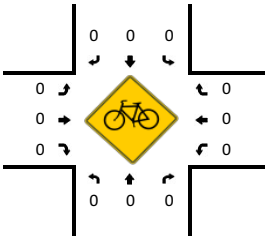


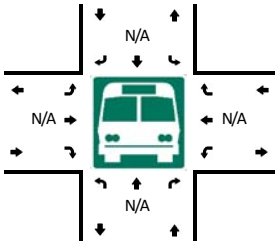


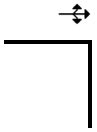


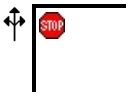


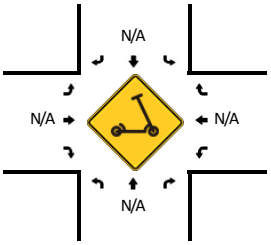












5-Min Count Period Beginning At	Rte 221 (Northbound)				Rte 221 (Southbound)				Rte 14 (Eastbound)				Rte 14 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	1	0	3	0	1	0	0	0	0	1	1	0	7	
5:05 AM	0	0	0	0	1	0	2	0	0	0	0	0	0	2	13	0	18	
5:10 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	1	10	0	13	
5:15 AM	0	0	0	0	8	0	1	0	1	1	0	0	0	8	11	0	30	
5:20 AM	0	0	0	0	7	0	2	0	0	0	0	0	0	18	9	0	36	
5:25 AM	0	0	0	0	2	0	1	0	3	4	0	0	0	2	7	0	19	
5:30 AM	0	0	0	0	2	0	2	0	0	0	0	0	0	10	13	0	27	
5:35 AM	0	0	0	0	5	0	4	0	1	1	0	0	0	12	20	0	43	
5:40 AM	0	1	0	0	4	0	4	0	2	0	0	0	1	3	17	0	32	
5:45 AM	0	0	0	0	6	0	4	0	0	1	0	0	0	5	13	0	29	
5:50 AM	0	0	0	0	4	0	4	0	0	0	0	0	0	2	15	0	25	
5:55 AM	0	0	0	0	3	0	1	0	3	0	0	0	0	12	11	0	30	309
6:00 AM	0	0	0	0	4	0	1	0	1	0	0	0	0	9	6	0	21	323
6:05 AM	0	0	0	0	5	0	2	0	0	1	0	0	0	8	5	0	21	326
6:10 AM	0	0	0	0	2	0	3	0	1	0	0	0	0	6	7	0	19	332
6:15 AM	0	0	0	0	4	0	3	0	1	2	0	0	0	5	4	0	19	321
6:20 AM	0	0	0	0	1	0	3	0	0	1	1	0	0	4	5	0	15	300
6:25 AM	0	0	0	0	6	0	2	0	1	0	0	0	0	4	3	0	16	297
6:30 AM	0	0	0	0	8	0	1	0	0	1	0	0	0	0	0	0	10	280
6:35 AM	0	1	0	0	8	0	3	0	1	0	0	0	0	3	1	0	17	254
6:40 AM	0	0	0	0	4	0	3	0	2	0	0	0	0	1	4	0	14	236
6:45 AM	0	0	0	0	2	0	3	0	2	1	0	0	0	3	1	0	12	219
6:50 AM	0	0	0	0	6	0	1	0	2	0	0	0	0	2	1	0	12	206
6:55 AM	0	0	0	0	1	0	2	0	3	2	0	0	0	2	7	0	17	193
7:00 AM	0	0	0	0	4	0	1	0	0	0	0	0	0	4	7	0	16	188
7:05 AM	0	0	1	0	4	0	2	0	1	2	0	0	0	2	5	0	17	184
7:10 AM	0	0	0	0	3	0	3	0	1	1	0	0	0	10	3	0	21	186
7:15 AM	0	0	0	0	6	0	4	0	3	1	0	0	0	1	3	0	18	185
7:20 AM	0	0	0	0	1	0	1	0	1	0	0	0	0	4	2	0	9	179
7:25 AM	0	0	0	0	2	1	2	0	1	1	0	0	0	2	8	0	17	180
7:30 AM	0	0	0	0	2	0	0	0	5	3	0	0	0	1	4	0	15	185
7:35 AM	0	0	0	0	0	0	3	0	0	1	0	0	0	1	4	0	9	177
7:40 AM	0	0	0	0	4	0	4	0	3	2	0	0	0	2	3	0	18	181
7:45 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	5	5	0	13	182
7:50 AM	0	0	0	0	6	0	3	0	1	1	0	0	0	1	4	0	16	186
7:55 AM	0	0	0	0	7	0	1	0	2	2	0	0	0	2	4	0	18	187

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	0	0	60	0	48	0	12	8	0	0	4	80	200	0	416
Heavy Trucks	0	0	0		4	0	0		4	0	0		0	12	20		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

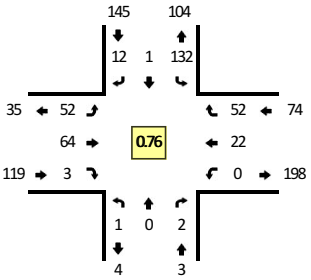
Type of peak hour being reported: Intersection Peak

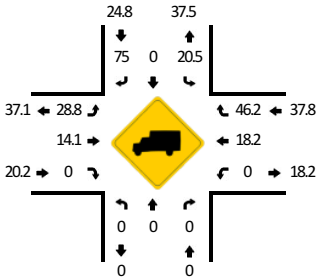
Method for determining peak hour: Total Entering Volume

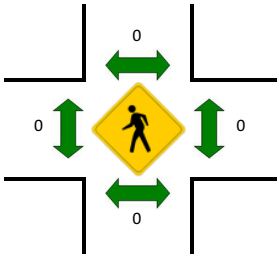
LOCATION: Rte 221 -- Rte 14
CITY/STATE: Benton, WA

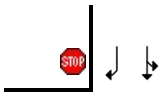
QC JOB #: 16236622
DATE: Tue, Jun 13 2023

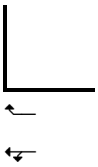
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

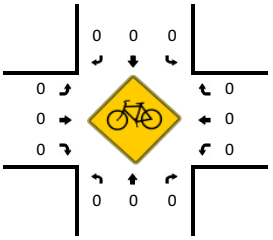


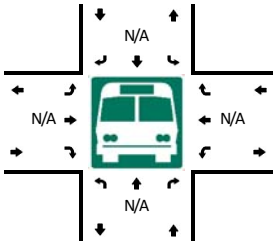


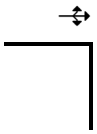


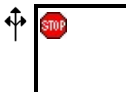


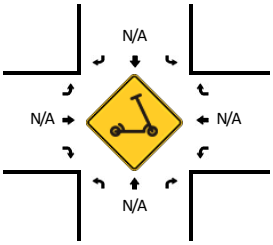












5-Min Count Period Beginning At	Rte 221 (Northbound)				Rte 221 (Southbound)				Rte 14 (Eastbound)				Rte 14 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	10	0	2	0	5	5	0	0	0	1	2	0	25	
4:05 PM	0	0	0	0	7	0	0	0	3	2	0	0	0	4	8	0	24	
4:10 PM	0	0	0	0	9	0	0	0	8	9	0	0	0	5	3	0	34	
4:15 PM	0	0	0	0	10	0	2	0	3	3	0	0	0	2	3	0	23	
4:20 PM	0	0	0	0	14	0	1	0	3	6	0	0	0	1	4	0	29	
4:25 PM	0	0	0	0	13	0	1	0	4	8	0	0	0	0	3	0	29	
4:30 PM	0	0	0	0	15	1	1	0	2	7	1	0	0	2	7	0	36	
4:35 PM	0	0	0	0	24	0	2	0	4	3	0	0	0	0	2	0	35	
4:40 PM	1	0	1	0	13	0	0	0	8	7	2	0	0	2	7	0	41	
4:45 PM	0	0	0	0	7	0	2	0	3	4	0	0	0	2	5	0	23	
4:50 PM	0	0	1	0	4	0	1	0	4	3	0	0	0	1	5	0	19	
4:55 PM	0	0	0	0	6	0	0	0	5	7	0	0	0	2	3	0	23	341
5:00 PM	0	0	0	0	14	0	2	0	1	3	0	0	0	0	2	0	22	338
5:05 PM	0	0	0	0	8	0	0	0	3	5	0	0	1	1	8	0	26	340
5:10 PM	0	0	0	0	7	0	3	0	1	3	0	0	0	1	4	0	19	325
5:15 PM	0	0	0	0	11	0	0	0	2	8	0	0	0	2	1	0	24	326
5:20 PM	0	0	0	0	7	0	1	0	2	16	0	0	0	0	4	0	30	327
5:25 PM	0	0	0	0	4	0	2	0	0	7	0	0	0	4	5	0	22	320
5:30 PM	0	0	0	0	11	0	4	0	2	2	0	0	0	3	8	0	30	314
5:35 PM	0	0	0	0	7	1	1	0	3	4	0	0	0	1	4	0	21	300
5:40 PM	1	0	0	0	1	0	4	0	2	4	0	0	0	4	4	0	20	279
5:45 PM	0	0	0	0	2	0	0	0	1	4	0	0	0	1	8	0	16	272
5:50 PM	0	1	3	0	5	0	1	0	2	7	0	0	0	2	7	0	28	281
5:55 PM	0	0	0	0	8	0	1	0	1	2	0	0	0	4	3	0	19	277
6:00 PM	0	0	0	0	6	0	0	0	3	1	0	0	0	1	5	0	16	271
6:05 PM	0	0	0	0	6	0	1	0	0	2	0	0	0	1	2	0	12	257
6:10 PM	0	0	0	0	3	0	0	0	6	1	0	0	0	4	12	0	26	264
6:15 PM	0	0	0	0	6	0	1	0	4	0	0	0	0	1	8	0	20	260
6:20 PM	0	0	0	0	5	0	1	0	4	1	0	0	0	3	4	0	18	248
6:25 PM	0	0	0	0	8	0	0	0	3	2	0	0	0	2	3	0	18	244
6:30 PM	0	0	0	0	17	0	2	0	0	1	1	0	0	0	1	0	22	236
6:35 PM	0	0	0	0	14	1	2	0	5	2	0	0	0	1	1	0	26	241
6:40 PM	0	0	0	0	7	2	1	0	2	2	0	0	0	1	3	0	18	239
6:45 PM	0	1	0	0	4	0	1	0	1	0	0	0	0	0	5	0	12	235
6:50 PM	0	0	0	0	3	0	0	0	1	2	0	0	0	1	6	0	13	220
6:55 PM	0	0	0	0	2	0	1	0	1	0	0	0	0	0	3	0	7	208
7:00 PM	0	1	0	0	2	0	3	0	2	6	0	0	0	1	3	0	18	210
7:05 PM	0	0	0	0	2	0	0	0	0	2	0	0	0	1	3	0	8	206

5-Min Count Period Beginning At	Rte 221 (Northbound)				Rte 221 (Southbound)				Rte 14 (Eastbound)				Rte 14 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	1	0	1	0	1	1	0	0	0	0	2	0	6	186
7:15 PM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	1	0	6	172
7:20 PM	0	0	0	0	4	0	0	0	2	2	0	0	0	0	3	0	11	165
7:25 PM	0	0	0	0	1	0	1	0	2	1	0	0	0	1	2	0	8	155
7:30 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	3	0	6	139
7:35 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	2	2	0	6	119
7:40 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	5	0	7	108
7:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	2	1	0	5	101
7:50 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	4	92
7:55 PM	0	0	0	0	3	0	0	0	3	0	0	0	0	1	0	0	7	92

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	4	0	208	4	12	0	56	68	12	0	0	16	64	0	448
Heavy Trucks	0	0	0		28	0	4		12	12	0		0	4	36		96
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

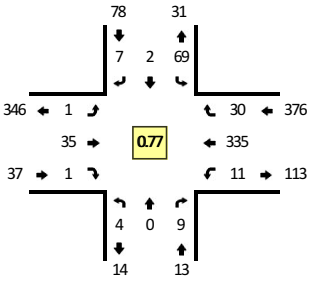
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

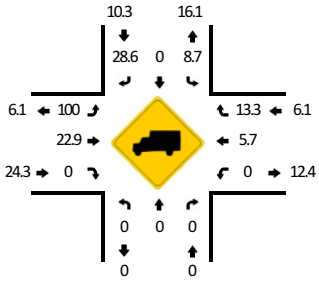
LOCATION: S Plymouth Rd -- Rte 14
CITY/STATE: Benton, WA

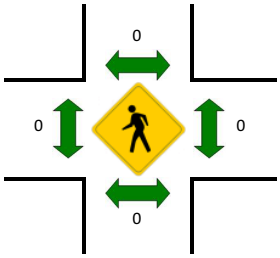
QC JOB #: 16236623
DATE: Thu, Jun 15 2023

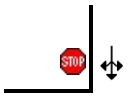
Peak-Hour: 5:00 AM -- 6:00 AM
Peak 15-Min: 5:20 AM -- 5:35 AM

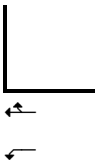


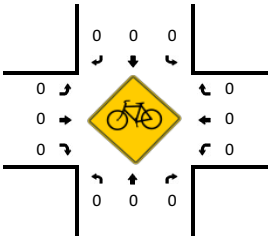


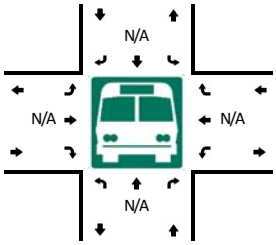


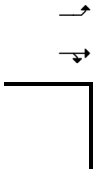


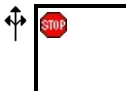


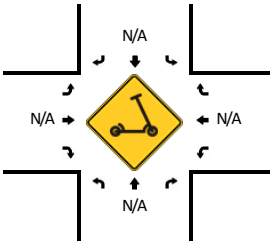












5-Min Count Period Beginning At	S Plymouth Rd (Northbound)				S Plymouth Rd (Southbound)				Rte 14 (Eastbound)				Rte 14 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	2	0	1	0	0	2	0	0	0	38	0	0	43	
5:05 AM	1	0	0	0	4	0	3	0	0	1	0	0	0	32	1	0	42	
5:10 AM	1	0	1	0	0	0	0	0	0	2	0	0	0	28	1	0	33	
5:15 AM	1	0	0	0	6	0	0	0	0	3	0	0	2	25	2	0	39	
5:20 AM	0	0	0	0	6	0	2	0	0	3	0	0	3	32	6	0	52	
5:25 AM	0	0	2	0	11	0	0	0	1	3	0	0	2	36	3	0	58	
5:30 AM	0	0	1	0	13	0	0	0	0	5	1	0	2	31	0	0	53	
5:35 AM	1	0	3	0	11	0	0	0	0	2	0	0	0	30	3	0	50	
5:40 AM	0	0	0	0	4	1	1	0	0	4	0	0	1	26	5	0	42	
5:45 AM	0	0	0	0	3	0	0	0	0	2	0	0	1	24	5	0	35	
5:50 AM	0	0	1	0	5	1	0	0	0	6	0	0	0	20	3	0	36	
5:55 AM	0	0	1	0	4	0	0	0	0	2	0	0	0	13	1	0	21	504
6:00 AM	1	0	2	0	2	0	1	0	0	3	0	0	2	10	3	0	24	485
6:05 AM	1	0	0	0	5	0	1	0	0	1	0	0	1	10	2	0	21	464
6:10 AM	0	0	1	0	5	0	0	0	0	6	0	0	0	8	2	0	22	453
6:15 AM	0	0	2	0	3	0	1	0	0	15	1	0	2	12	4	0	40	454
6:20 AM	0	0	3	0	2	0	0	0	0	4	0	0	1	9	0	0	19	421
6:25 AM	1	0	0	0	2	0	1	0	1	6	0	0	2	18	3	0	34	397
6:30 AM	0	0	2	0	4	0	0	0	0	9	0	0	1	10	2	0	28	372
6:35 AM	0	0	1	0	2	0	0	0	0	7	0	0	1	17	3	0	31	353
6:40 AM	0	0	0	0	3	2	2	0	0	10	0	0	3	13	2	0	35	346
6:45 AM	0	0	0	0	0	0	0	0	0	6	2	0	1	12	2	0	23	334
6:50 AM	1	0	0	0	3	0	0	0	0	6	0	0	0	4	3	0	17	315
6:55 AM	0	0	0	0	3	0	1	0	0	5	0	0	0	8	4	0	21	315
7:00 AM	0	0	3	0	6	0	0	0	0	3	0	0	1	3	2	0	18	309
7:05 AM	0	0	0	0	2	0	1	0	0	7	0	0	0	10	2	0	22	310
7:10 AM	0	1	1	0	3	0	0	0	0	6	0	0	1	9	4	0	25	313
7:15 AM	0	0	2	0	4	0	1	0	0	4	0	0	0	11	2	0	24	297
7:20 AM	0	0	2	0	1	0	0	0	1	3	0	0	0	13	0	0	20	298
7:25 AM	1	0	1	0	2	0	1	0	0	7	0	0	1	6	2	0	21	285
7:30 AM	1	0	0	0	2	0	1	0	0	7	0	0	1	8	7	0	27	284
7:35 AM	0	0	2	0	3	0	2	0	0	8	0	0	0	18	1	0	34	287
7:40 AM	1	0	3	0	4	1	1	0	1	3	0	0	0	6	2	0	22	274
7:45 AM	0	0	2	0	5	0	0	0	0	5	0	0	0	12	4	0	28	279
7:50 AM	0	0	1	0	4	0	0	0	1	5	0	0	0	11	2	0	24	286
7:55 AM	0	0	0	0	3	0	1	0	0	6	0	0	1	10	0	0	21	286

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	12	0	120	0	8	0	4	44	4	0	28	396	36	0	652
Heavy Trucks	0	0	0		8	0	4		4	4	0		0	20	8		48
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

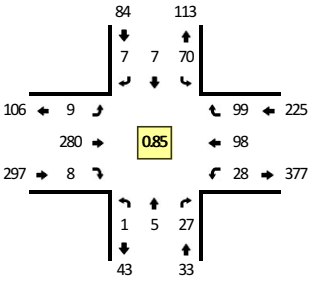
Type of peak hour being reported: Intersection Peak

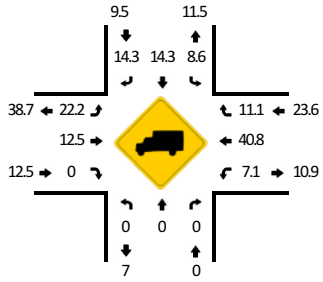
Method for determining peak hour: Total Entering Volume

LOCATION: S Plymouth Rd -- Rte 14
CITY/STATE: Benton, WA

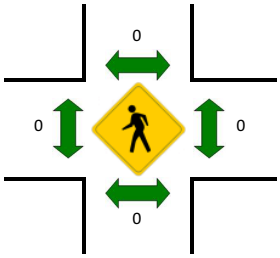
QC JOB #: 16236624
DATE: Thu, Jun 15 2023

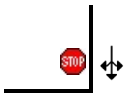
Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

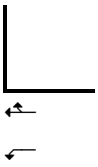


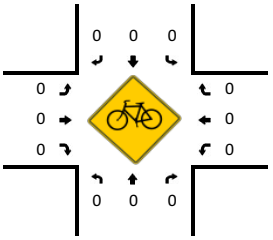


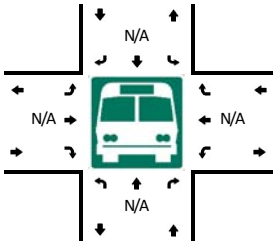
Quality Counts
DATA THAT DRIVES COMMUNITIES

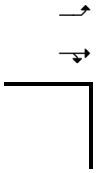


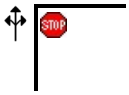


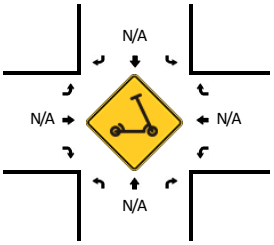












5-Min Count Period Beginning At	S Plymouth Rd (Northbound)				S Plymouth Rd (Southbound)				Rte 14 (Eastbound)				Rte 14 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	11	0	0	0	0	32	0	0	2	9	3	0	58	
4:05 PM	0	0	1	0	8	0	0	0	0	30	2	0	2	14	9	0	66	
4:10 PM	0	0	1	0	1	1	1	0	2	27	1	0	5	6	7	0	52	
4:15 PM	1	0	1	0	4	1	0	0	0	18	1	0	3	2	9	0	40	
4:20 PM	0	2	5	0	8	1	0	0	3	23	0	0	0	6	8	0	56	
4:25 PM	0	1	2	0	12	2	1	0	1	12	0	0	5	6	8	0	50	
4:30 PM	0	1	2	0	4	0	0	0	1	20	2	0	1	6	10	0	47	
4:35 PM	0	0	3	0	4	0	2	0	0	24	1	0	1	5	15	0	55	
4:40 PM	0	0	2	0	5	0	0	0	1	26	1	0	3	15	12	0	65	
4:45 PM	0	0	3	0	6	0	2	0	0	35	0	0	3	12	8	0	69	
4:50 PM	0	0	3	0	8	0	0	0	0	17	0	0	1	5	5	0	39	
4:55 PM	0	1	2	0	4	0	1	0	0	16	0	0	2	11	4	0	41	638
5:00 PM	0	0	2	0	6	2	0	0	1	32	0	0	2	10	4	0	59	639
5:05 PM	0	0	3	0	7	0	0	0	2	21	0	0	2	10	7	0	52	625
5:10 PM	0	0	1	0	6	1	0	0	6	20	0	0	2	9	8	0	53	626
5:15 PM	0	0	2	0	4	1	0	0	0	14	0	0	3	8	6	0	38	624
5:20 PM	0	0	3	0	1	1	0	0	0	21	1	0	4	11	7	0	49	617
5:25 PM	0	0	1	0	9	1	0	0	0	14	1	0	5	9	5	0	45	612
5:30 PM	0	0	1	0	4	1	0	0	1	25	0	0	9	10	5	0	56	621
5:35 PM	0	1	1	0	13	1	0	0	0	15	0	0	1	3	6	0	41	607
5:40 PM	0	0	4	0	2	0	0	0	0	15	0	0	4	7	5	0	37	579
5:45 PM	0	0	1	0	3	0	1	0	1	6	0	0	3	9	6	0	30	540
5:50 PM	0	0	6	0	4	2	0	0	3	15	0	0	2	3	6	0	41	542
5:55 PM	0	1	0	0	5	0	0	0	0	10	0	0	4	4	4	0	28	529
6:00 PM	0	1	1	0	4	0	1	0	0	17	0	0	5	1	2	0	32	502
6:05 PM	0	1	4	0	2	0	1	0	0	15	0	0	3	6	4	0	36	486
6:10 PM	0	0	1	0	7	0	0	0	0	27	2	0	3	9	4	0	53	486
6:15 PM	0	0	0	0	5	0	0	0	4	15	1	0	5	2	2	0	34	482
6:20 PM	0	0	2	0	2	2	0	0	1	18	1	0	1	3	5	0	35	468
6:25 PM	0	0	1	0	4	0	0	0	0	8	0	0	5	5	5	0	28	451
6:30 PM	0	0	3	0	7	0	0	0	0	12	0	0	3	7	5	0	37	432
6:35 PM	0	1	2	0	0	0	0	0	0	13	0	0	5	3	5	0	29	420
6:40 PM	0	1	1	0	4	0	0	0	0	12	0	0	2	6	3	0	29	412
6:45 PM	0	0	2	0	2	0	0	0	1	24	0	0	4	5	4	0	42	424
6:50 PM	0	2	2	0	5	0	0	0	0	10	1	0	1	4	3	0	28	411
6:55 PM	0	0	3	0	1	0	0	0	0	14	0	0	0	4	1	0	23	406
7:00 PM	0	1	3	0	5	0	0	0	0	11	0	0	3	3	1	0	27	401
7:05 PM	0	0	1	0	11	1	0	0	0	8	1	0	2	3	2	0	29	394

5-Min Count Period Beginning At	S Plymouth Rd (Northbound)				S Plymouth Rd (Southbound)				Rte 14 (Eastbound)				Rte 14 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	3	0	0	0	0	6	0	0	0	4	5	0	18	359
7:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	3	4	2	0	11	336
7:20 PM	0	0	1	0	1	0	0	0	0	7	0	0	4	7	4	0	24	325
7:25 PM	0	0	2	0	1	0	0	0	0	6	0	0	3	4	0	0	16	313
7:30 PM	0	0	1	0	4	0	1	0	0	4	0	0	3	4	1	0	18	294
7:35 PM	0	0	0	0	4	0	0	0	0	2	0	0	0	2	3	0	11	276
7:40 PM	0	0	1	0	4	0	0	0	1	7	0	0	2	6	4	0	25	272
7:45 PM	0	0	1	0	6	0	0	0	0	5	0	0	3	0	4	0	19	249
7:50 PM	0	0	0	0	2	0	0	0	0	3	0	0	2	0	0	0	7	228
7:55 PM	0	1	2	0	2	0	0	0	0	4	0	0	2	2	0	0	13	218

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	32	0	60	0	16	0	4	340	8	0	28	128	140	0	756
Heavy Trucks	0	0	0		4	0	0		0	24	0		0	40	16		84
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

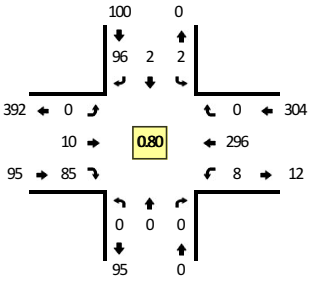
Type of peak hour being reported: Intersection Peak

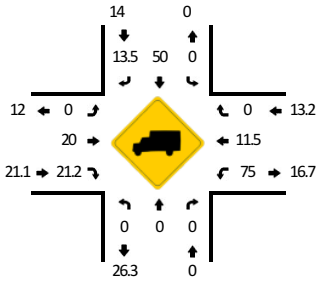
Method for determining peak hour: Total Entering Volume

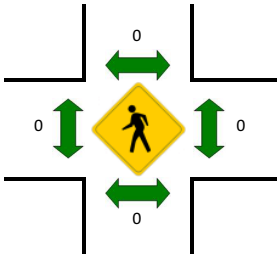
LOCATION: I-82 SB Ramps -- Rte 14
CITY/STATE: Benton, WA

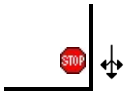
QC JOB #: 16236625
DATE: Wed, Jun 14 2023

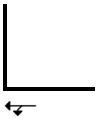
Peak-Hour: 5:00 AM -- 6:00 AM
Peak 15-Min: 5:20 AM -- 5:35 AM

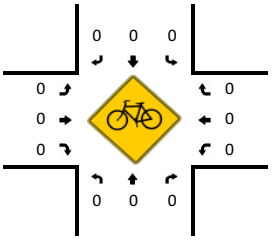


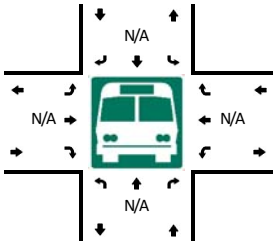


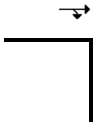




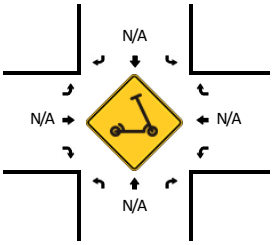












5-Min Count Period Beginning At	I-82 SB Ramps (Northbound)				I-82 SB Ramps (Southbound)				Rte 14 (Eastbound)				Rte 14 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	0	0	2	0	0	0	4	0	0	30	0	0	36	
5:05 AM	0	0	0	0	1	0	2	0	0	0	1	0	1	42	0	0	47	
5:10 AM	0	0	0	0	0	0	10	0	0	4	6	0	2	17	0	0	39	
5:15 AM	0	0	0	0	0	1	7	0	0	0	13	0	1	23	0	0	45	
5:20 AM	0	0	0	0	1	1	9	0	0	0	7	0	1	42	0	0	61	
5:25 AM	0	0	0	0	0	0	10	0	0	1	9	0	0	29	0	0	49	
5:30 AM	0	0	0	0	0	0	11	0	0	1	12	0	0	22	0	0	46	
5:35 AM	0	0	0	0	0	0	10	0	0	0	6	0	0	26	0	0	42	
5:40 AM	0	0	0	0	0	0	10	0	0	2	13	0	1	23	0	0	49	
5:45 AM	0	0	0	0	0	0	6	0	0	1	7	0	0	15	0	0	29	
5:50 AM	0	0	0	0	0	0	14	0	0	1	4	0	2	17	0	0	38	
5:55 AM	0	0	0	0	0	0	5	0	0	0	3	0	0	10	0	0	18	499
6:00 AM	0	0	0	0	0	0	7	0	0	2	5	0	1	11	0	0	26	489
6:05 AM	0	0	0	0	0	0	3	0	0	4	17	0	0	8	0	0	32	474
6:10 AM	0	0	0	0	0	0	3	0	0	4	9	0	0	10	0	0	26	461
6:15 AM	0	0	0	0	0	0	3	0	0	4	12	0	0	7	0	0	26	442
6:20 AM	0	0	0	0	0	0	4	0	0	4	8	0	0	8	0	0	24	405
6:25 AM	0	0	0	0	0	1	4	0	0	4	2	0	0	12	0	0	23	379
6:30 AM	0	0	0	0	0	0	4	0	0	5	8	0	0	6	0	0	23	356
6:35 AM	0	0	0	0	0	0	7	0	0	4	15	0	0	11	0	0	37	351
6:40 AM	0	0	0	0	0	0	5	0	0	4	8	0	0	14	0	0	31	333
6:45 AM	0	0	0	0	0	0	9	0	0	2	9	0	0	4	0	0	24	328
6:50 AM	0	0	0	0	0	0	4	0	0	2	6	0	0	14	0	0	26	316
6:55 AM	0	0	0	0	0	0	1	0	0	2	6	0	0	5	0	0	14	312
7:00 AM	0	0	0	0	0	0	9	0	0	3	4	0	0	6	0	0	22	308
7:05 AM	0	0	0	0	0	0	3	0	0	7	10	0	0	9	0	0	29	305
7:10 AM	0	0	0	0	0	0	1	0	0	2	6	1	0	7	0	0	17	296
7:15 AM	0	0	0	0	0	0	6	0	0	3	10	0	0	12	0	0	31	301
7:20 AM	0	0	0	0	0	0	4	0	0	2	5	0	0	6	0	0	17	294
7:25 AM	0	0	0	0	0	0	3	0	0	2	10	0	2	7	0	0	24	295
7:30 AM	0	0	0	0	0	0	5	0	0	3	9	0	1	12	0	0	30	302
7:35 AM	0	0	0	0	1	0	6	0	0	2	6	0	0	6	0	0	21	286
7:40 AM	0	0	0	0	0	0	5	0	0	4	8	0	0	10	0	0	27	282
7:45 AM	0	0	0	0	0	0	2	0	0	3	7	0	0	7	0	0	19	277
7:50 AM	0	0	0	0	0	0	3	0	0	4	3	0	0	8	0	0	18	269
7:55 AM	0	0	0	0	0	0	8	0	0	0	2	0	1	6	0	0	17	272

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	4	120	0	0	8	112	0	4	372	0	0	624
Heavy Trucks	0	0	0		0	0	20		0	0	24		4	24	0		72
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

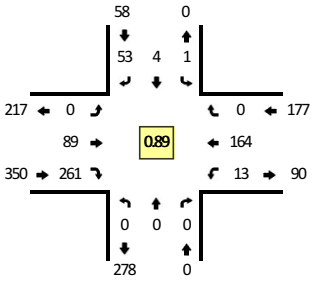
Type of peak hour being reported: Intersection Peak

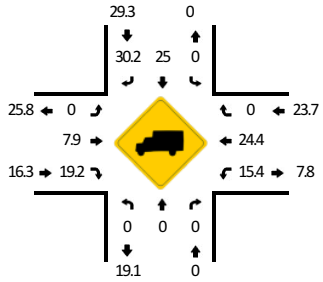
Method for determining peak hour: Total Entering Volume

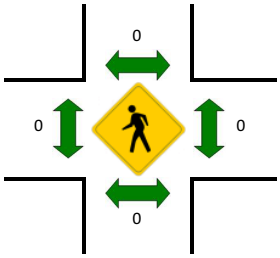
LOCATION: I-82 SB Ramps -- Rte 14
CITY/STATE: Benton, WA

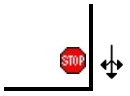
QC JOB #: 16236626
DATE: Tue, Jun 13 2023

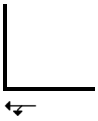
Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

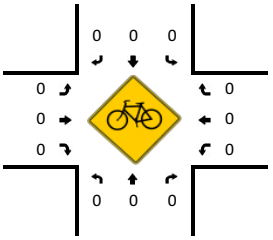


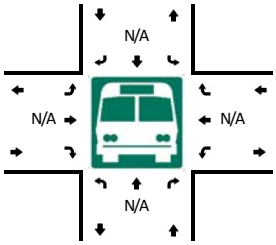


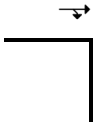




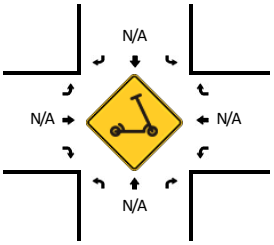












5-Min Count Period Beginning At	I-82 SB Ramps (Northbound)				I-82 SB Ramps (Southbound)				Rte 14 (Eastbound)				Rte 14 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	1	0	0	8	7	0	2	9	0	0	27	
4:05 PM	0	0	0	0	0	0	4	0	0	12	21	0	1	12	0	0	50	
4:10 PM	0	0	0	0	0	0	2	0	0	7	18	0	1	11	0	0	39	
4:15 PM	0	0	0	0	0	0	4	0	0	2	14	0	1	15	0	0	36	
4:20 PM	0	0	0	0	0	0	1	0	0	9	16	0	0	9	0	0	35	
4:25 PM	0	0	0	0	1	0	9	0	0	4	19	0	1	17	0	0	51	
4:30 PM	0	0	0	0	0	0	4	0	0	5	28	0	0	15	0	0	52	
4:35 PM	0	0	0	0	0	1	3	0	0	6	23	0	1	8	0	0	42	
4:40 PM	0	0	0	0	0	1	3	0	0	5	33	0	3	12	0	0	57	
4:45 PM	0	0	0	0	0	0	0	0	0	9	23	0	0	14	0	0	46	
4:50 PM	0	0	0	0	0	0	1	0	0	12	20	0	1	12	0	0	46	
4:55 PM	0	0	0	0	0	0	1	0	0	10	25	0	2	10	0	0	48	529
5:00 PM	0	0	0	0	0	0	4	0	0	12	10	0	1	11	0	0	38	540
5:05 PM	0	0	0	0	0	0	1	0	0	8	18	0	0	17	0	0	44	534
5:10 PM	0	0	0	0	0	0	6	0	0	4	23	0	2	9	0	0	44	539
5:15 PM	0	0	0	0	0	0	11	0	0	5	29	0	1	20	0	0	66	569
5:20 PM	0	0	0	0	0	0	7	0	0	5	21	0	2	13	0	0	48	582
5:25 PM	0	0	0	0	0	1	9	0	0	7	18	0	1	14	0	0	50	581
5:30 PM	0	0	0	0	1	2	6	0	0	3	15	0	0	13	0	0	40	569
5:35 PM	0	0	0	0	0	0	4	0	0	9	26	0	0	19	0	0	58	585
5:40 PM	0	0	0	0	0	0	3	0	0	5	4	0	0	13	0	0	25	553
5:45 PM	0	0	0	0	0	0	5	0	0	6	9	0	0	5	0	0	25	532
5:50 PM	0	0	0	0	0	0	2	0	0	6	7	0	0	6	0	0	21	507
5:55 PM	0	0	0	0	1	0	4	0	0	5	18	0	3	11	0	0	42	501
6:00 PM	0	0	0	0	0	0	4	0	0	8	8	0	2	10	0	0	32	495
6:05 PM	0	0	0	0	0	1	8	0	0	7	17	0	2	8	0	0	43	494
6:10 PM	0	0	0	0	0	0	2	0	0	1	17	0	1	9	0	0	30	480
6:15 PM	0	0	0	0	0	0	1	0	0	1	6	0	1	7	0	0	16	430
6:20 PM	0	0	0	0	0	0	2	0	0	5	20	0	2	5	0	0	34	416
6:25 PM	0	0	0	0	0	0	1	0	0	4	5	0	0	15	0	0	25	391
6:30 PM	0	0	0	0	0	0	0	0	0	4	12	0	1	3	0	0	20	371
6:35 PM	0	0	0	0	0	0	2	0	0	3	10	0	0	10	0	0	25	338
6:40 PM	0	0	0	0	0	0	1	0	0	4	13	0	0	3	0	0	21	334
6:45 PM	0	0	0	0	0	0	1	0	0	7	25	0	0	9	0	0	42	351
6:50 PM	0	0	0	0	0	0	1	0	0	5	18	0	1	10	0	0	35	365
6:55 PM	0	0	0	0	0	0	1	0	0	3	9	0	2	5	0	0	20	343
7:00 PM	0	0	0	0	0	1	1	0	0	1	10	0	1	7	0	0	21	332
7:05 PM	0	0	0	0	0	0	0	0	0	4	7	0	0	5	0	0	16	305

5-Min Count Period Beginning At	I-82 SB Ramps (Northbound)				I-82 SB Ramps (Southbound)				Rte 14 (Eastbound)				Rte 14 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	0	0	0	0	0	2	7	0	0	7	0	0	16	291
7:15 PM	0	0	0	0	0	0	2	0	0	8	12	0	0	9	0	0	31	306
7:20 PM	0	0	0	0	0	0	3	0	0	0	6	0	0	5	0	0	14	286
7:25 PM	0	0	0	0	0	0	0	0	0	4	3	0	2	4	0	0	13	274
7:30 PM	0	0	0	0	0	0	3	0	0	0	7	0	0	5	0	0	15	269
7:35 PM	0	0	0	0	0	1	4	0	0	2	10	0	0	7	0	0	24	268
7:40 PM	0	0	0	0	1	0	0	0	0	3	7	0	0	5	0	0	16	263
7:45 PM	0	0	0	0	0	0	2	0	0	0	6	0	0	1	0	0	9	230
7:50 PM	0	0	0	0	0	0	0	0	0	1	2	0	1	4	0	0	8	203
7:55 PM	0	0	0	0	0	0	2	0	0	0	7	0	0	4	0	0	13	196

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	4	108	0	0	68	272	0	16	188	0	0	656
Heavy Trucks	0	0	0		0	0	36		0	0	44		4	36	0		120
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

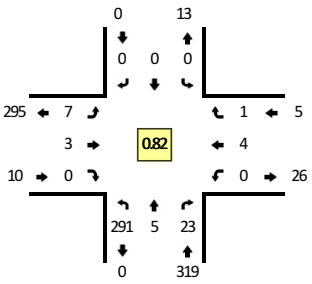
Type of peak hour being reported: Intersection Peak

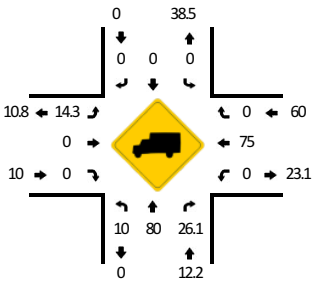
Method for determining peak hour: Total Entering Volume

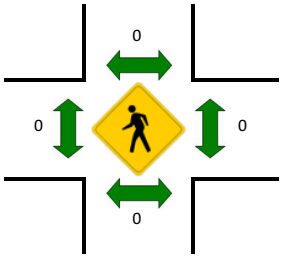
LOCATION: I-82 NB Ramps -- Rte 14
CITY/STATE: Benton, WA

QC JOB #: 16236627
DATE: Wed, Jun 14 2023

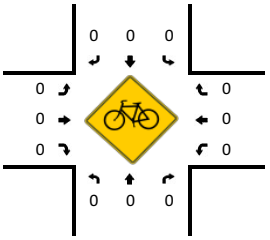
Peak-Hour: 5:00 AM -- 6:00 AM
Peak 15-Min: 5:00 AM -- 5:15 AM

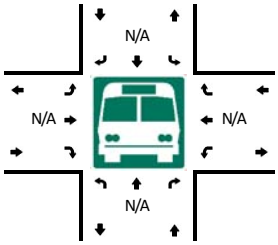




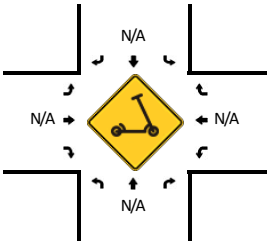












5-Min Count Period Beginning At	I-82 NB Ramps (Northbound)				I-82 NB Ramps (Southbound)				Rte 14 (Eastbound)				Rte 14 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	29	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33	
5:05 AM	42	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	48	
5:10 AM	16	0	1	0	0	0	0	0	1	2	0	0	0	1	0	0	21	
5:15 AM	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	
5:20 AM	41	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0	45	
5:25 AM	27	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	29	
5:30 AM	23	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	26	
5:35 AM	25	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28	
5:40 AM	20	1	3	0	0	0	0	0	2	0	0	0	0	1	0	0	27	
5:45 AM	16	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	20	
5:50 AM	17	0	2	0	0	0	0	0	1	0	0	0	0	1	1	0	22	
5:55 AM	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	334
6:00 AM	11	0	2	0	0	0	0	0	1	0	0	0	0	2	0	0	16	317
6:05 AM	8	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	12	281
6:10 AM	12	0	1	0	0	0	0	0	3	1	0	0	0	0	0	0	17	277
6:15 AM	8	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	11	263
6:20 AM	7	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	12	230
6:25 AM	11	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	16	217
6:30 AM	6	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0	12	203
6:35 AM	10	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	15	190
6:40 AM	13	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	17	180
6:45 AM	5	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	8	168
6:50 AM	12	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	14	160
6:55 AM	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	7	157
7:00 AM	4	0	4	0	0	0	0	0	3	0	0	0	0	0	0	0	11	152
7:05 AM	7	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0	16	156
7:10 AM	9	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	13	152
7:15 AM	11	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	14	155
7:20 AM	7	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	9	152
7:25 AM	7	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	10	146
7:30 AM	13	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	17	151
7:35 AM	5	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	9	145
7:40 AM	10	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	14	142
7:45 AM	6	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	10	144
7:50 AM	8	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	12	142
7:55 AM	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	7	142

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	348	8	36	0	0	0	0	0	4	8	0	0	0	4	0	0	408
Heavy Trucks	28	4	4		0	0	0		4	0	0		0	0	0		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

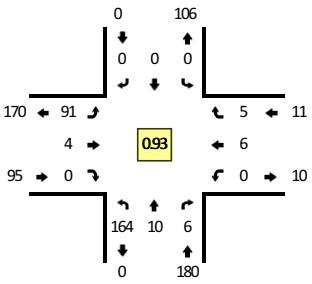
Type of peak hour being reported: Intersection Peak

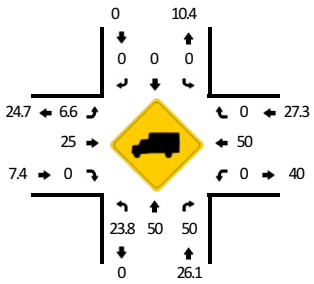
Method for determining peak hour: Total Entering Volume

LOCATION: I-82 NB Ramps -- Rte 14
CITY/STATE: Benton, WA

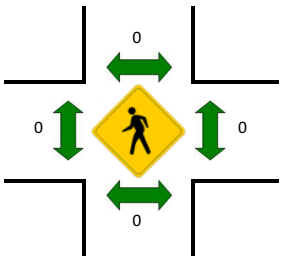
QC JOB #: 16236628
DATE: Tue, Jun 13 2023

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:50 PM -- 5:05 PM

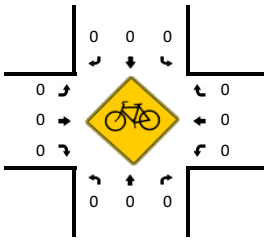


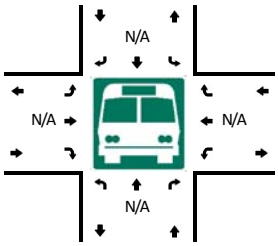


Quality Counts
DATA THAT DRIVES COMMUNITIES

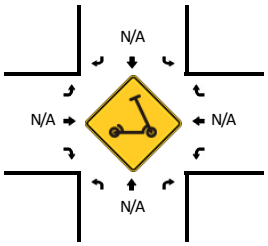












5-Min Count Period Beginning At	I-82 NB Ramps (Northbound)				I-82 NB Ramps (Southbound)				Rte 14 (Eastbound)				Rte 14 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	1	1	0	0	0	0	0	10	0	0	0	0	4	0	0	25	
4:05 PM	12	0	0	0	0	0	0	0	11	0	0	0	0	1	0	0	24	
4:10 PM	11	0	0	0	0	0	0	0	9	0	0	0	0	1	0	0	21	
4:15 PM	16	1	0	0	0	0	0	0	2	0	0	0	0	3	0	0	22	
4:20 PM	9	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	17	
4:25 PM	17	0	1	0	0	0	0	0	4	1	0	0	0	0	0	0	23	
4:30 PM	14	2	1	0	0	0	0	0	3	0	0	0	0	1	0	0	21	
4:35 PM	9	0	0	0	0	0	0	0	7	0	0	0	0	1	0	0	17	
4:40 PM	14	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	18	
4:45 PM	11	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	22	
4:50 PM	13	0	1	0	0	0	0	0	12	0	0	0	0	0	2	0	28	
4:55 PM	8	2	1	0	0	0	0	0	8	2	0	0	0	2	1	0	24	262
5:00 PM	13	0	1	0	0	0	0	0	10	1	0	0	0	0	0	0	25	262
5:05 PM	15	0	0	0	0	0	0	0	9	0	0	0	0	1	0	0	25	263
5:10 PM	11	1	1	0	0	0	0	0	7	0	0	0	0	1	0	0	21	263
5:15 PM	20	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	26	267
5:20 PM	14	2	1	0	0	0	0	0	4	0	0	0	0	0	0	0	21	271
5:25 PM	15	0	0	0	0	0	0	0	6	0	0	0	0	1	0	0	22	270
5:30 PM	13	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	20	269
5:35 PM	18	2	1	0	0	0	0	0	9	0	0	0	0	0	1	0	31	283
5:40 PM	13	0	0	0	0	0	0	0	5	1	0	0	0	1	1	0	21	286
5:45 PM	6	0	1	0	0	0	0	0	6	0	0	0	0	0	0	0	13	277
5:50 PM	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	10	259
5:55 PM	9	0	1	0	0	0	0	0	5	1	0	0	0	3	0	0	19	254
6:00 PM	11	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	15	244
6:05 PM	9	0	0	0	0	0	0	0	11	0	0	0	0	3	0	0	23	242
6:10 PM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	229
6:15 PM	7	0	1	0	0	0	0	0	2	0	0	0	0	3	0	0	13	216
6:20 PM	5	0	1	0	0	0	0	0	5	0	0	0	0	3	0	0	14	209
6:25 PM	15	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	20	207
6:30 PM	3	0	2	0	0	0	0	0	3	0	0	0	0	1	0	0	9	196
6:35 PM	7	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	13	178
6:40 PM	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	7	164
6:45 PM	6	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	14	165
6:50 PM	8	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	12	167
6:55 PM	4	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	10	158
7:00 PM	7	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	9	152
7:05 PM	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	10	139

5-Min Count Period Beginning At	I-82 NB Ramps (Northbound)				I-82 NB Ramps (Southbound)				Rte 14 (Eastbound)				Rte 14 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	7	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	10	141
7:15 PM	10	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	17	145
7:20 PM	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	137
7:25 PM	5	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	10	127
7:30 PM	5	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	7	125
7:35 PM	6	2	1	0	0	0	0	0	2	0	0	0	0	0	0	0	11	123
7:40 PM	6	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	9	125
7:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	113
7:50 PM	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	106
7:55 PM	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	100

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	136	8	12	0	0	0	0	0	120	12	0	0	0	8	12	0	308
Heavy Trucks	44	4	4		0	0	0		8	4	0		0	8	0		72
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

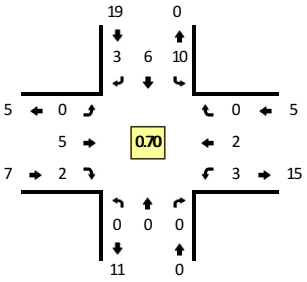
Type of peak hour being reported: Intersection Peak

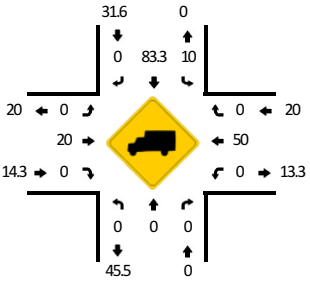
Method for determining peak hour: Total Entering Volume

LOCATION: I-82 SB Ramps -- Coffin Rd
CITY/STATE: Benton, WA

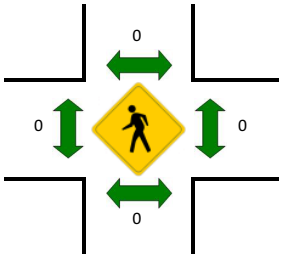
QC JOB #: 16236629
DATE: Wed, Jun 14 2023

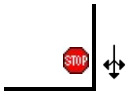
Peak-Hour: 6:40 AM -- 7:40 AM
Peak 15-Min: 7:25 AM -- 7:40 AM

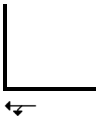


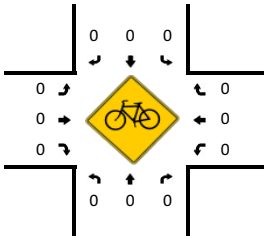


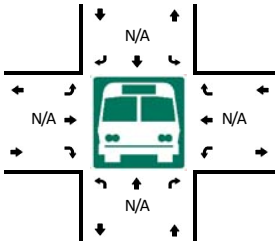
Quality Counts
DATA THAT DRIVES COMMUNITIES

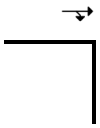




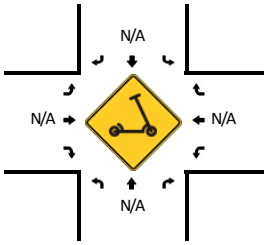












5-Min Count Period Beginning At	I-82 SB Ramps (Northbound)				I-82 SB Ramps (Southbound)				Coffin Rd (Eastbound)				Coffin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:10 AM	0	0	0	0	4	0	1	0	0	0	1	0	1	0	0	0	7	
5:15 AM	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	4	
5:20 AM	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	3	
5:25 AM	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	5	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:35 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
5:40 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
5:55 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	28
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	29
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	30
6:10 AM	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	4	27
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:20 AM	0	0	0	0	1	0	0	0	0	0	0	0	3	1	0	0	5	25
6:25 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	22
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
6:35 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	4	25
6:40 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	26
6:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	3	27
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	26
6:55 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	26
7:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	27
7:05 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	28
7:10 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3	27
7:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	29
7:20 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	26
7:25 AM	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	5	29
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	30
7:35 AM	0	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	5	31
7:40 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	31
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	30
7:50 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	31
7:55 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	31

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	16	12	4	0	0	8	4	0	0	0	0	0	44
Heavy Trucks	0	0	0		4	8	0		0	0	0		0	0	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
Comments:																	

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

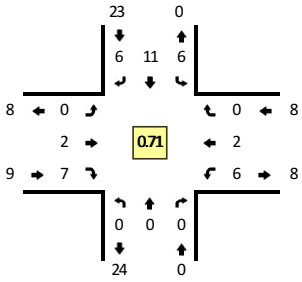
Type of peak hour being reported: Intersection Peak

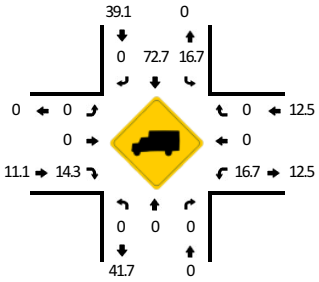
Method for determining peak hour: Total Entering Volume

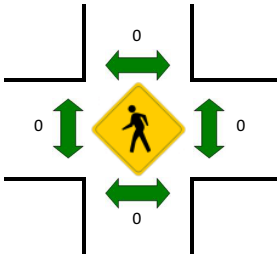
LOCATION: I-82 SB Ramps -- Coffin Rd
CITY/STATE: Benton, WA

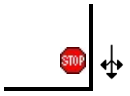
QC JOB #: 16236630
DATE: Tue, Jun 13 2023

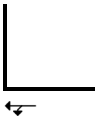
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 4:25 PM -- 4:40 PM

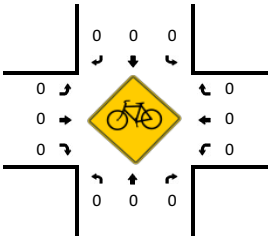


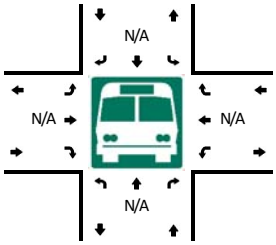


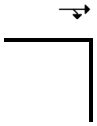




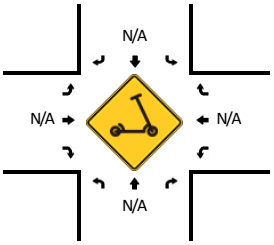












5-Min Count Period Beginning At	I-82 SB Ramps (Northbound)				I-82 SB Ramps (Southbound)				Coffin Rd (Eastbound)				Coffin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:05 PM	0	0	0	0	1	3	0	0	0	1	1	0	0	0	0	0	6	
4:10 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
4:20 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	4	
4:25 PM	0	0	0	0	0	2	1	0	0	0	0	0	4	0	0	0	7	
4:30 PM	0	0	0	0	0	1	2	0	0	0	1	0	1	0	0	0	5	
4:35 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	
4:40 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
4:50 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	3	
4:55 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	33
5:00 PM	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4	37
5:05 PM	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	4	35
5:10 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3	36
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	36
5:20 PM	0	0	0	0	1	3	1	0	0	1	1	0	0	1	0	0	8	40
5:25 PM	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	4	37
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	34
5:35 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	34
5:40 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	35
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	36
5:50 PM	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	4	37
5:55 PM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	39
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	32
6:10 PM	0	0	0	0	1	2	0	0	0	0	0	0	1	1	0	0	5	34
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
6:20 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26
6:25 PM	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	4	26
6:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	26
6:35 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	3	27
6:40 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	26
6:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	25
6:50 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	23
6:55 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	21
7:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	22
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21

5-Min Count Period Beginning At	I-82 SB Ramps (Northbound)				I-82 SB Ramps (Southbound)				Coffin Rd (Eastbound)				Coffin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	18
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
7:25 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	14
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:35 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	11
7:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	16	12	0	0	0	8	0	20	0	0	0	56
Heavy Trucks	0	0	0		0	12	0		0	0	4		4	0	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

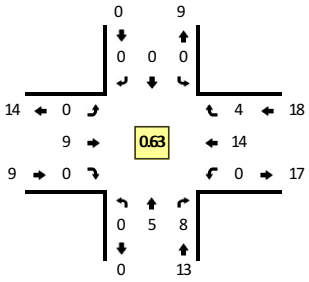
Report generated on 6/29/2023 1:29 PM

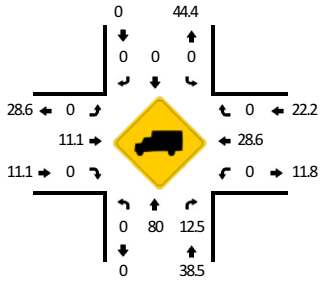
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

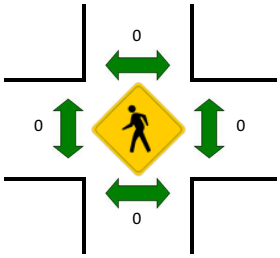
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: I-82 NB Ramps -- Coffin Rd | **QC JOB #:** 16236631
CITY/STATE: Benton, WA | **DATE:** Wed, Jun 14 2023

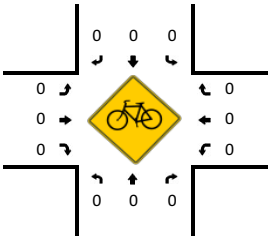
Peak-Hour: 5:25 AM -- 6:25 AM
Peak 15-Min: 6:10 AM -- 6:25 AM

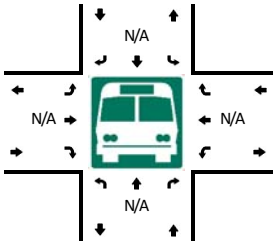




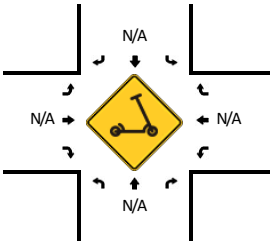












5-Min Count Period Beginning At	I-82 NB Ramps (Northbound)				I-82 NB Ramps (Southbound)				Coffin Rd (Eastbound)				Coffin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:10 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5	
5:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3	
5:20 AM	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0	4	
5:25 AM	0	0	2	0	0	0	0	0	0	2	0	0	0	2	1	0	7	
5:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
5:35 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
5:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
5:45 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
5:55 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	34
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	36
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
6:10 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	3	2	0	7	38
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	37
6:20 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	4	0	0	7	40
6:25 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	35
6:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	36
6:35 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	4	36
6:40 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	37
6:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3	36
6:50 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	36
6:55 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	36
7:00 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	36
7:05 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	4	40
7:10 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3	36
7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35
7:20 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	30
7:25 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	30
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	29
7:35 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	28
7:40 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	29
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	4	30
7:50 AM	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4	32
7:55 AM	0	0	2	0	0	0	0	0	0	1	0	0	0	1	1	0	5	35

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	12	8	0	0	0	0	0	0	4	0	0	0	28	12	0	64
Heavy Trucks	0	8	0		0	0	0		0	4	0		0	8	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

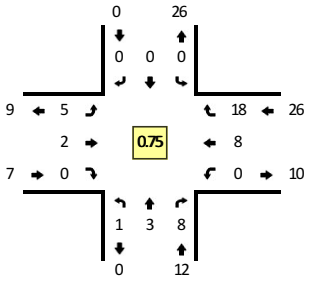
Type of peak hour being reported: Intersection Peak

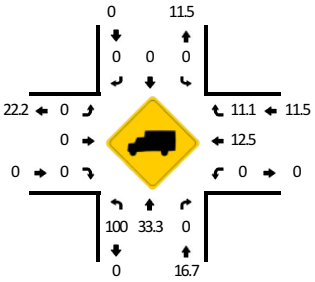
Method for determining peak hour: Total Entering Volume

LOCATION: I-82 NB Ramps -- Coffin Rd
CITY/STATE: Benton, WA

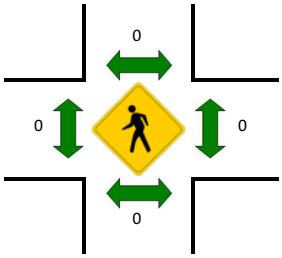
QC JOB #: 16236632
DATE: Tue, Jun 13 2023

Peak-Hour: 5:40 PM -- 6:40 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

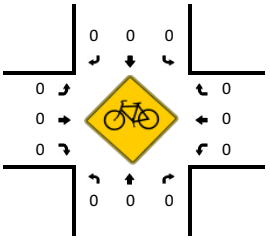


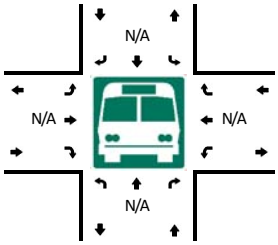


Quality Counts
DATA THAT DRIVES COMMUNITIES

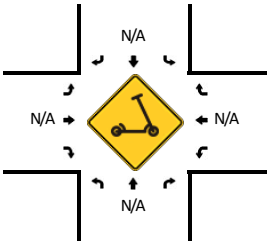












5-Min Count Period Beginning At	I-82 NB Ramps (Northbound)				I-82 NB Ramps (Southbound)				Coffin Rd (Eastbound)				Coffin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:05 PM	0	0	3	0	0	0	0	0	0	1	0	0	0	0	1	0	5	
4:10 PM	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	4	
4:15 PM	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3	
4:20 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	3	1	0	6	
4:25 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	2	1	0	6	
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	
4:35 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:40 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:50 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
4:55 PM	0	1	2	0	0	0	0	0	0	1	0	0	0	0	1	0	5	40
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	40
5:05 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	36
5:10 PM	1	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	4	36
5:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	35
5:20 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	4	33
5:25 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	29
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	28
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	27
5:40 PM	0	0	3	0	0	0	0	0	1	1	0	0	0	0	3	0	8	33
5:45 PM	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	35
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	37
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	37
6:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	4	40
6:05 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	42
6:10 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1	0	4	42
6:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	41
6:20 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	5	42
6:25 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3	43
6:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	3	44
6:35 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	45
6:40 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	40
6:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	39
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	36
6:55 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	33
7:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	31
7:05 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	29

5-Min Count Period Beginning At	I-82 NB Ramps (Northbound)				I-82 NB Ramps (Southbound)				Coffin Rd (Eastbound)				Coffin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	27
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	22
7:25 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
7:35 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	16
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13
7:50 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
7:55 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	16	0	0	0	0	0	8	4	0	0	0	12	16	0	60
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	8		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

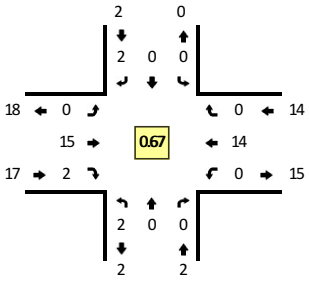
Type of peak hour being reported: Intersection Peak

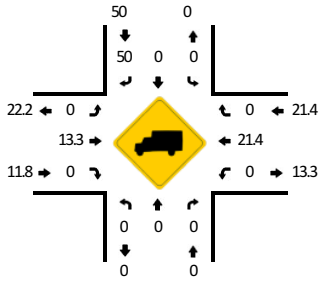
Method for determining peak hour: Total Entering Volume

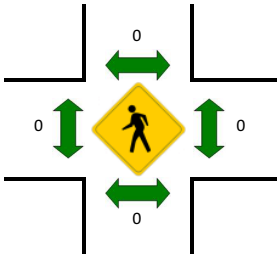
LOCATION: Bofer Canyon Rd -- Coffin Rd
CITY/STATE: Benton, WA

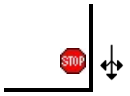
QC JOB #: 16236633
DATE: Wed, Jun 14 2023

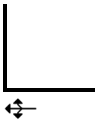
Peak-Hour: 5:25 AM -- 6:25 AM
Peak 15-Min: 6:10 AM -- 6:25 AM

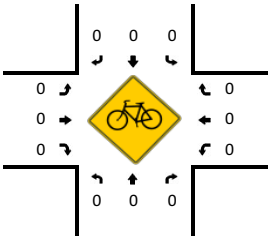


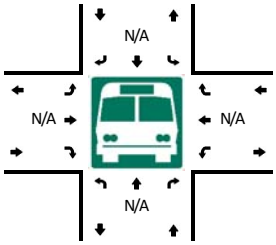


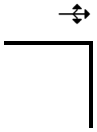


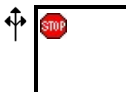


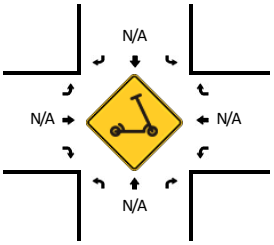












5-Min Count Period Beginning At	Bofer Canyon Rd (Northbound)				Bofer Canyon Rd (Southbound)				Coffin Rd (Eastbound)				Coffin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:10 AM	0	0	0	0	0	0	0	0	0	2	2	0	0	1	0	0	5	
5:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	
5:20 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	
5:25 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	3	0	0	7	
5:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
5:35 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
5:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
5:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
5:50 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3	
5:55 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	30
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	33
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
6:10 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6	34
6:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	33
6:20 AM	1	0	0	0	0	0	1	0	0	2	0	0	0	2	0	0	6	35
6:25 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	29
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
6:35 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	27
6:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	27
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	28
6:50 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	28
6:55 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	28
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	26
7:05 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	30
7:10 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	27
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
7:20 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	21
7:25 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	22
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	23
7:35 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	21
7:40 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	21
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	4	23
7:50 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	22
7:55 AM	0	0	0	0	0	0	1	0	1	2	1	0	0	1	0	0	6	26

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	0	0	0	0	4	0	0	12	0	0	0	28	0	0	52
Heavy Trucks	0	0	0		0	0	4		0	4	0		0	4	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

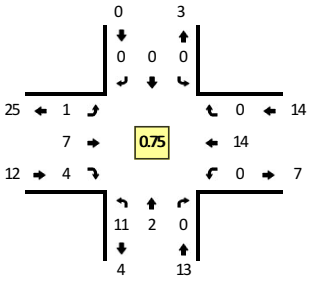
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

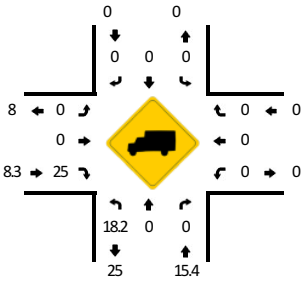
LOCATION: Bofer Canyon Rd -- Coffin Rd
CITY/STATE: Benton, WA

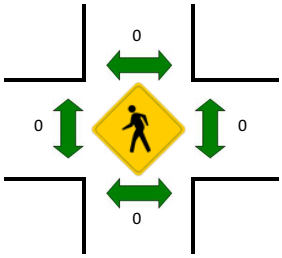
QC JOB #: 16236634
DATE: Tue, Jun 13 2023

Peak-Hour: 5:30 PM -- 6:30 PM
Peak 15-Min: 5:50 PM -- 6:05 PM

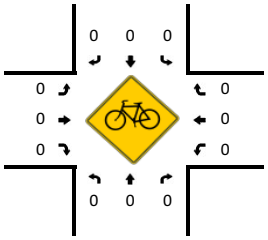


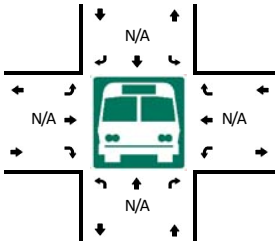




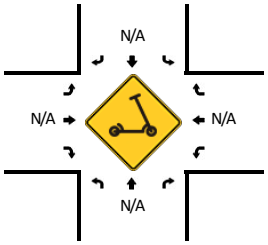












5-Min Count Period Beginning At	Bofer Canyon Rd (Northbound)				Bofer Canyon Rd (Southbound)				Coffin Rd (Eastbound)				Coffin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:05 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4	
4:10 PM	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	
4:15 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
4:25 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5	
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	
4:35 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
4:40 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
4:50 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	
4:55 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	31
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	32
5:05 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	29
5:10 PM	1	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	4	30
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
5:20 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	27
5:25 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	24
5:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	24
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	25
5:40 PM	1	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	7	31
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
5:50 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	5	32
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	33
6:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	35
6:05 PM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	37
6:10 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	36
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	37
6:20 PM	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	37
6:25 PM	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4	39
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	39
6:35 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	39
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	33
6:50 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	3	31
6:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
7:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	24
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	22

5-Min Count Period Beginning At	Bofer Canyon Rd (Northbound)				Bofer Canyon Rd (Southbound)				Coffin Rd (Eastbound)				Coffin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	21
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
7:20 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:35 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	10
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	4	0	0	0	0	0	0	0	4	0	0	0	36	0	0	52
Heavy Trucks	4	0	0		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

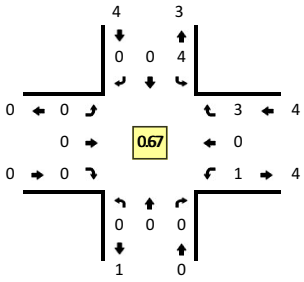
Type of peak hour being reported: Intersection Peak

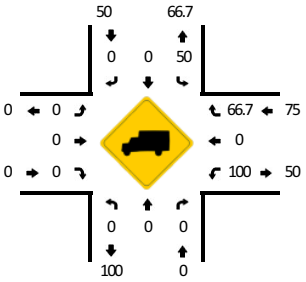
Method for determining peak hour: Total Entering Volume

LOCATION: Bofer Canyon Rd -- Beck Rd
CITY/STATE: Benton, WA

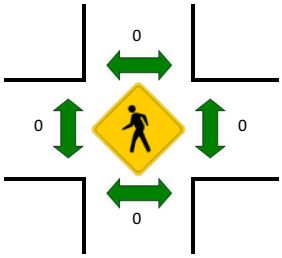
QC JOB #: 16236635
DATE: Wed, Jun 14 2023

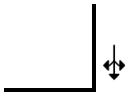
Peak-Hour: 5:55 AM -- 6:55 AM
Peak 15-Min: 6:40 AM -- 6:55 AM

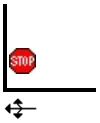


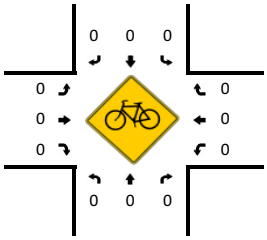


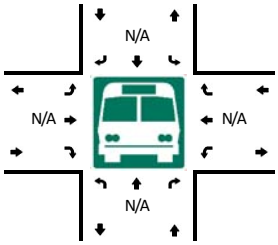
Quality Counts
DATA THAT DRIVES COMMUNITIES

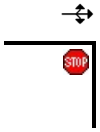


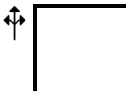


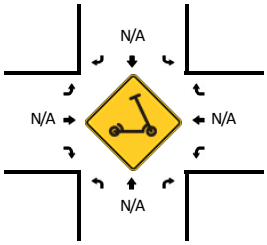












5-Min Count Period Beginning At	Bofer Canyon Rd (Northbound)				Bofer Canyon Rd (Southbound)				Beck Rd (Eastbound)				Beck Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:55 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
6:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:10 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:40 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7
6:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:35 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:50 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
7:55 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	0	0	0	0	0	0	0	0	8	0	12
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	4		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

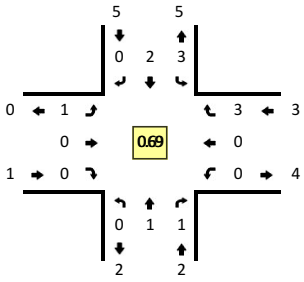
Type of peak hour being reported: Intersection Peak

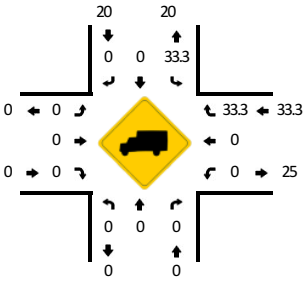
Method for determining peak hour: Total Entering Volume

LOCATION: Bofer Canyon Rd -- Beck Rd
CITY/STATE: Benton, WA

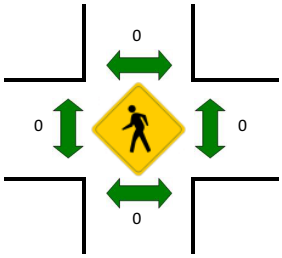
QC JOB #: 16236636
DATE: Tue, Jun 13 2023

Peak-Hour: 5:55 PM -- 6:55 PM
Peak 15-Min: 6:20 PM -- 6:35 PM

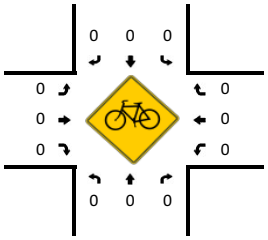


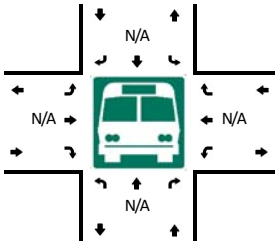


Quality Counts
DATA THAT DRIVES COMMUNITIES

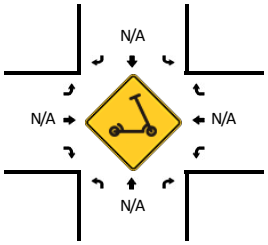












5-Min Count Period Beginning At	Bofer Canyon Rd (Northbound)				Bofer Canyon Rd (Southbound)				Beck Rd (Eastbound)				Beck Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:10 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:20 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:35 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:50 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:35 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	6
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:20 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
6:25 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
6:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	8
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	9
6:50 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	11
6:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8

5-Min Count Period Beginning At	Bofer Canyon Rd (Northbound)				Bofer Canyon Rd (Southbound)				Beck Rd (Eastbound)				Beck Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	4	0	0	0	0	0	4	0	0	0	0	0	4	0	16
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

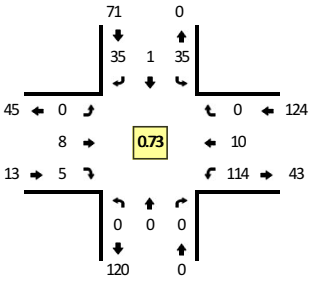
Type of peak hour being reported: Intersection Peak

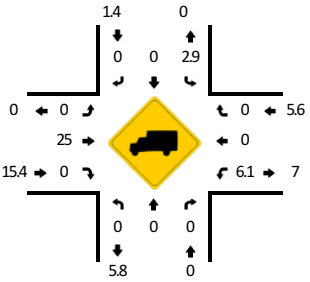
Method for determining peak hour: Total Entering Volume

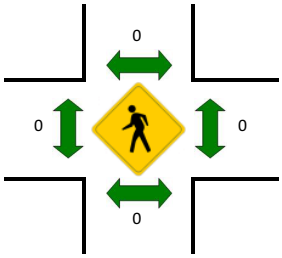
LOCATION: I-82 SB Ramps -- Locust Grove Rd
CITY/STATE: Benton, WA

QC JOB #: 16236637
DATE: Wed, Jun 14 2023

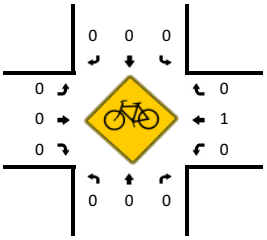
Peak-Hour: 5:00 AM -- 6:00 AM
Peak 15-Min: 5:15 AM -- 5:30 AM

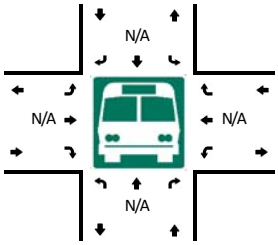




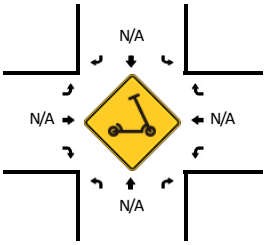












5-Min Count Period Beginning At	I-82 SB Ramps (Northbound)				I-82 SB Ramps (Southbound)				Locust Grove Rd (Eastbound)				Locust Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	1	0	1	0	0	1	0	0	8	0	0	0	11	
5:05 AM	0	0	0	0	1	0	3	0	0	0	1	0	10	1	0	0	16	
5:10 AM	0	0	0	0	2	0	6	0	0	0	1	0	11	0	0	0	20	
5:15 AM	0	0	0	0	4	0	6	0	0	0	0	0	12	0	0	0	22	
5:20 AM	0	0	0	0	3	0	3	0	0	0	1	0	13	2	0	0	22	
5:25 AM	0	0	0	0	6	0	5	0	0	1	2	0	13	0	0	0	27	
5:30 AM	0	0	0	0	3	0	3	0	0	0	0	0	13	0	0	0	19	
5:35 AM	0	0	0	0	2	0	3	0	0	0	0	0	10	1	0	0	16	
5:40 AM	0	0	0	0	4	1	4	0	0	1	0	0	6	3	0	0	19	
5:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	6	3	0	0	12	
5:50 AM	0	0	0	0	5	0	1	0	0	3	0	0	6	0	0	0	15	
5:55 AM	0	0	0	0	1	0	0	0	0	2	0	0	6	0	0	0	9	208
6:00 AM	0	0	0	0	3	0	1	0	0	1	0	0	3	1	0	0	9	206
6:05 AM	0	0	0	0	1	0	1	0	0	0	0	0	9	3	0	0	14	204
6:10 AM	0	0	0	0	2	2	1	0	0	2	0	0	4	0	0	0	11	195
6:15 AM	0	0	0	0	4	0	0	0	0	3	0	0	4	1	0	0	12	185
6:20 AM	0	0	0	0	3	0	1	0	0	0	0	0	8	0	0	0	12	175
6:25 AM	0	0	0	0	4	0	2	0	0	1	0	0	4	1	0	0	12	160
6:30 AM	0	0	0	0	5	1	2	0	0	1	0	0	5	2	0	0	16	157
6:35 AM	0	0	0	0	10	2	1	0	0	2	0	0	1	0	0	0	16	157
6:40 AM	0	0	0	0	1	0	3	0	0	4	0	0	10	3	0	0	21	159
6:45 AM	0	0	0	0	4	0	3	0	0	0	0	0	4	1	0	0	12	159
6:50 AM	0	0	0	0	4	0	1	0	0	0	0	0	4	0	0	0	9	153
6:55 AM	0	0	0	0	3	2	0	0	0	2	0	0	5	1	0	0	13	157
7:00 AM	0	0	0	0	8	0	2	0	0	1	0	0	3	1	0	0	15	163
7:05 AM	0	0	0	0	3	0	3	0	0	3	0	0	4	0	0	0	13	162
7:10 AM	0	0	0	0	2	1	1	0	0	1	0	0	5	0	0	0	10	161
7:15 AM	0	0	0	0	6	0	1	0	0	1	0	0	6	3	0	0	17	166
7:20 AM	0	0	0	0	10	0	1	0	0	4	0	0	1	3	0	0	19	173
7:25 AM	0	0	0	0	10	0	0	0	0	4	0	0	7	1	0	0	22	183
7:30 AM	0	0	0	0	3	0	1	0	0	1	0	0	8	0	0	0	13	180
7:35 AM	0	0	0	0	3	0	0	0	0	2	2	0	6	1	0	0	14	178
7:40 AM	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0	0	8	165
7:45 AM	0	0	0	0	2	0	1	0	0	0	0	0	8	0	0	0	11	164
7:50 AM	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	4	159
7:55 AM	0	0	0	0	5	1	2	0	0	1	0	0	3	0	0	0	12	158

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	52	0	56	0	0	4	12	0	152	8	0	0	284
Heavy Trucks	0	0	0		4	0	0		0	0	0		12	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

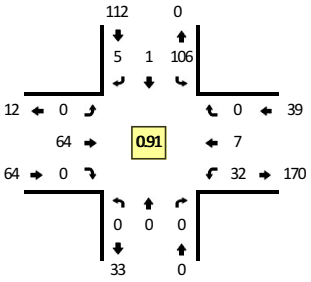
Type of peak hour being reported: Intersection Peak

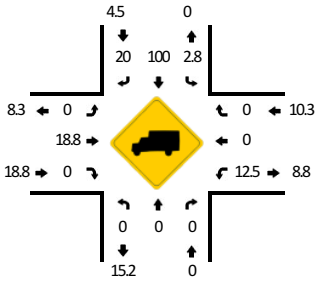
Method for determining peak hour: Total Entering Volume

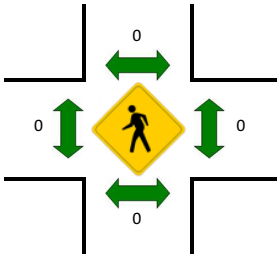
LOCATION: I-82 SB Ramps -- Locust Grove Rd
CITY/STATE: Benton, WA

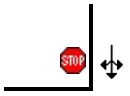
QC JOB #: 16236638
DATE: Tue, Jun 13 2023

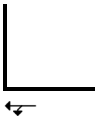
Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

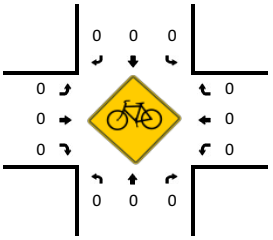


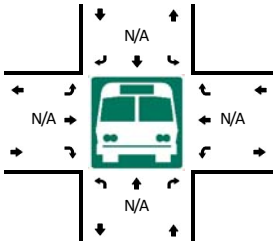


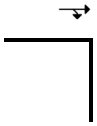




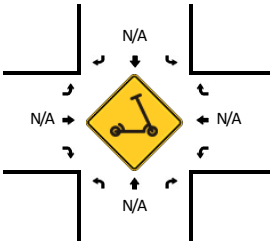












5-Min Count Period Beginning At	I-82 SB Ramps (Northbound)				I-82 SB Ramps (Southbound)				Locust Grove Rd (Eastbound)				Locust Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	6	0	0	0	0	5	0	0	1	0	0	0	12	
4:05 PM	0	0	0	0	6	0	0	0	0	2	0	0	8	0	0	0	16	
4:10 PM	0	0	0	0	8	0	0	0	0	4	0	0	1	1	0	0	14	
4:15 PM	0	0	0	0	6	0	1	0	0	0	0	0	1	0	0	0	8	
4:20 PM	0	0	0	0	9	0	1	0	0	2	0	0	5	1	0	0	18	
4:25 PM	0	0	0	0	7	1	2	0	0	7	0	0	0	3	0	0	20	
4:30 PM	0	0	0	0	8	0	3	0	0	2	0	0	0	0	0	0	13	
4:35 PM	0	0	0	0	7	0	2	0	0	3	0	0	0	2	0	0	14	
4:40 PM	0	0	0	0	5	0	0	0	0	8	0	0	2	1	0	0	16	
4:45 PM	0	0	0	0	9	0	0	0	0	5	0	0	4	1	0	0	19	
4:50 PM	0	0	0	0	5	0	0	0	0	3	0	0	4	0	0	0	12	
4:55 PM	0	0	0	0	7	1	1	0	0	7	0	0	2	1	0	0	19	181
5:00 PM	0	0	0	0	10	0	0	0	0	7	0	0	4	1	0	0	22	191
5:05 PM	0	0	0	0	7	0	0	0	0	4	0	0	0	1	0	0	12	187
5:10 PM	0	0	0	0	11	0	1	0	0	6	0	0	1	0	0	0	19	192
5:15 PM	0	0	0	0	12	0	1	0	0	5	0	0	4	0	0	0	22	206
5:20 PM	0	0	0	0	9	0	1	0	0	2	0	0	3	1	0	0	16	204
5:25 PM	0	0	0	0	11	0	0	0	0	5	0	0	4	1	0	0	21	205
5:30 PM	0	0	0	0	11	0	0	0	0	5	0	0	3	0	0	0	19	211
5:35 PM	0	0	0	0	9	0	1	0	0	7	0	0	1	0	0	0	18	215
5:40 PM	0	0	0	0	8	1	0	0	0	2	0	0	1	0	0	0	12	211
5:45 PM	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	9	201
5:50 PM	0	0	0	0	5	0	0	0	0	2	0	0	3	0	0	0	10	199
5:55 PM	0	0	0	0	11	0	1	0	0	4	0	0	1	0	0	0	17	197
6:00 PM	0	0	0	0	5	1	0	0	0	7	0	0	2	0	0	0	15	190
6:05 PM	0	0	0	0	4	0	0	0	0	4	1	0	1	1	0	0	11	189
6:10 PM	0	0	0	0	10	0	1	0	0	5	0	0	1	1	0	0	18	188
6:15 PM	0	0	0	0	5	0	3	0	0	1	0	0	1	1	0	0	11	177
6:20 PM	0	0	0	0	7	0	0	0	0	0	0	0	3	1	0	0	11	172
6:25 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3	154
6:30 PM	0	0	0	0	1	1	0	0	0	4	0	0	1	2	0	0	9	144
6:35 PM	0	0	0	0	1	0	2	0	0	2	0	0	2	0	0	0	7	133
6:40 PM	0	0	0	0	4	0	1	0	0	4	0	0	0	0	0	0	9	130
6:45 PM	0	0	0	0	5	1	0	0	0	4	0	0	1	0	0	0	11	132
6:50 PM	0	0	0	0	4	1	1	0	0	3	0	0	1	0	0	0	10	132
6:55 PM	0	0	0	0	7	0	0	0	0	2	0	0	0	0	0	0	9	124
7:00 PM	0	0	0	0	5	0	0	0	0	1	0	0	0	3	0	0	9	118
7:05 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	110

5-Min Count Period Beginning At	I-82 SB Ramps (Northbound)				I-82 SB Ramps (Southbound)				Locust Grove Rd (Eastbound)				Locust Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	5	1	1	0	0	1	0	0	3	0	0	0	11	103
7:15 PM	0	0	0	0	4	0	1	0	0	0	0	0	2	0	0	0	7	99
7:20 PM	0	0	0	0	7	0	1	0	0	1	0	0	1	0	0	0	10	98
7:25 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	5	100
7:30 PM	0	0	0	0	3	0	1	0	0	2	0	0	0	1	0	0	7	98
7:35 PM	0	0	0	0	6	0	1	0	0	7	0	0	4	3	0	0	21	112
7:40 PM	0	0	0	0	1	0	0	0	0	2	0	0	1	3	0	0	7	110
7:45 PM	0	0	0	0	4	0	1	0	0	0	0	0	1	1	0	0	7	106
7:50 PM	0	0	0	0	2	0	1	0	0	3	0	0	4	0	0	0	10	106
7:55 PM	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	6	103

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	128	0	8	0	0	48	0	0	44	8	0	0	236
Heavy Trucks	0	0	0		4	0	0		0	8	0		12	0	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

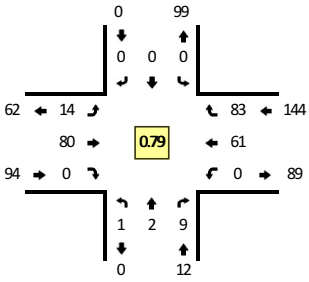
Type of peak hour being reported: Intersection Peak

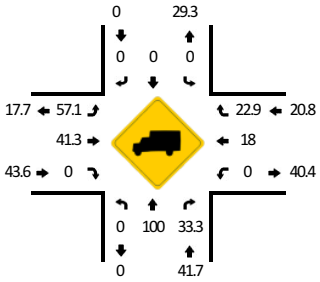
Method for determining peak hour: Total Entering Volume

LOCATION: I-82 NB Ramps -- Locust Grove Rd
CITY/STATE: Benton, WA

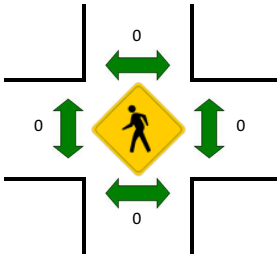
QC JOB #: 16236639
DATE: Wed, Jun 14 2023

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:25 AM -- 7:40 AM

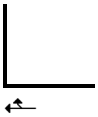


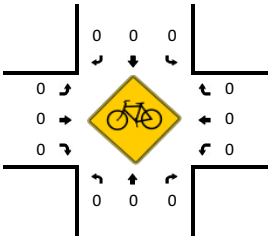


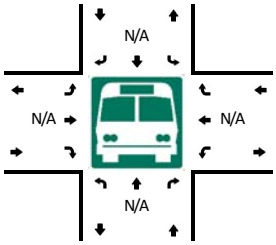
Quality Counts
DATA THAT DRIVES COMMUNITIES

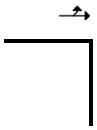


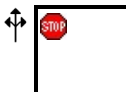


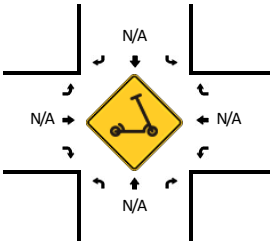












5-Min Count Period Beginning At	I-82 NB Ramps (Northbound)				I-82 NB Ramps (Southbound)				Locust Grove Rd (Eastbound)				Locust Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	7	2	0	11	
5:05 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	11	2	0	16	
5:10 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	12	3	0	17	
5:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	11	4	0	18	
5:20 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	15	3	0	22	
5:25 AM	0	0	1	0	0	0	0	0	1	6	0	0	0	13	0	0	21	
5:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	14	3	0	20	
5:35 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	10	3	0	16	
5:40 AM	0	0	1	0	0	0	0	0	1	4	0	0	0	9	5	0	20	
5:45 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	9	1	0	13	
5:50 AM	0	0	1	0	0	0	0	0	1	8	0	0	0	7	5	0	22	
5:55 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	3	0	11	207
6:00 AM	0	0	1	0	0	0	0	0	0	4	0	0	0	6	5	0	16	212
6:05 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	10	2	0	14	210
6:10 AM	0	0	1	0	0	0	0	0	2	3	0	0	0	4	4	0	14	207
6:15 AM	0	0	2	0	0	0	0	0	4	4	0	0	0	5	4	0	19	208
6:20 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	9	5	0	17	203
6:25 AM	0	0	1	0	0	0	0	0	1	4	0	0	0	4	5	0	15	197
6:30 AM	1	0	1	0	0	0	0	0	0	6	0	0	0	6	4	0	18	195
6:35 AM	0	0	1	0	0	0	0	0	1	11	0	0	0	1	2	0	16	195
6:40 AM	0	0	4	0	0	0	0	0	3	2	0	0	0	12	6	0	27	202
6:45 AM	0	0	1	0	0	0	0	0	0	5	0	0	0	6	4	0	16	205
6:50 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	3	3	0	10	193
6:55 AM	0	0	0	0	0	0	0	0	1	4	0	0	0	6	7	0	18	200
7:00 AM	0	0	0	0	0	0	0	0	2	7	0	0	0	5	7	0	21	205
7:05 AM	0	1	0	0	0	0	0	0	2	5	0	0	0	2	5	0	15	206
7:10 AM	1	0	1	0	0	0	0	0	1	0	0	0	0	5	5	0	13	205
7:15 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	8	4	0	22	208
7:20 AM	0	1	3	0	0	0	0	0	2	14	0	0	0	4	1	0	25	216
7:25 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	8	6	0	28	229
7:30 AM	0	0	1	0	0	0	0	0	0	4	0	0	0	8	9	0	22	233
7:35 AM	0	0	0	0	0	0	0	0	1	12	0	0	0	7	9	0	29	246
7:40 AM	0	0	2	0	0	0	0	0	0	5	0	0	0	3	8	0	18	237
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	8	7	0	17	238
7:50 AM	0	0	0	0	0	0	0	0	2	3	0	0	0	0	10	0	15	243
7:55 AM	0	0	2	0	0	0	0	0	3	5	0	0	0	3	12	0	25	250

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	4	0	0	0	0	0	4	120	0	0	0	92	96	0	316
Heavy Trucks	0	0	0		0	0	0		4	68	0		0	12	24		108
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

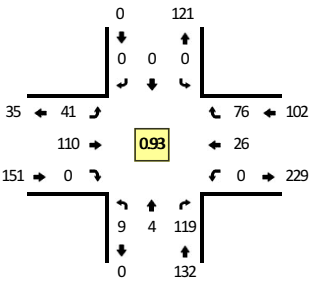
Type of peak hour being reported: Intersection Peak

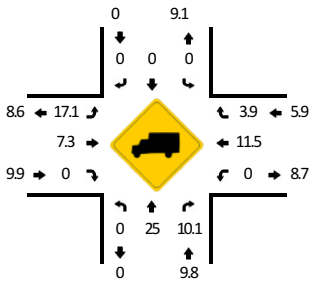
Method for determining peak hour: Total Entering Volume

LOCATION: I-82 NB Ramps -- Locust Grove Rd
CITY/STATE: Benton, WA

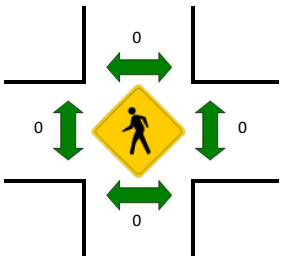
QC JOB #: 16236640
DATE: Tue, Jun 13 2023

Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

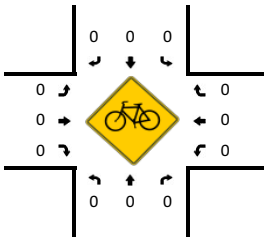


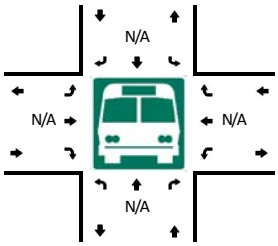


Quality Counts
DATA THAT DRIVES COMMUNITIES

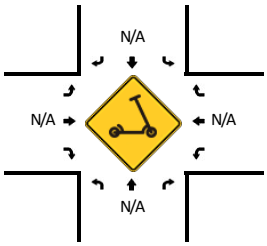












5-Min Count Period Beginning At	I-82 NB Ramps (Northbound)				I-82 NB Ramps (Southbound)				Locust Grove Rd (Eastbound)				Locust Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	6	0	0	0	0	0	8	6	0	0	0	1	4	0	25	
4:05 PM	1	0	9	0	0	0	0	0	1	6	0	0	0	6	4	0	27	
4:10 PM	0	0	5	0	0	0	0	0	1	11	0	0	0	2	4	0	23	
4:15 PM	1	0	9	0	0	0	0	0	0	4	0	0	0	1	4	0	19	
4:20 PM	0	0	6	0	0	0	0	0	3	9	0	0	0	6	5	0	29	
4:25 PM	3	0	12	0	0	0	0	0	6	9	0	0	0	1	7	0	38	
4:30 PM	1	0	11	0	0	0	0	0	2	6	0	0	0	0	8	0	28	
4:35 PM	1	3	6	0	0	0	0	0	2	9	0	0	0	1	9	0	31	
4:40 PM	0	0	10	0	0	0	0	0	3	8	0	0	0	3	3	0	27	
4:45 PM	1	0	18	0	0	0	0	0	2	11	0	0	0	3	8	0	43	
4:50 PM	0	1	6	0	0	0	0	0	2	5	0	0	0	5	7	0	26	
4:55 PM	1	0	9	0	0	0	0	0	4	12	0	0	0	2	6	0	34	350
5:00 PM	0	0	11	0	0	0	0	0	6	10	0	0	0	5	5	0	37	362
5:05 PM	1	0	8	0	0	0	0	0	2	8	0	0	0	0	8	0	27	362
5:10 PM	0	0	8	0	0	0	0	0	5	13	0	0	0	1	5	0	32	371
5:15 PM	0	0	6	0	0	0	0	0	5	12	0	0	0	3	6	0	32	384
5:20 PM	1	0	14	0	0	0	0	0	2	7	0	0	0	2	4	0	30	385
5:25 PM	0	0	5	0	0	0	0	0	3	11	0	0	0	6	8	0	33	380
5:30 PM	0	0	6	0	0	0	0	0	3	13	0	0	0	3	2	0	27	379
5:35 PM	0	0	5	0	0	0	0	0	5	12	0	0	0	1	3	0	26	374
5:40 PM	0	0	5	0	0	0	0	0	0	8	0	0	0	1	1	0	15	362
5:45 PM	0	0	5	0	0	0	0	0	2	8	0	0	0	1	6	0	22	341
5:50 PM	0	1	6	0	0	0	0	0	0	5	0	0	0	3	4	0	19	334
5:55 PM	0	0	2	0	0	0	0	0	4	9	0	0	0	1	4	0	20	320
6:00 PM	0	0	10	0	0	0	0	0	3	10	0	0	0	2	8	0	33	316
6:05 PM	0	0	2	0	0	0	0	0	3	4	0	0	0	2	6	0	17	306
6:10 PM	0	0	2	0	0	0	0	0	5	6	0	0	0	3	3	0	19	293
6:15 PM	0	0	6	0	0	0	0	0	2	8	0	0	0	2	1	0	19	280
6:20 PM	0	0	6	0	0	0	0	0	0	8	0	0	0	4	2	0	20	270
6:25 PM	0	2	4	0	0	0	0	0	1	2	0	0	0	0	4	0	13	250
6:30 PM	0	0	3	0	0	0	0	0	4	0	0	0	0	3	7	0	17	240
6:35 PM	0	0	1	0	0	0	0	0	1	3	0	0	0	2	5	0	12	226
6:40 PM	0	0	2	0	0	0	0	0	3	4	0	0	0	0	6	0	15	226
6:45 PM	0	0	3	0	0	0	0	0	1	7	0	0	0	1	4	0	16	220
6:50 PM	0	0	0	0	0	0	0	0	3	5	0	0	0	1	8	0	17	218
6:55 PM	0	0	6	0	0	0	0	0	2	7	0	0	0	0	3	0	18	216
7:00 PM	0	0	2	0	0	0	0	0	1	5	0	0	0	3	3	0	14	197
7:05 PM	0	0	4	0	0	0	0	0	1	2	0	0	0	0	2	0	9	189

5-Min Count Period Beginning At	I-82 NB Ramps (Northbound)				I-82 NB Ramps (Southbound)				Locust Grove Rd (Eastbound)				Locust Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	3	0	0	0	0	0	0	5	0	0	0	3	0	0	11	181
7:15 PM	0	0	3	0	0	0	0	0	1	3	0	0	0	2	0	0	9	171
7:20 PM	0	0	3	0	0	0	0	0	1	6	0	0	0	1	3	0	14	165
7:25 PM	1	0	1	0	0	0	0	0	0	3	0	0	0	3	1	0	9	161
7:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	10	0	15	159
7:35 PM	0	0	0	0	0	0	0	0	4	8	0	0	0	6	3	0	21	168
7:40 PM	0	0	2	0	0	0	0	0	0	2	0	0	0	4	4	0	12	165
7:45 PM	0	0	2	0	0	0	0	0	1	5	0	0	0	2	3	0	13	162
7:50 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	4	3	0	10	155
7:55 PM	0	0	1	0	0	0	0	0	1	6	0	0	0	0	4	0	12	149

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	4	132	0	0	0	0	0	32	112	0	0	0	40	84	0	412
Heavy Trucks	0	4	16		0	0	0		8	8	0		0	4	4		44
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

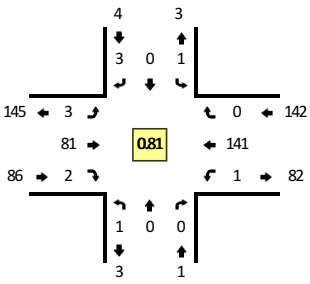
Type of peak hour being reported: Intersection Peak

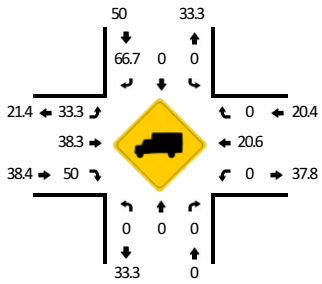
Method for determining peak hour: Total Entering Volume

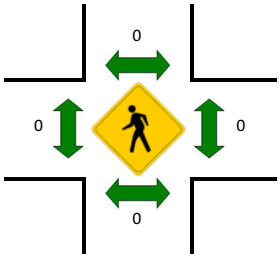
LOCATION: Bofer Canyon Rd -- Rte 397/Locust Grove Rd
CITY/STATE: Benton, WA

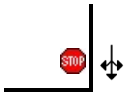
QC JOB #: 16236641
DATE: Wed, Jun 14 2023

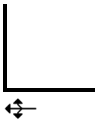
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:25 AM -- 7:40 AM

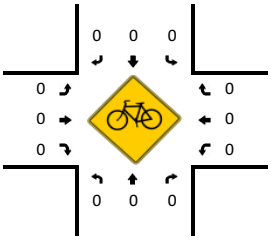


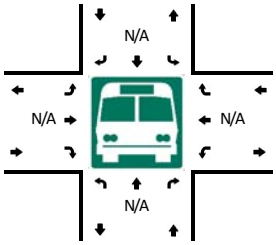


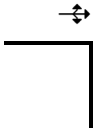


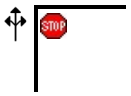


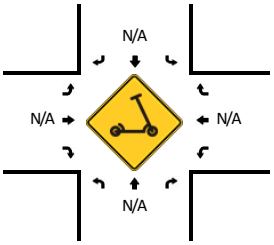












5-Min Count Period Beginning At	Bofer Canyon Rd (Northbound)				Bofer Canyon Rd (Southbound)				Rte 397/Locust Grove Rd (Eastbound)				Rte 397/Locust Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	9	0	0	10	
5:05 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	13	0	0	16	
5:10 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	14	0	0	16	
5:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	15	0	0	18	
5:20 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	18	0	0	22	
5:25 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	13	0	0	21	
5:30 AM	1	0	0	0	0	0	0	0	0	3	0	0	0	16	0	0	20	
5:35 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	13	0	0	16	
5:40 AM	0	0	0	0	0	0	0	0	0	5	0	0	1	14	2	0	22	
5:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	12	0	0	14	
5:50 AM	0	0	0	0	0	0	1	0	0	7	2	0	0	10	0	0	20	
5:55 AM	1	0	0	0	0	0	0	0	0	3	0	0	0	7	0	0	11	206
6:00 AM	0	0	0	0	0	0	0	0	0	4	1	0	0	12	0	0	17	213
6:05 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	13	0	0	15	212
6:10 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0	0	11	207
6:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	9	0	0	15	204
6:20 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	14	0	0	17	199
6:25 AM	0	0	0	0	0	0	0	0	0	4	1	0	0	9	0	0	14	192
6:30 AM	0	0	1	0	0	0	0	0	0	8	0	0	0	10	0	0	19	191
6:35 AM	0	0	0	0	0	0	0	0	0	10	2	0	0	3	0	0	15	190
6:40 AM	0	0	1	0	0	0	0	0	0	5	0	0	0	17	0	0	23	191
6:45 AM	0	0	0	0	0	0	0	0	1	4	1	0	0	10	0	0	16	193
6:50 AM	0	0	0	0	0	0	0	0	0	3	1	0	0	6	0	0	10	183
6:55 AM	1	0	0	0	0	0	0	0	0	4	0	0	0	11	0	0	16	188
7:00 AM	0	0	0	0	0	0	1	0	0	6	1	0	0	12	0	0	20	191
7:05 AM	0	0	0	0	1	0	0	0	0	5	0	0	0	7	0	0	13	189
7:10 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	10	0	0	11	189
7:15 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	12	0	0	21	195
7:20 AM	0	0	0	0	0	0	0	0	1	16	0	0	0	5	0	0	22	200
7:25 AM	0	0	0	0	0	0	0	0	1	12	0	0	0	12	0	0	25	211
7:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	1	17	0	0	23	215
7:35 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	14	0	0	24	224
7:40 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	11	0	0	18	219
7:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	16	0	0	18	221
7:50 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	10	0	0	14	225
7:55 AM	1	0	0	0	0	0	1	0	0	7	0	0	0	15	0	0	24	233

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	8	104	0	0	4	172	0	0	288
Heavy Trucks	0	0	0		0	0	0		4	52	0		0	24	0		80
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

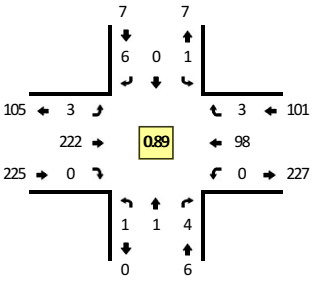
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

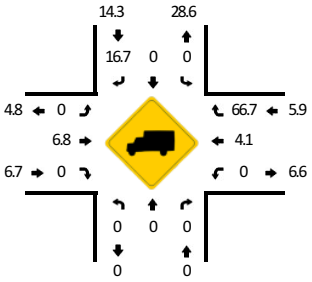
LOCATION: Bofer Canyon Rd -- Rte 397/Locust Grove Rd
CITY/STATE: Benton, WA

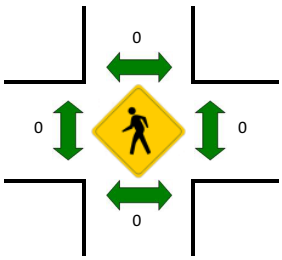
QC JOB #: 16236642
DATE: Tue, Jun 13 2023

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

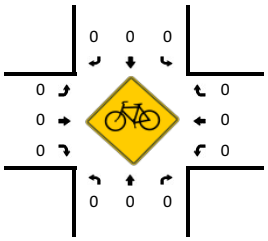


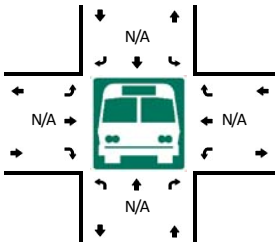




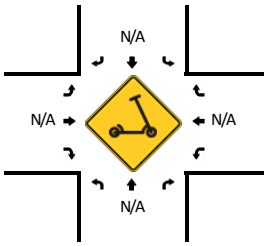












5-Min Count Period Beginning At	Bofer Canyon Rd (Northbound)				Bofer Canyon Rd (Southbound)				Rte 397/Locust Grove Rd (Eastbound)				Rte 397/Locust Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	1	11	0	0	0	4	0	0	16	
4:05 PM	0	0	0	0	0	0	2	0	0	17	0	0	0	11	0	0	30	
4:10 PM	0	0	0	0	0	0	2	0	0	20	0	0	0	6	1	0	29	
4:15 PM	0	0	1	0	0	0	0	0	0	12	0	0	0	3	0	0	16	
4:20 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	10	1	0	30	
4:25 PM	0	0	0	0	0	0	0	0	2	15	0	0	0	10	0	0	27	
4:30 PM	0	1	0	0	0	0	2	0	0	19	0	0	0	4	1	0	27	
4:35 PM	0	0	0	0	0	0	1	0	0	15	0	0	0	11	0	0	27	
4:40 PM	0	0	1	0	0	0	0	0	0	19	0	0	0	5	0	0	25	
4:45 PM	0	0	1	0	0	0	1	0	0	26	0	0	0	10	0	0	38	
4:50 PM	0	0	0	0	0	0	0	0	1	13	0	0	0	14	0	0	28	
4:55 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	9	0	0	29	322
5:00 PM	1	0	0	0	0	0	0	0	0	21	0	0	0	5	0	0	27	333
5:05 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	8	0	0	24	327
5:10 PM	0	0	0	0	0	0	0	0	1	19	0	0	0	6	0	0	26	324
5:15 PM	0	0	0	0	0	0	1	0	0	17	0	0	0	9	2	0	29	337
5:20 PM	0	0	2	0	1	0	1	0	1	20	0	0	0	4	0	0	29	336
5:25 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	13	0	0	30	339
5:30 PM	0	0	0	0	0	0	0	0	0	18	1	0	0	6	0	0	25	337
5:35 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	2	0	0	16	326
5:40 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	5	0	0	19	320
5:45 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	5	0	0	16	298
5:50 PM	0	0	0	0	1	0	0	0	0	9	3	0	1	7	1	0	22	292
5:55 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	4	0	0	18	281
6:00 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	11	0	0	26	280
6:05 PM	0	0	0	0	0	0	1	0	0	8	0	0	0	8	0	0	17	273
6:10 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	4	0	0	15	262
6:15 PM	0	0	0	0	0	0	0	0	1	10	0	0	0	4	0	0	15	248
6:20 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	5	0	0	18	237
6:25 PM	0	0	0	0	1	0	0	0	0	5	0	0	0	4	0	0	10	217
6:30 PM	1	0	0	0	0	0	0	0	0	4	0	0	0	9	0	0	14	206
6:35 PM	0	0	0	0	0	0	1	0	0	2	1	0	1	7	0	0	12	202
6:40 PM	1	0	0	0	0	1	0	0	0	8	0	0	0	6	0	0	16	199
6:45 PM	1	0	0	0	0	0	0	0	0	9	0	0	0	3	0	0	13	196
6:50 PM	1	0	0	0	0	0	0	0	1	3	0	0	0	7	0	0	12	186
6:55 PM	1	0	0	0	0	0	0	0	0	14	0	0	0	5	0	0	20	188
7:00 PM	0	0	1	0	0	0	0	0	0	6	0	0	0	3	0	0	10	172
7:05 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9	164

5-Min Count Period Beginning At	Bofer Canyon Rd (Northbound)				Bofer Canyon Rd (Southbound)				Rte 397/Locust Grove Rd (Eastbound)				Rte 397/Locust Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	0	12	161
7:15 PM	0	1	0	0	0	0	0	0	0	7	0	0	0	2	0	0	10	156
7:20 PM	0	0	0	0	0	0	1	0	0	10	0	0	0	3	0	0	14	152
7:25 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8	150
7:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	0	13	149
7:35 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	18	155
7:40 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	0	12	151
7:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10	148
7:50 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	8	0	0	10	146
7:55 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	0	12	138

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	4	0	0	0	4	0	4	236	0	0	0	132	0	0	380
Heavy Trucks	0	0	0		0	0	4		0	24	0		0	4	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Olympia St/S Owens Rd (East) -- Rte 397

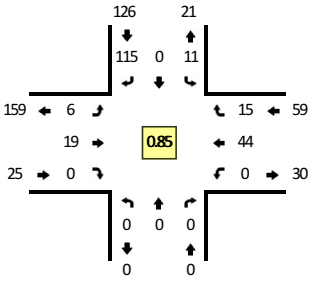
CITY/STATE: Benton, WA

QC JOB #: 16236643

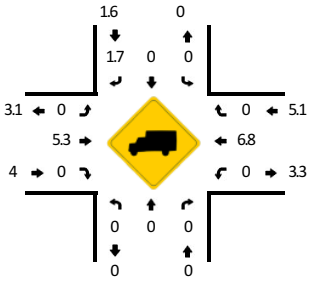
DATE: Thu, Jun 15 2023

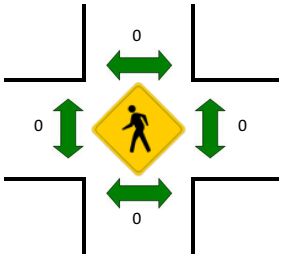
Peak-Hour: 5:00 AM -- 6:00 AM

Peak 15-Min: 5:10 AM -- 5:25 AM

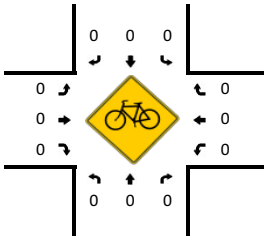


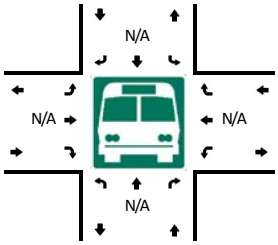




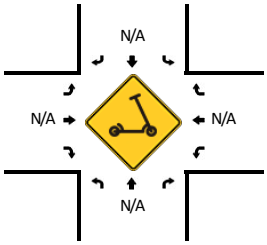












5-Min Count Period Beginning At	S Olympia St/S Owens Rd (East) (Northbound)				S Olympia St/S Owens Rd (East) (Southbound)				Rte 397 (Eastbound)				Rte 397 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	2	0	10	0	0	1	0	0	0	3	1	0	17	
5:05 AM	0	0	0	0	2	0	11	0	1	1	0	0	0	4	0	0	19	
5:10 AM	0	0	0	0	2	0	12	0	0	1	0	0	0	3	4	0	22	
5:15 AM	0	0	0	0	0	0	12	0	1	1	0	0	0	2	1	0	17	
5:20 AM	0	0	0	0	1	0	14	0	0	2	0	0	0	6	0	0	23	
5:25 AM	0	0	0	0	0	0	11	0	1	1	0	0	0	3	3	0	19	
5:30 AM	0	0	0	0	2	0	13	0	0	0	0	0	0	2	1	0	18	
5:35 AM	0	0	0	0	1	0	4	0	1	2	0	0	0	3	1	0	12	
5:40 AM	0	0	0	0	0	0	8	0	0	3	0	0	0	3	0	0	14	
5:45 AM	0	0	0	0	0	0	8	0	2	2	0	0	0	3	0	0	15	
5:50 AM	0	0	0	0	0	0	8	0	0	4	0	0	0	7	3	0	22	
5:55 AM	0	0	0	0	1	0	4	0	0	1	0	0	0	5	1	0	12	210
6:00 AM	0	0	0	0	0	0	9	0	0	1	0	0	0	1	1	0	12	205
6:05 AM	0	0	0	0	1	0	7	0	1	1	0	0	0	4	0	0	14	200
6:10 AM	0	0	0	0	2	0	6	0	1	3	0	0	0	3	1	0	16	194
6:15 AM	0	0	0	0	0	0	7	0	2	3	0	0	0	2	1	0	15	192
6:20 AM	0	0	0	0	5	0	8	0	3	3	0	0	0	5	1	0	25	194
6:25 AM	0	0	0	0	2	0	5	0	1	2	0	0	0	2	2	0	14	189
6:30 AM	0	0	0	0	2	0	6	0	0	0	0	0	0	6	1	0	15	186
6:35 AM	0	0	0	0	2	0	9	0	4	2	0	0	0	5	1	0	23	197
6:40 AM	0	0	0	0	2	0	7	0	2	2	0	0	0	2	1	0	16	199
6:45 AM	0	0	0	0	1	0	5	0	2	4	0	0	0	5	3	0	20	204
6:50 AM	0	0	0	0	5	0	5	0	0	4	0	0	0	3	1	0	18	200
6:55 AM	0	0	0	0	0	0	3	0	1	2	0	0	0	2	1	0	9	197
7:00 AM	0	0	0	0	2	0	7	0	1	2	0	0	0	2	0	0	14	199
7:05 AM	0	0	0	0	0	0	6	0	1	3	0	0	0	6	1	0	17	202
7:10 AM	0	0	0	0	0	0	11	0	0	1	0	0	0	2	0	0	14	200
7:15 AM	0	0	0	0	0	0	4	0	2	5	0	0	0	5	2	0	18	203
7:20 AM	0	0	0	0	2	0	3	0	1	1	0	0	0	3	1	0	11	189
7:25 AM	0	0	0	0	0	0	12	0	2	6	0	0	0	2	0	0	22	197
7:30 AM	0	0	0	0	1	0	6	0	2	1	0	0	0	1	2	0	13	195
7:35 AM	0	0	0	0	2	0	5	0	3	4	0	0	0	1	0	0	15	187
7:40 AM	0	0	0	0	3	0	8	0	1	5	0	0	0	2	1	0	20	191
7:45 AM	0	0	0	0	0	0	9	0	2	2	0	0	0	2	0	0	15	186
7:50 AM	0	0	0	0	2	0	9	0	1	5	0	0	0	4	2	0	23	191
7:55 AM	0	0	0	0	1	0	5	0	1	1	0	0	0	6	3	0	17	199

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	12	0	152	0	4	16	0	0	0	44	20	0	248
Heavy Trucks	0	0	0		0	0	4		0	0	0		0	4	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Olympia St/S Owens Rd (East) -- Rte 397

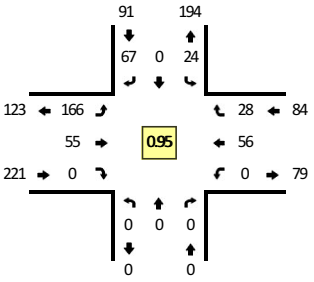
QC JOB #: 16236644

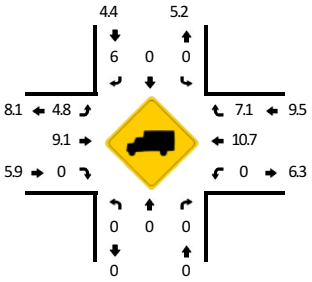
CITY/STATE: Benton, WA

DATE: Thu, Jun 15 2023

Peak-Hour: 4:20 PM -- 5:20 PM

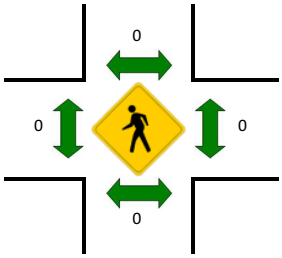
Peak 15-Min: 4:20 PM -- 4:35 PM



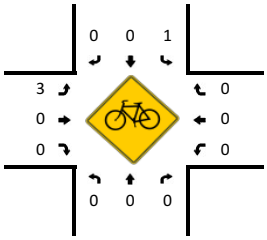


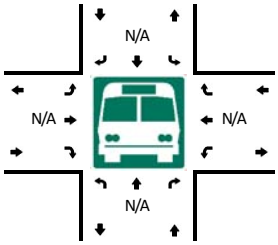
Quality Counts

DATA THAT DRIVES COMMUNITIES

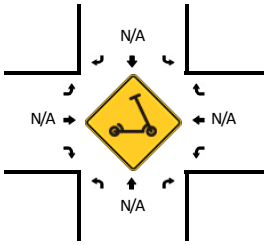












5-Min Count Period Beginning At	S Olympia St/S Owens Rd (East) (Northbound)				S Olympia St/S Owens Rd (East) (Southbound)				Rte 397 (Eastbound)				Rte 397 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	0	4	0	11	6	0	0	0	2	0	0	24	
4:05 PM	0	0	0	0	4	0	1	0	12	3	0	0	0	8	3	0	31	
4:10 PM	0	0	0	0	2	0	6	0	7	5	0	0	0	3	2	0	25	
4:15 PM	0	0	0	0	5	0	5	0	7	6	0	0	0	2	4	0	29	
4:20 PM	0	0	0	0	3	0	6	0	17	4	0	0	0	4	4	0	38	
4:25 PM	0	0	0	0	1	0	6	0	10	5	0	0	0	4	4	0	30	
4:30 PM	0	0	0	0	3	0	6	0	14	3	0	0	0	8	2	0	36	
4:35 PM	0	0	0	0	5	0	3	0	10	9	0	0	0	6	4	0	37	
4:40 PM	0	0	0	0	3	0	3	0	10	5	0	0	0	3	2	0	26	
4:45 PM	0	0	0	0	0	0	4	0	14	6	0	0	0	5	1	0	30	
4:50 PM	0	0	0	0	2	0	8	0	21	3	0	0	0	4	1	0	39	
4:55 PM	0	0	0	0	0	0	8	0	11	5	0	0	0	4	1	0	29	374
5:00 PM	0	0	0	0	1	0	6	0	12	8	0	0	0	5	2	0	34	384
5:05 PM	0	0	0	0	3	0	8	0	15	1	0	0	0	8	4	0	39	392
5:10 PM	0	0	0	0	2	0	2	0	17	2	0	0	0	2	2	0	27	394
5:15 PM	0	0	0	0	1	0	7	0	15	4	0	0	0	3	1	0	31	396
5:20 PM	0	0	0	0	3	0	5	0	19	3	0	0	0	2	2	0	34	392
5:25 PM	0	0	0	0	2	0	4	0	12	2	0	0	0	2	2	0	24	386
5:30 PM	0	0	0	0	3	0	7	0	6	6	0	0	0	3	2	0	27	377
5:35 PM	0	0	0	0	2	0	4	0	9	7	0	0	0	6	3	0	31	371
5:40 PM	0	0	0	0	2	0	2	0	9	9	0	0	0	3	2	0	27	372
5:45 PM	0	0	0	0	2	0	5	0	8	2	0	0	0	0	0	0	17	359
5:50 PM	0	0	0	0	3	0	6	0	10	3	0	0	0	5	2	0	29	349
5:55 PM	0	0	0	0	1	0	3	0	5	2	0	0	0	1	2	0	14	334
6:00 PM	0	0	0	0	2	0	6	0	4	5	0	0	0	2	1	0	20	320
6:05 PM	0	0	0	0	0	0	6	0	2	1	0	0	0	3	0	0	12	293
6:10 PM	0	0	0	0	0	0	3	0	5	12	0	0	0	1	1	0	22	288
6:15 PM	0	0	0	0	1	0	1	0	4	2	0	0	0	2	4	0	14	271
6:20 PM	0	0	0	0	2	0	2	0	7	1	0	0	0	2	2	0	16	253
6:25 PM	0	0	0	0	0	0	3	0	6	0	0	0	0	1	1	0	11	240
6:30 PM	0	0	0	0	0	0	3	0	2	5	0	0	0	2	0	0	12	225
6:35 PM	0	0	0	0	1	0	1	0	9	0	0	0	0	3	2	0	16	210
6:40 PM	0	0	0	0	1	0	2	0	8	3	0	0	0	3	1	0	18	201
6:45 PM	0	0	0	0	0	0	2	0	4	2	0	0	0	4	0	0	12	196
6:50 PM	0	0	0	0	3	0	2	0	8	5	0	0	0	2	1	0	21	188
6:55 PM	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7	181
7:00 PM	0	0	0	0	1	0	2	0	2	2	0	0	0	2	3	0	12	173
7:05 PM	0	0	0	0	4	0	4	0	8	2	0	0	0	2	2	0	22	183

5-Min Count Period Beginning At	S Olympia St/S Owens Rd (East) (Northbound)				S Olympia St/S Owens Rd (East) (Southbound)				Rte 397 (Eastbound)				Rte 397 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	0	0	2	0	7	2	0	0	0	4	0	0	15	176
7:15 PM	0	0	0	0	3	0	1	0	1	0	0	0	0	7	2	0	14	176
7:20 PM	0	0	0	0	1	0	2	0	3	0	0	0	0	1	1	0	8	168
7:25 PM	0	0	0	0	4	0	1	0	3	1	0	0	0	1	0	0	10	167
7:30 PM	0	0	0	0	1	0	1	0	3	0	0	0	0	0	1	0	6	161
7:35 PM	0	0	0	0	3	0	3	0	2	1	0	0	0	0	1	0	10	155
7:40 PM	0	0	0	0	4	0	1	0	7	4	0	0	0	1	1	0	18	155
7:45 PM	0	0	0	0	1	0	0	0	4	1	0	0	0	1	3	0	10	153
7:50 PM	0	0	0	0	1	0	0	0	2	2	0	0	0	1	0	0	6	138
7:55 PM	0	0	0	0	1	0	2	0	7	2	0	0	0	1	2	0	15	146

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	28	0	72	0	164	48	0	0	0	64	40	0	416
Heavy Trucks	0	0	0		0	0	4		4	4	0		0	12	4		28
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		12	0	0		0	0	0		12
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

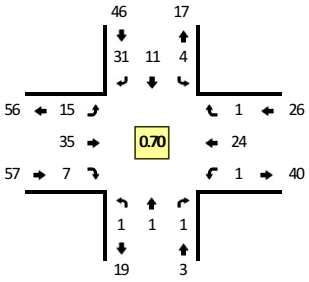
Type of peak hour being reported: Intersection Peak

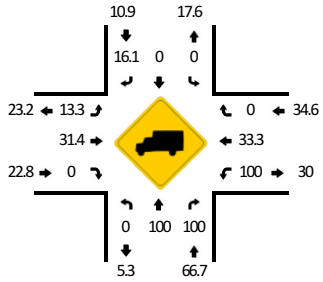
Method for determining peak hour: Total Entering Volume

LOCATION: S Nine Canyon Rd -- Rte 397
CITY/STATE: Benton, WA

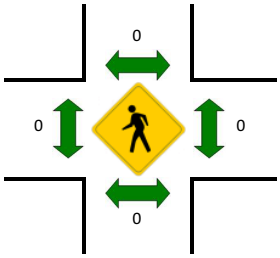
QC JOB #: 16236645
DATE: Wed, Jun 14 2023

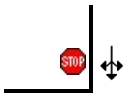
Peak-Hour: 6:40 AM -- 7:40 AM
Peak 15-Min: 7:25 AM -- 7:40 AM

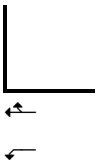


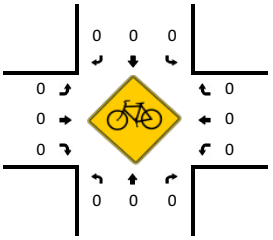


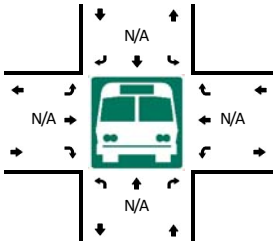
Quality Counts
DATA THAT DRIVES COMMUNITIES

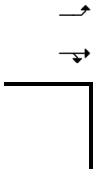


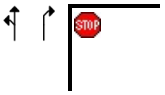


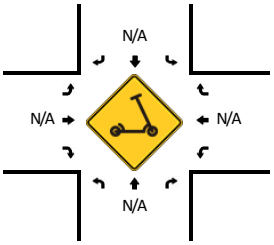












5-Min Count Period Beginning At	S Nine Canyon Rd (Northbound)				S Nine Canyon Rd (Southbound)				Rte 397 (Eastbound)				Rte 397 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	2	0	0	0	4	0	0	2	0	0	0	1	1	0	10	
5:05 AM	0	0	0	0	0	2	5	0	0	3	0	0	0	1	0	0	11	
5:10 AM	0	0	0	0	0	5	2	0	0	2	0	0	0	1	0	0	10	
5:15 AM	0	0	0	0	0	0	1	0	0	2	1	0	0	2	1	0	7	
5:20 AM	0	0	0	0	0	0	3	0	0	2	0	0	0	1	0	0	6	
5:25 AM	0	0	0	0	1	1	5	0	0	2	0	0	0	2	0	0	11	
5:30 AM	0	0	0	0	0	0	2	0	2	5	0	0	0	1	0	0	10	
5:35 AM	0	0	0	0	0	0	5	0	0	4	1	0	1	0	0	0	11	
5:40 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	1	0	0	7	
5:45 AM	0	0	0	0	0	0	3	0	0	1	0	0	0	2	0	0	6	
5:50 AM	1	0	0	0	0	1	1	0	0	1	0	0	0	2	0	0	6	
5:55 AM	0	0	0	0	0	0	1	0	1	9	0	0	1	5	1	0	18	113
6:00 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0	6	109
6:05 AM	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	4	102
6:10 AM	0	0	0	0	0	1	2	0	0	0	0	0	2	3	0	0	8	100
6:15 AM	0	0	0	0	0	0	3	0	2	1	0	0	0	1	0	0	7	100
6:20 AM	1	0	0	0	0	0	1	0	3	0	0	0	1	0	0	0	6	100
6:25 AM	0	0	0	0	0	2	1	0	1	1	0	0	0	0	0	0	5	94
6:30 AM	0	0	0	0	0	3	4	0	0	0	0	0	0	3	0	0	10	94
6:35 AM	0	0	0	0	1	1	3	0	0	6	2	0	0	2	0	0	15	98
6:40 AM	0	0	0	0	1	3	6	0	0	4	2	0	1	2	0	0	19	110
6:45 AM	0	0	0	0	0	1	3	0	1	1	1	0	0	1	0	0	8	112
6:50 AM	0	0	0	0	1	1	1	0	0	1	2	0	0	1	0	0	7	113
6:55 AM	0	0	0	0	0	2	0	0	1	4	0	0	0	6	0	0	13	108
7:00 AM	0	0	0	0	0	1	1	0	1	1	1	0	0	2	0	0	7	109
7:05 AM	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	0	6	111
7:10 AM	0	0	0	0	0	1	2	0	1	3	0	0	0	4	1	0	12	115
7:15 AM	0	0	0	0	1	0	3	0	2	2	0	0	0	1	0	0	9	117
7:20 AM	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	4	115
7:25 AM	1	0	0	0	0	0	4	0	2	2	0	0	0	1	0	0	10	120
7:30 AM	0	0	1	0	1	1	3	0	1	9	0	0	0	1	0	0	17	127
7:35 AM	0	1	0	0	0	1	4	0	4	7	0	0	0	3	0	0	20	132
7:40 AM	0	0	0	0	0	0	4	0	1	0	0	0	0	5	0	0	10	123
7:45 AM	0	0	0	0	0	1	1	0	0	3	0	0	0	2	0	0	7	122
7:50 AM	0	1	0	0	0	0	1	0	1	3	0	0	0	3	0	0	9	124
7:55 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	3	0	0	6	117

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	4	4	0	4	8	44	0	28	72	0	0	0	20	0	0	188
Heavy Trucks	0	4	4		0	0	8		8	20	0		0	8	0		52
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

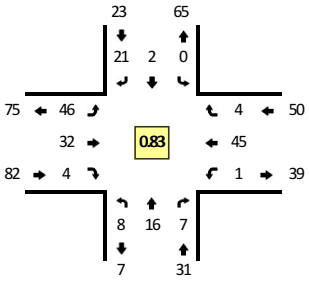
Type of peak hour being reported: Intersection Peak

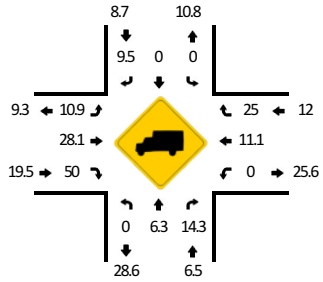
Method for determining peak hour: Total Entering Volume

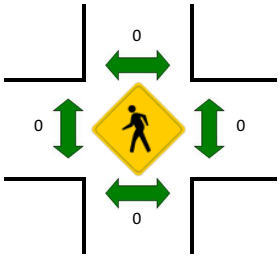
LOCATION: S Nine Canyon Rd -- Rte 397
CITY/STATE: Benton, WA

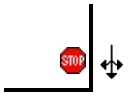
QC JOB #: 16236646
DATE: Tue, Jun 13 2023

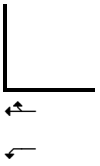
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:20 PM -- 4:35 PM

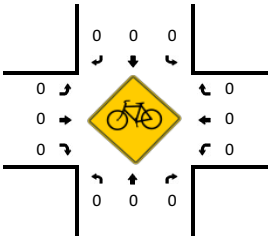


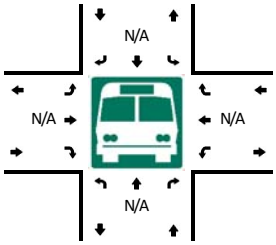


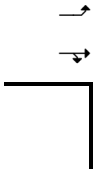


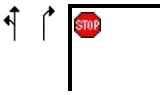


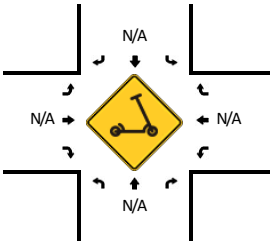












5-Min Count Period Beginning At	S Nine Canyon Rd (Northbound)				S Nine Canyon Rd (Southbound)				Rte 397 (Eastbound)				Rte 397 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	1	0	0	0	0	2	0	5	1	1	0	0	6	0	0	16	
4:05 PM	1	1	0	0	0	0	0	0	2	5	0	0	0	2	0	0	11	
4:10 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	7	
4:15 PM	0	3	0	0	0	0	2	0	8	2	0	0	0	3	0	0	18	
4:20 PM	0	1	2	0	0	0	2	0	7	3	0	0	0	4	1	0	20	
4:25 PM	1	3	1	0	0	0	1	0	1	5	0	0	0	2	1	0	15	
4:30 PM	1	0	0	0	0	1	0	0	4	6	0	0	0	9	0	0	21	
4:35 PM	0	0	0	0	0	0	0	0	6	4	0	0	1	4	0	0	15	
4:40 PM	0	4	0	0	0	0	2	0	3	1	0	1	0	6	0	0	17	
4:45 PM	0	1	0	0	0	0	4	0	3	0	0	0	0	8	0	0	16	
4:50 PM	0	1	0	0	0	0	1	0	4	1	0	0	0	3	0	0	10	
4:55 PM	0	0	2	0	0	0	4	0	2	4	0	0	0	0	0	0	12	178
5:00 PM	5	1	1	0	0	0	0	0	1	4	3	0	0	0	0	0	15	177
5:05 PM	1	2	1	0	0	1	3	0	2	2	1	0	0	2	1	0	16	182
5:10 PM	0	0	0	0	0	0	2	0	4	0	0	0	0	4	1	0	11	186
5:15 PM	0	1	0	0	0	0	0	0	4	3	0	0	0	2	0	0	10	178
5:20 PM	0	0	1	0	0	0	1	0	2	1	0	0	0	3	0	0	8	166
5:25 PM	0	1	0	0	0	0	1	0	3	7	0	0	0	1	0	0	13	164
5:30 PM	0	0	0	0	0	0	3	0	4	4	0	0	0	4	0	0	15	158
5:35 PM	0	4	0	0	0	0	1	0	2	4	0	0	0	2	0	0	13	156
5:40 PM	0	1	0	0	0	1	2	0	4	1	0	0	2	2	0	0	13	152
5:45 PM	0	1	0	0	0	0	2	0	1	2	0	0	0	1	1	0	8	144
5:50 PM	1	2	0	0	0	0	3	0	3	5	0	0	1	1	0	0	16	150
5:55 PM	0	3	0	0	0	2	1	0	2	3	0	0	0	3	0	0	14	152
6:00 PM	0	0	1	0	1	0	3	0	2	3	0	0	0	3	0	0	13	150
6:05 PM	0	0	0	0	0	0	1	0	3	3	0	0	0	1	0	0	8	142
6:10 PM	1	0	0	0	0	0	1	0	2	3	0	0	0	3	2	0	12	143
6:15 PM	0	0	1	0	0	0	3	0	0	4	0	0	1	0	0	0	9	142
6:20 PM	0	0	0	0	0	0	0	0	3	2	0	0	1	3	0	0	9	143
6:25 PM	0	0	0	0	1	0	6	0	3	2	0	0	0	3	0	0	15	145
6:30 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	4	0	0	7	137
6:35 PM	0	0	0	0	0	0	2	0	1	2	0	0	0	1	0	0	6	130
6:40 PM	0	0	0	0	0	0	1	0	2	1	0	0	0	2	0	0	6	123
6:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1	0	4	119
6:50 PM	0	0	1	0	0	1	2	0	3	4	0	0	0	1	1	0	13	116
6:55 PM	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	0	6	108
7:00 PM	0	0	0	0	1	0	1	0	3	0	0	0	1	4	0	0	10	105
7:05 PM	0	0	0	0	0	0	2	0	1	5	0	0	1	0	0	0	9	106

5-Min Count Period Beginning At	S Nine Canyon Rd (Northbound)				S Nine Canyon Rd (Southbound)				Rte 397 (Eastbound)				Rte 397 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	6	100
7:15 PM	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4	95
7:20 PM	0	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	4	90
7:25 PM	0	1	0	0	0	0	2	0	2	1	1	0	0	2	0	0	9	84
7:30 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	6	83
7:35 PM	0	0	0	0	0	0	3	0	0	0	0	0	2	2	0	0	7	84
7:40 PM	1	0	0	0	0	0	1	0	1	1	1	0	0	1	0	0	6	84
7:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	81
7:50 PM	0	0	0	0	0	1	0	0	1	4	0	0	0	2	0	0	8	76
7:55 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	4	2	0	10	80

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	16	12	0	0	4	12	0	48	56	0	0	0	60	8	0	224
Heavy Trucks	0	0	0		0	0	0		8	8	0		0	4	4		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

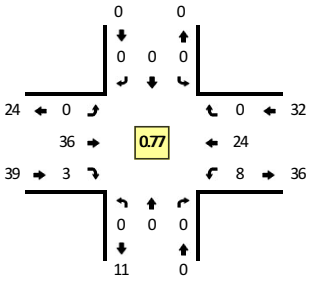
Type of peak hour being reported: Intersection Peak

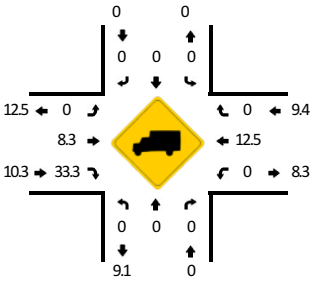
Method for determining peak hour: Total Entering Volume

LOCATION: S Finley Rd -- Rte 397
CITY/STATE: Benton, WA

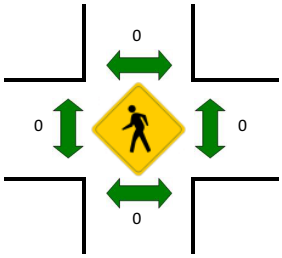
QC JOB #: 16236647
DATE: Wed, Jun 14 2023

Peak-Hour: 5:00 AM -- 6:00 AM
Peak 15-Min: 5:45 AM -- 6:00 AM

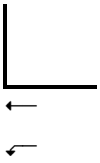


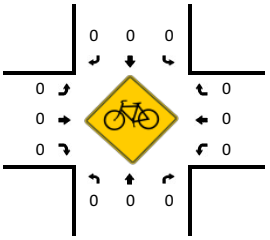


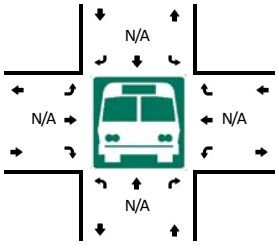
Quality Counts
DATA THAT DRIVES COMMUNITIES

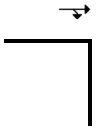


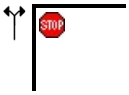


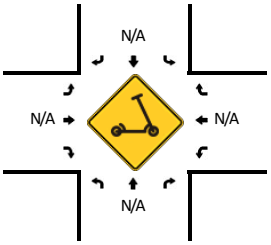












5-Min Count Period Beginning At	S Finley Rd (Northbound)				S Finley Rd (Southbound)				Rte 397 (Eastbound)				Rte 397 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	0	0	0	0	0	2	1	0	1	2	0	0	6	
5:05 AM	0	0	0	0	0	0	0	0	0	1	2	0	3	1	0	0	7	
5:10 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	
5:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	4	
5:20 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	5	
5:25 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	
5:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	1	1	0	0	6	
5:35 AM	0	0	0	0	0	0	0	0	0	5	0	0	1	3	0	0	9	
5:40 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	
5:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
5:55 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	5	0	0	15	71
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	67
6:05 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	63
6:10 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	61
6:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3	60
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
6:25 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	53
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	49
6:35 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8	48
6:40 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7	52
6:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	51
6:50 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4	51
6:55 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9	45
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	44
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	44
7:10 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6	48
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	49
7:20 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	50
7:25 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	51
7:30 AM	0	0	1	0	0	0	0	0	0	10	0	0	1	2	0	0	14	63
7:35 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	9	64
7:40 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3	60
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	5	62
7:50 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	1	8	66
7:55 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	5	62

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	52	0	0	0	40	0	0	92
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	8	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
Comments:																	

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

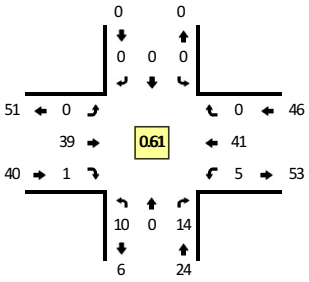
Type of peak hour being reported: Intersection Peak

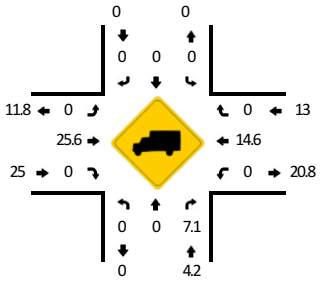
Method for determining peak hour: Total Entering Volume

LOCATION: S Finley Rd -- Rte 397
CITY/STATE: Benton, WA

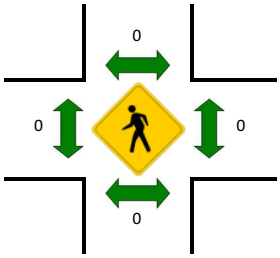
QC JOB #: 16236648
DATE: Tue, Jun 13 2023

Peak-Hour: 4:10 PM -- 5:10 PM
Peak 15-Min: 4:20 PM -- 4:35 PM

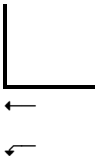


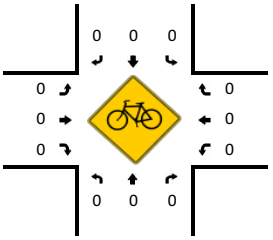


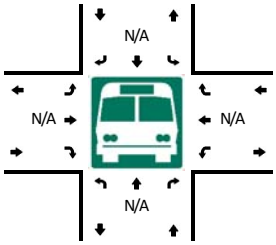
Quality Counts
DATA THAT DRIVES COMMUNITIES

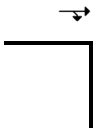


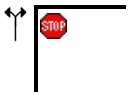


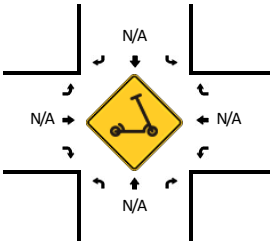












5-Min Count Period Beginning At	S Finley Rd (Northbound)				S Finley Rd (Southbound)				Rte 397 (Eastbound)				Rte 397 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6	
4:05 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6	
4:10 PM	1	0	3	0	0	0	0	0	0	0	0	0	1	4	0	0	9	
4:15 PM	2	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	6	
4:20 PM	3	0	5	0	0	0	0	0	0	5	0	0	1	3	0	0	17	
4:25 PM	2	0	1	0	0	0	0	0	0	3	1	0	0	2	0	0	9	
4:30 PM	1	0	2	0	0	0	0	0	0	9	0	0	0	7	0	0	19	
4:35 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0	0	11	
4:40 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	2	7	0	0	10	
4:50 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4	
4:55 PM	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	6	107
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	104
5:05 PM	1	0	0	0	0	0	0	0	0	5	0	0	1	5	0	0	12	110
5:10 PM	1	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	5	106
5:15 PM	0	0	1	0	0	0	0	0	0	3	0	0	1	1	0	0	6	106
5:20 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	4	0	0	6	95
5:25 PM	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0	6	92
5:30 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	4	0	0	7	80
5:35 PM	0	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	7	76
5:40 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	4	0	0	7	79
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	71
5:50 PM	1	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	5	72
5:55 PM	0	0	1	0	0	0	0	0	0	3	1	0	0	1	0	0	6	72
6:00 PM	0	0	2	0	0	0	0	0	0	4	0	0	0	2	0	0	8	77
6:05 PM	0	0	1	0	0	0	0	0	0	3	1	0	0	1	0	0	6	71
6:10 PM	0	0	2	0	0	0	0	0	0	2	0	0	0	4	0	0	8	74
6:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	71
6:20 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	0	9	74
6:25 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	71
6:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6	70
6:35 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	64
6:40 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7	64
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
6:50 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	5	62
6:55 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	59
7:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6	57
7:05 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	55

5-Min Count Period Beginning At	S Finley Rd (Northbound)				S Finley Rd (Southbound)				Rte 397 (Eastbound)				Rte 397 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	50
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
7:20 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	40
7:25 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4	41
7:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	39
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	42
7:40 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	37
7:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	39
7:50 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	6	40
7:55 PM	1	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	7	44

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	0	32	0	0	0	0	0	0	68	4	0	4	48	0	0	180
Heavy Trucks	0	0	4		0	0	0		0	12	0		0	8	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

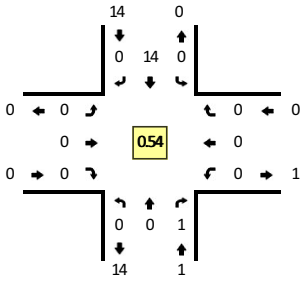
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

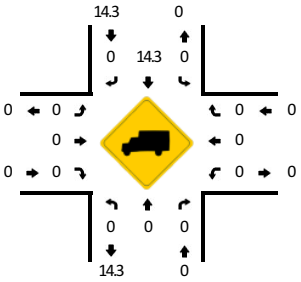
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: S Nine Canyon Rd -- Kirk Rd
CITY/STATE: Benton, WA

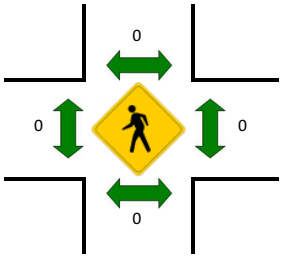
QC JOB #: 16236649
DATE: Wed, Jun 14 2023

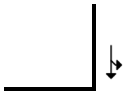
Peak-Hour: 5:55 AM -- 6:55 AM
Peak 15-Min: 6:35 AM -- 6:50 AM

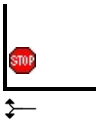


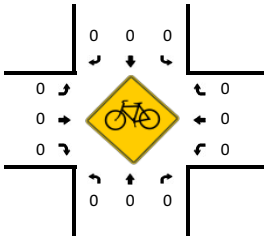


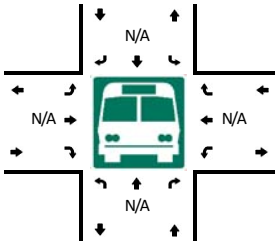
Quality Counts
DATA THAT DRIVES COMMUNITIES

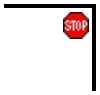


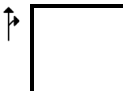


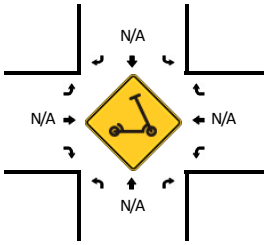












5-Min Count Period Beginning At	S Nine Canyon Rd (Northbound)				S Nine Canyon Rd (Southbound)				Kirk Rd (Eastbound)				Kirk Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:10 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
5:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
5:20 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
5:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:40 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:55 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	14
6:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14
6:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
6:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	10
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
6:25 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
6:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
6:35 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	11
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
6:45 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5	14
6:50 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	15
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	13
7:05 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:20 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:35 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:50 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	6
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	28
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

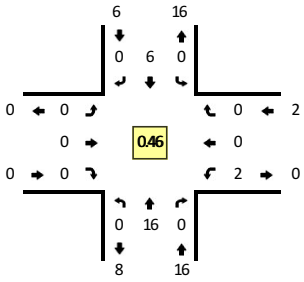
Type of peak hour being reported: Intersection Peak

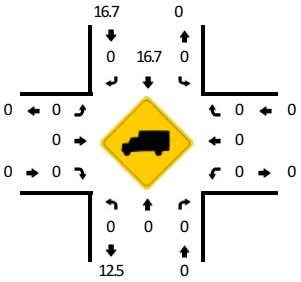
Method for determining peak hour: Total Entering Volume

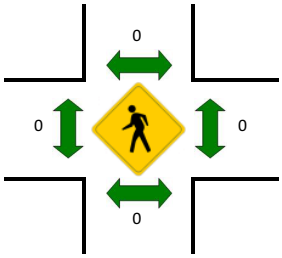
LOCATION: S Nine Canyon Rd -- Kirk Rd
CITY/STATE: Benton, WA

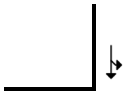
QC JOB #: 16236650
DATE: Tue, Jun 13 2023

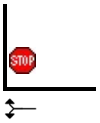
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

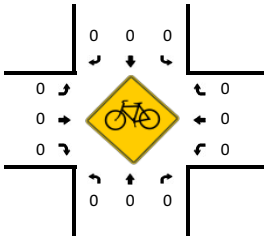


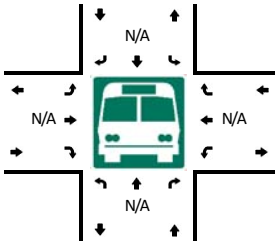




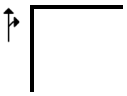


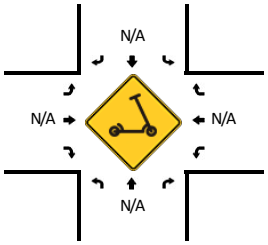












5-Min Count Period Beginning At	S Nine Canyon Rd (Northbound)				S Nine Canyon Rd (Southbound)				Kirk Rd (Eastbound)				Kirk Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
4:05 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
4:10 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:25 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:35 PM	0	5	0	0	0	1	0	0	0	0	0	0	1	0	0	0	7	
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:50 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	22
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
5:10 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	20
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
5:20 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	19
5:35 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
5:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15
5:45 PM	0	3	0	0	0	3	0	0	0	0	0	0	2	0	0	0	8	21
5:50 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22
5:55 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	24
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:10 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
6:25 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

5-Min Count Period Beginning At	S Nine Canyon Rd (Northbound)				S Nine Canyon Rd (Southbound)				Kirk Rd (Eastbound)				Kirk Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
7:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	6
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
7:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	28	0	0	0	16	0	0	0	0	0	0	8	0	0	0	52
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

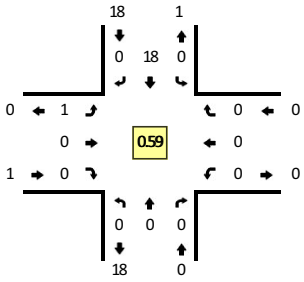
Type of peak hour being reported: Intersection Peak

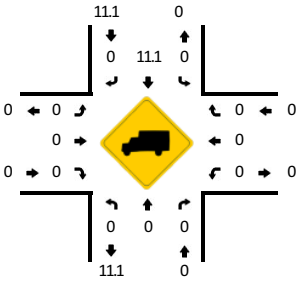
Method for determining peak hour: Total Entering Volume

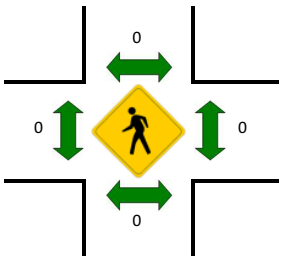
LOCATION: S Nine Canyon Rd -- Beck Rd
CITY/STATE: Benton, WA

QC JOB #: 16236651
DATE: Wed, Jun 14 2023

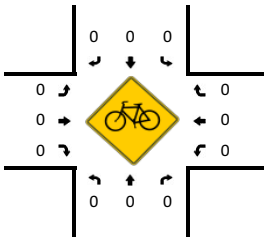
Peak-Hour: 5:50 AM -- 6:50 AM
Peak 15-Min: 6:35 AM -- 6:50 AM

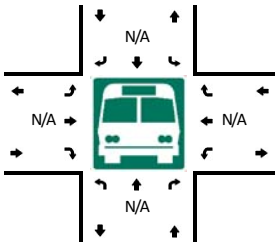




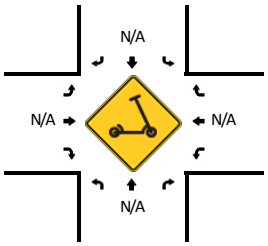












5-Min Count Period Beginning At	S Nine Canyon Rd (Northbound)				S Nine Canyon Rd (Southbound)				Beck Rd (Eastbound)				Beck Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:10 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
5:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
5:20 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
5:25 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:40 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:50 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:55 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	16
6:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16
6:05 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17
6:10 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16
6:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	16
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
6:25 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14
6:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14
6:35 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	17
6:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
6:45 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5	19
6:50 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19
6:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
7:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	18
7:05 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	18
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:20 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:35 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	11
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:50 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	7
7:55 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	32
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

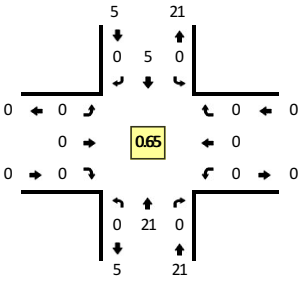
Type of peak hour being reported: Intersection Peak

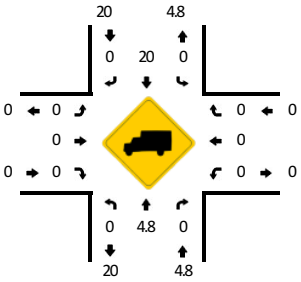
Method for determining peak hour: Total Entering Volume

LOCATION: S Nine Canyon Rd -- Beck Rd
CITY/STATE: Benton, WA

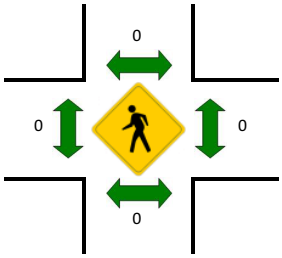
QC JOB #: 16236652
DATE: Tue, Jun 13 2023

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

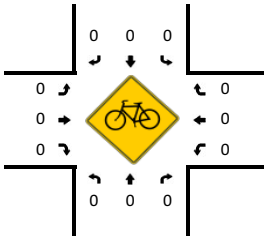


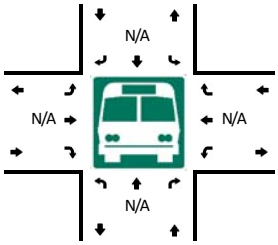


Quality Counts
DATA THAT DRIVES COMMUNITIES

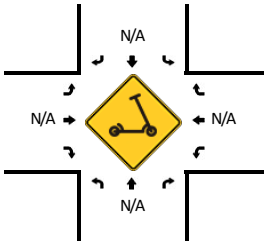












5-Min Count Period Beginning At	S Nine Canyon Rd (Northbound)				S Nine Canyon Rd (Southbound)				Beck Rd (Eastbound)				Beck Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
4:05 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
4:10 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
4:20 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:35 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7	
4:40 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:50 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
5:10 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	23
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
5:20 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
5:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	23
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
5:40 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16
5:45 PM	0	3	0	0	0	3	1	0	0	0	0	0	0	0	0	0	7	21
5:50 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	24
5:55 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	25
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24
6:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
6:10 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
6:25 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	22
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
6:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
6:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
6:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

5-Min Count Period Beginning At	S Nine Canyon Rd (Northbound)				S Nine Canyon Rd (Southbound)				Beck Rd (Eastbound)				Beck Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
7:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	6
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
7:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	28	0	0	0	12	0	0	0	0	0	0	0	0	0	0	40
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

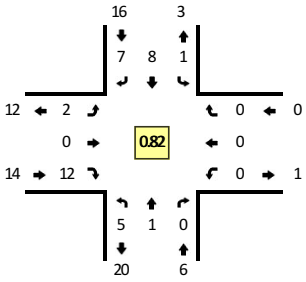
Type of peak hour being reported: Intersection Peak

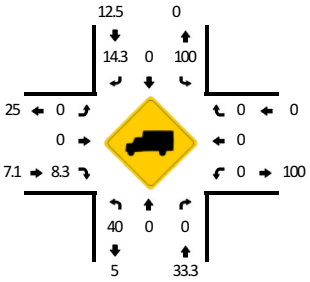
Method for determining peak hour: Total Entering Volume

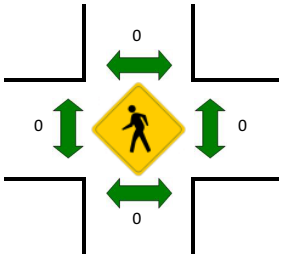
LOCATION: S Nine Canyon Rd -- Coffin Rd
CITY/STATE: Benton, WA

QC JOB #: 16236653
DATE: Thu, Jun 15 2023

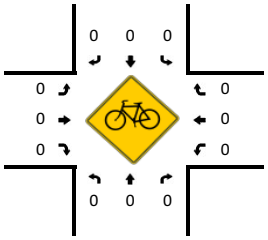
Peak-Hour: 5:15 AM -- 6:15 AM
Peak 15-Min: 6:00 AM -- 6:15 AM

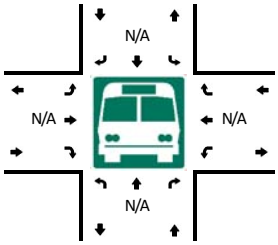




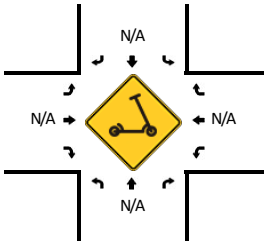












5-Min Count Period Beginning At	S Nine Canyon Rd (Northbound)				S Nine Canyon Rd (Southbound)				Coffin Rd (Eastbound)				Coffin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
5:05 AM	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3	
5:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3	
5:20 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	
5:25 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	
5:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	
5:35 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	
5:40 AM	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3	
5:45 AM	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3	
5:50 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
5:55 AM	1	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4	30
6:00 AM	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	32
6:05 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	31
6:10 AM	1	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	5	36
6:15 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	36
6:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
6:25 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	32
6:30 AM	1	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0	5	35
6:35 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	33
6:40 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	31
6:45 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3	31
6:50 AM	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	4	34
6:55 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	31
7:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	29
7:05 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	28
7:10 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	25
7:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	24
7:20 AM	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	4	28
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
7:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23
7:35 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	24
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
7:50 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	17
7:55 AM	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	19

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	0	0	0	4	4	8	0	0	0	12	0	0	0	0	0	44
Heavy Trucks	8	0	0		4	0	0		0	0	4		0	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Nine Canyon Rd -- Coffin Rd

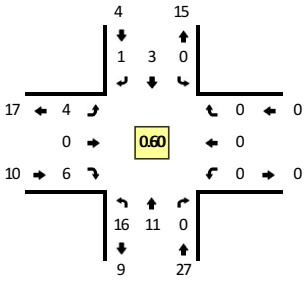
CITY/STATE: Benton, WA

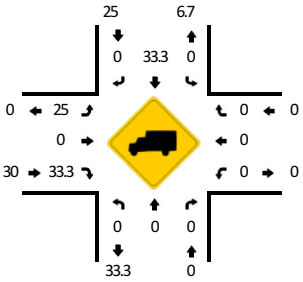
QC JOB #: 16236654

DATE: Thu, Jun 15 2023

Peak-Hour: 4:50 PM -- 5:50 PM

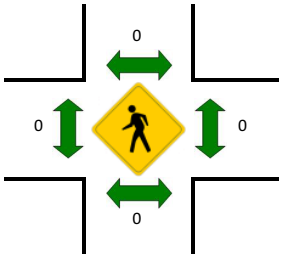
Peak 15-Min: 5:20 PM -- 5:35 PM



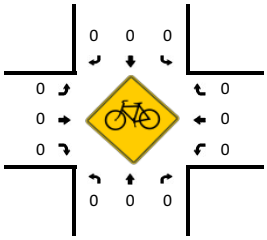


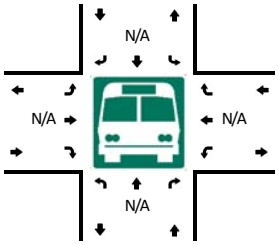
Quality Counts

DATA THAT DRIVES COMMUNITIES

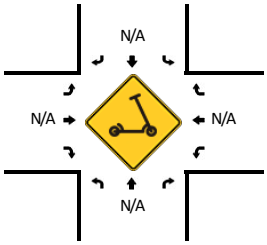












5-Min Count Period Beginning At	S Nine Canyon Rd (Northbound)				S Nine Canyon Rd (Southbound)				Coffin Rd (Eastbound)				Coffin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
4:05 PM	1	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	
4:10 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
4:15 PM	1	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5	
4:20 PM	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	
4:25 PM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:35 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
4:40 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:50 PM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
4:55 PM	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	35
5:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	35
5:05 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29
5:10 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	29
5:15 PM	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	27
5:20 PM	3	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	30
5:25 PM	1	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	6	32
5:30 PM	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	36
5:35 PM	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	39
5:40 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	40
5:45 PM	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	41
5:50 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	39
5:55 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	35
6:05 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	35
6:10 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	7	40
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
6:20 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	31
6:25 PM	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	29
6:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	28
6:35 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	26
6:40 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	25
6:45 PM	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	25
6:50 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	26
6:55 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	26
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
7:05 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	25

5-Min Count Period Beginning At	S Nine Canyon Rd (Northbound)				S Nine Canyon Rd (Southbound)				Coffin Rd (Eastbound)				Coffin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	20
7:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	22
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
7:25 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	18
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16
7:35 PM	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	17
7:40 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	18
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
7:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:55 PM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3	15

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	28	0	0	0	0	0	0	0	0	16	0	0	0	0	0	68
Heavy Trucks	0	0	0		0	0	0		0	0	8		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Clodfelter Rd -- Locust Grove Rd

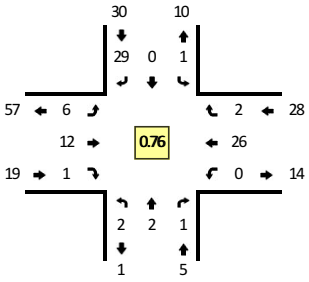
QC JOB #: 16236655

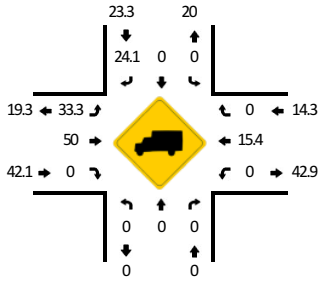
CITY/STATE: Benton, WA

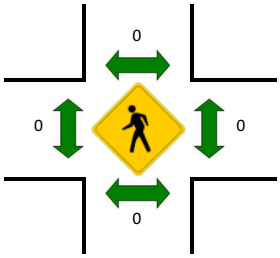
DATE: Wed, Jun 14 2023

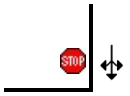
Peak-Hour: 6:25 AM -- 7:25 AM

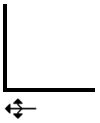
Peak 15-Min: 6:45 AM -- 7:00 AM

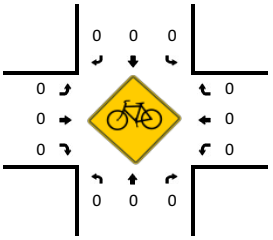


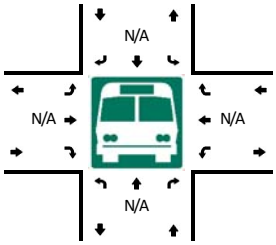


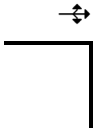


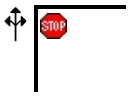


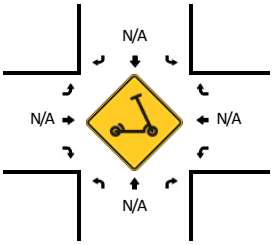












5-Min Count Period Beginning At	S Clodfelter Rd (Northbound)				S Clodfelter Rd (Southbound)				Locust Grove Rd (Eastbound)				Locust Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	
5:05 AM	0	0	0	0	1	1	2	0	0	0	0	0	0	2	0	0	6	
5:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
5:15 AM	0	1	0	0	0	0	3	0	0	0	0	0	0	3	0	0	7	
5:20 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	4	0	0	6	
5:25 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	3	0	0	5	
5:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	5	0	0	6	
5:35 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	3	0	0	6	
5:40 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	5	0	0	8	
5:45 AM	0	0	0	0	0	0	2	0	0	3	0	0	0	6	0	0	11	
5:50 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	4	
5:55 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	3	65
6:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3	66
6:05 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	3	0	0	6	66
6:10 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	4	69
6:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	3	65
6:20 AM	1	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	6	65
6:25 AM	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	5	65
6:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	5	0	0	9	68
6:35 AM	1	0	0	0	0	0	3	0	0	2	0	0	0	2	0	0	8	70
6:40 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	1	0	0	4	66
6:45 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	6	0	0	10	65
6:50 AM	0	0	1	0	0	0	3	0	0	1	0	0	0	5	0	0	10	71
6:55 AM	0	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	7	75
7:00 AM	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	4	76
7:05 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	2	0	0	5	75
7:10 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3	74
7:15 AM	1	0	0	0	1	0	2	0	0	1	0	0	0	2	1	0	8	79
7:20 AM	0	0	0	0	0	0	2	0	1	4	0	0	0	1	1	0	9	82
7:25 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	5	82
7:30 AM	0	0	0	0	3	0	0	0	0	2	0	0	1	2	0	0	8	81
7:35 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	75
7:40 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	73
7:45 AM	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	5	68
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	59
7:55 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	4	56

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	8	4	0	0	0	36	0	4	8	0	0	0	48	0	0	108
Heavy Trucks	0	0	0		0	0	4		4	0	0		0	16	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Clodfelter Rd -- Locust Grove Rd

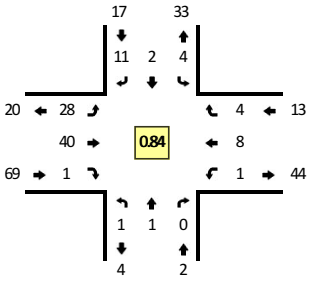
CITY/STATE: Benton, WA

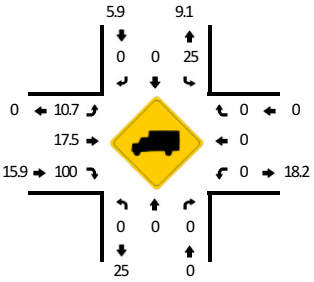
QC JOB #: 16236656

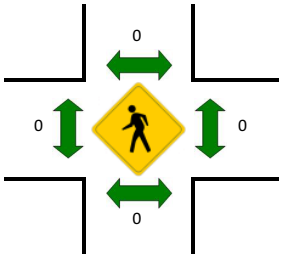
DATE: Tue, Jun 13 2023

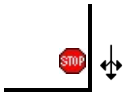
Peak-Hour: 4:20 PM -- 5:20 PM

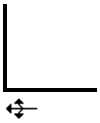
Peak 15-Min: 4:20 PM -- 4:35 PM

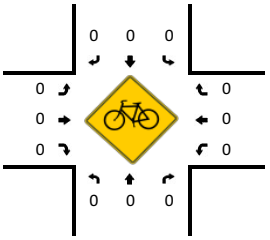


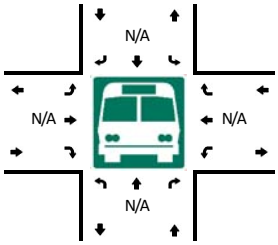


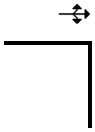


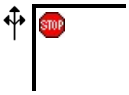


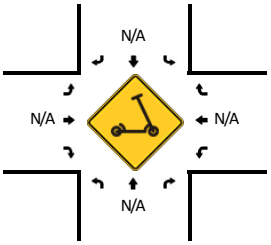












5-Min Count Period Beginning At	S Clodfelter Rd (Northbound)				S Clodfelter Rd (Southbound)				Locust Grove Rd (Eastbound)				Locust Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	4	
4:05 PM	0	0	0	0	1	0	2	0	0	3	0	0	0	0	0	0	6	
4:10 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	
4:15 PM	0	0	0	0	0	1	0	0	3	2	0	0	0	0	1	0	7	
4:20 PM	0	0	0	0	0	0	0	0	5	4	0	0	0	1	1	0	11	
4:25 PM	0	0	0	0	2	1	2	0	1	2	1	0	0	0	1	0	10	
4:30 PM	1	0	0	0	0	0	2	0	1	2	0	0	1	2	0	0	9	
4:35 PM	0	0	0	0	1	0	0	0	2	4	0	0	0	1	0	0	8	
4:40 PM	0	0	0	0	1	0	2	0	0	2	0	0	0	3	2	0	10	
4:45 PM	0	1	0	0	0	0	1	0	3	3	0	0	0	0	0	0	8	
4:50 PM	0	0	0	0	0	0	1	0	1	5	0	0	0	0	0	0	7	
4:55 PM	0	0	0	0	0	0	1	0	4	4	0	0	0	0	0	0	9	92
5:00 PM	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	9	97
5:05 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	6	97
5:10 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	99
5:15 PM	0	0	0	0	0	1	2	0	3	2	0	0	0	1	0	0	9	101
5:20 PM	0	0	0	0	0	0	2	0	2	5	0	0	0	0	0	0	9	99
5:25 PM	0	0	0	0	0	1	1	0	0	3	1	0	0	0	1	0	7	96
5:30 PM	0	1	0	0	1	0	1	0	3	6	0	0	0	0	0	0	12	99
5:35 PM	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	3	94
5:40 PM	0	0	0	0	0	0	3	0	6	1	0	0	0	1	0	0	11	95
5:45 PM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	4	91
5:50 PM	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	6	90
5:55 PM	0	0	0	0	1	0	0	0	2	5	0	0	0	0	0	0	8	89
6:00 PM	0	0	0	0	0	0	1	0	1	4	0	0	0	0	0	0	6	86
6:05 PM	0	1	0	0	1	0	0	0	1	3	0	0	0	0	0	0	6	86
6:10 PM	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	5	86
6:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	80
6:20 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	73
6:25 PM	0	0	0	0	0	0	1	0	1	5	0	0	0	0	0	0	7	73
6:30 PM	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5	66
6:35 PM	0	0	0	0	1	1	1	0	2	2	0	0	0	0	0	0	7	70
6:40 PM	1	0	0	0	1	0	0	0	1	2	0	0	0	1	0	0	6	65
6:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	5	66
6:50 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	62
6:55 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	55
7:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	51
7:05 PM	0	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	4	49

5-Min Count Period Beginning At	S Clodfelter Rd (Northbound)				S Clodfelter Rd (Southbound)				Locust Grove Rd (Eastbound)				Locust Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3	47
7:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	45
7:20 PM	0	0	0	0	0	0	1	0	2	1	0	0	0	1	1	0	6	49
7:25 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	44
7:30 PM	0	1	0	0	0	0	1	0	2	2	0	0	0	2	1	0	9	48
7:35 PM	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	4	45
7:40 PM	0	0	0	0	0	0	1	0	3	1	0	0	0	1	1	0	7	46
7:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	3	44
7:50 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3	45
7:55 PM	0	1	0	0	0	0	2	0	2	1	0	0	0	0	0	0	6	50

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	0	0	8	4	16	0	28	32	4	0	4	12	8	0	120
Heavy Trucks	0	0	0		0	0	0		4	4	4		0	0	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

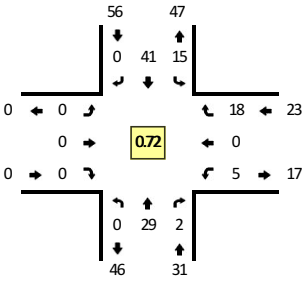
Type of peak hour being reported: Intersection Peak

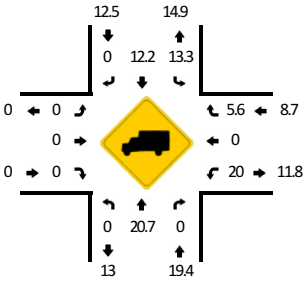
Method for determining peak hour: Total Entering Volume

LOCATION: Weber Canyon Rd -- Badger Rd
CITY/STATE: Benton, WA

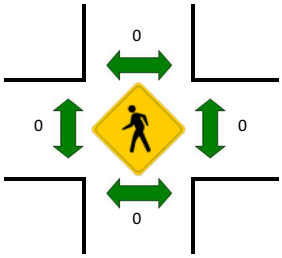
QC JOB #: 16236657
DATE: Wed, Jun 14 2023

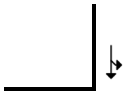
Peak-Hour: 6:35 AM -- 7:35 AM
Peak 15-Min: 7:05 AM -- 7:20 AM

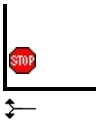


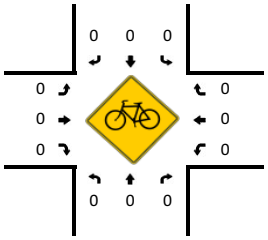


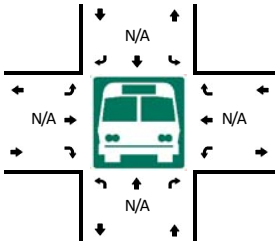
Quality Counts
DATA THAT DRIVES COMMUNITIES

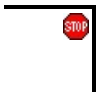


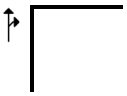


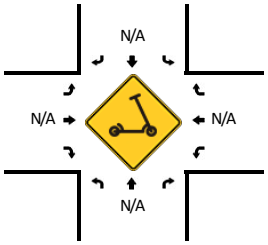












5-Min Count Period Beginning At	Weber Canyon Rd (Northbound)				Weber Canyon Rd (Southbound)				Badger Rd (Eastbound)				Badger Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
5:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
5:05 AM	0	2	0	0	1	6	0	0	0	0	0	0	0	0	2	0	11	
5:10 AM	0	0	0	0	1	5	0	0	0	0	0	0	1	0	1	0	8	
5:15 AM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	1	0	7	
5:20 AM	0	1	0	0	2	4	0	0	0	0	0	0	0	0	1	0	8	
5:25 AM	0	0	0	0	1	4	0	0	0	0	0	0	1	0	1	0	7	
5:30 AM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	1	0	9	
5:35 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	4	
5:40 AM	0	0	0	0	1	6	0	0	0	0	0	0	3	0	2	0	12	
5:45 AM	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	6	
5:50 AM	0	3	0	0	1	3	0	0	0	0	0	0	0	0	1	0	8	
5:55 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	84
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	83
6:05 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	75
6:10 AM	0	1	0	0	1	4	0	0	0	0	0	0	0	0	2	0	8	75
6:15 AM	0	0	0	0	3	3	0	0	0	0	0	0	1	0	0	0	7	75
6:20 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1	0	6	73
6:25 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	4	70
6:30 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	3	0	7	68
6:35 AM	0	1	0	0	3	4	0	0	0	0	0	0	1	0	2	0	11	75
6:40 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	2	0	7	70
6:45 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	1	0	9	73
6:50 AM	0	4	2	0	2	1	0	0	0	0	0	0	1	0	3	0	13	78
6:55 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	79
7:00 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	2	0	6	83
7:05 AM	0	2	0	0	2	6	0	0	0	0	0	0	0	0	1	0	11	91
7:10 AM	0	2	0	0	1	6	0	0	0	0	0	0	1	0	3	0	13	96
7:15 AM	0	3	0	0	2	8	0	0	0	0	0	0	0	0	1	0	14	103
7:20 AM	0	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	7	104
7:25 AM	0	2	0	0	1	1	0	0	0	0	0	0	0	0	2	0	6	106
7:30 AM	0	2	0	0	2	4	0	0	0	0	0	0	2	0	1	0	11	110
7:35 AM	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0	0	6	105
7:40 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	104
7:45 AM	0	1	0	0	2	1	0	0	0	0	0	0	1	0	2	0	7	102
7:50 AM	0	1	0	0	5	3	0	0	0	0	0	0	0	0	3	0	12	101
7:55 AM	0	1	0	0	1	4	0	0	0	0	0	0	1	0	1	0	8	107

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	28	0	0	20	80	0	0	0	0	0	0	4	0	20	0	152
Heavy Trucks	0	4	0		8	12	0		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

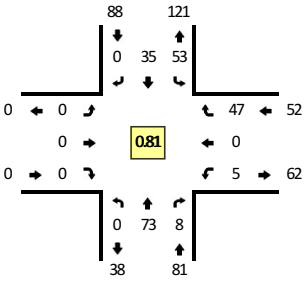
Type of peak hour being reported: Intersection Peak

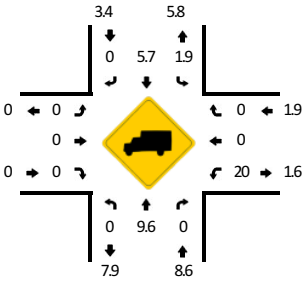
Method for determining peak hour: Total Entering Volume

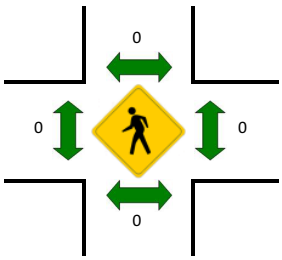
LOCATION: Weber Canyon Rd -- Badger Rd
CITY/STATE: Benton, WA

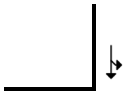
QC JOB #: 16236658
DATE: Tue, Jun 13 2023

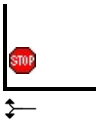
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

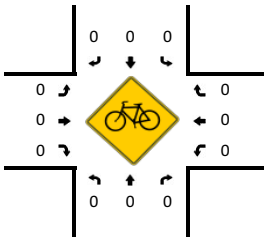


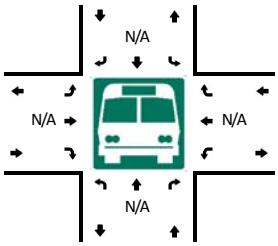


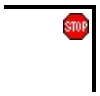


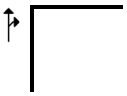


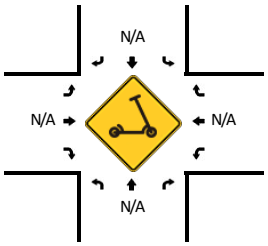












5-Min Count Period Beginning At	Weber Canyon Rd (Northbound)				Weber Canyon Rd (Southbound)				Badger Rd (Eastbound)				Badger Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	8	
4:05 PM	0	5	0	0	1	2	0	0	0	0	0	0	2	0	2	0	12	
4:10 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4	0	8	
4:15 PM	0	5	0	0	3	1	0	0	0	0	0	0	0	0	4	0	13	
4:20 PM	0	8	0	0	4	6	0	0	0	0	0	0	0	0	0	0	18	
4:25 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	1	0	5	
4:30 PM	0	4	0	0	3	4	0	0	0	0	0	0	0	0	2	0	13	
4:35 PM	0	5	0	0	2	3	0	0	0	0	0	0	0	0	4	0	14	
4:40 PM	0	2	3	0	5	2	0	0	0	0	0	0	1	0	2	0	15	
4:45 PM	0	5	0	0	1	2	0	0	0	0	0	0	2	0	5	0	15	
4:50 PM	0	9	0	0	4	3	0	0	0	0	0	0	0	0	4	0	20	
4:55 PM	0	8	2	0	3	2	0	0	0	0	0	0	1	0	3	0	19	160
5:00 PM	0	5	0	0	1	2	0	0	0	0	0	0	0	0	4	0	12	164
5:05 PM	0	7	0	0	7	1	0	0	0	0	0	0	0	0	2	0	17	169
5:10 PM	0	5	2	0	3	6	0	0	0	0	0	0	0	0	5	0	21	182
5:15 PM	0	5	0	0	6	5	0	0	0	0	0	0	1	0	8	0	25	194
5:20 PM	0	5	2	0	5	3	0	0	0	0	0	0	1	0	6	0	22	198
5:25 PM	0	5	0	0	8	4	0	0	0	0	0	0	0	0	2	1	20	213
5:30 PM	0	2	1	0	3	2	0	0	0	0	0	0	0	0	3	0	11	211
5:35 PM	0	7	0	0	3	4	0	0	0	0	0	0	0	0	3	1	18	215
5:40 PM	0	5	1	0	4	3	0	1	0	0	0	0	0	0	3	0	17	217
5:45 PM	0	10	0	0	5	0	0	0	0	0	0	0	0	0	4	0	19	221
5:50 PM	0	5	1	0	3	1	0	0	0	0	0	0	1	0	2	0	13	214
5:55 PM	0	3	1	0	5	4	0	0	0	0	0	0	0	0	2	0	15	210
6:00 PM	0	1	0	0	1	2	0	0	0	0	0	0	0	0	2	0	6	204
6:05 PM	0	0	1	0	6	1	0	0	0	0	0	0	0	0	2	0	10	197
6:10 PM	0	6	0	0	3	3	0	0	0	0	0	0	0	0	3	0	15	191
6:15 PM	0	3	0	0	2	1	0	1	0	0	0	0	0	0	5	0	12	178
6:20 PM	0	4	1	0	1	2	0	0	0	0	0	0	1	0	1	0	10	166
6:25 PM	0	8	0	0	4	3	0	0	0	0	0	0	1	0	2	0	18	164
6:30 PM	0	4	2	0	6	1	0	0	0	0	0	0	0	0	9	0	22	175
6:35 PM	0	2	1	0	10	5	0	0	0	0	0	0	0	0	3	1	22	179
6:40 PM	0	6	2	0	4	4	0	0	0	0	0	0	2	0	6	1	25	187
6:45 PM	0	4	1	0	6	3	0	1	0	0	0	0	0	0	5	0	20	188
6:50 PM	0	3	0	0	4	3	0	0	0	0	0	0	0	0	5	0	15	190
6:55 PM	0	8	0	0	2	3	0	0	0	0	0	0	0	0	3	0	16	191
7:00 PM	0	8	0	0	0	4	0	0	0	0	0	0	0	0	1	0	13	198
7:05 PM	0	2	0	0	4	3	0	0	0	0	0	0	0	0	3	0	12	200

5-Min Count Period Beginning At	Weber Canyon Rd (Northbound)				Weber Canyon Rd (Southbound)				Badger Rd (Eastbound)				Badger Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:10 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	189
7:15 PM	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	1	6	183
7:20 PM	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	5	178
7:25 PM	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	1	6	166
7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	4	148
7:35 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	4	130
7:40 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	3	108
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	89
7:50 PM	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	4	78
7:55 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	64

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	60	16	0	56	56	0	0	0	0	0	0	8	0	76	0	272
Heavy Trucks	0	4	0		4	4	0		0	0	0		0	0	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/29/2023 1:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

APPENDIX C: CRASH ANALYSIS SUMMARY

Tetra Tech Intersection ID#	Tetra Tech Intersection Name	DATE	TIME	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	# PEDS	# BIKES	VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD	LAT	LONG
1	Wine Country Road at I-82 WB Ramps	02/02/2019	12:16	No Apparent Injury	0	0	1	0	0	Passenger Car		At Intersection and Related	Fog or Smog or Smoke	Wet	Daylight	Concrete Barrier/Jersey Barrier - Leading End	Making Right Turn		South	East			Exceeding Reas. Safe Speed				Left Shoulder On Ramp Decreasing Milepost Side of Mainline	1832473.25	322501.13	46.2151814	-119.7412937
1	Wine Country Road at I-82 WB Ramps	09/01/2022	15:31	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	South	West	East	West	Did Not Grant RW to Vehicle			None	Lane 1 LX Increasing Milepost (Prior to 2002 Impact Location Code was not lane specific)	1832501.56	322520.47	46.2152337	-119.7411811
1	Wine Country Road at I-82 WB Ramps	11/11/2022	07:20	Possible Injury	1	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	Intersection Related but Not at Intersection	Overcast	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	East	West	East	West	Follow Too Closely			None	Lane 1 Off Ramp Decreasing Milepost Side of Mainline	1832523.63	322433.64	46.214995	-119.7410972
2	Wine Country Road at I-82 EB Ramps	04/04/2018	15:41	Suspected Minor Injury	2	0	1	0	0	Passenger Car		At Intersection and Related	Raining	Wet	Daylight	Concrete Barrier/Jersey Barrier - Leading End	Making Left Turn		North	East			Exceeding Reas. Safe Speed				Left Shoulder On Ramp Increasing Milepost Side of Mainline	1831413.39	322208.79	46.2144076	-119.7454914
2	Wine Country Road at I-82 EB Ramps	01/05/2019	06:03	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Fog or Smog or Smoke	Dry	Dark-Street Lights On	From same direction - all others	Backing	Stopped for Traffic	Vehicle Stopped	Vehicle Backing	Vehicle Stopped	Vehicle Stopped	Inattention			None	Lane 1 Off Ramp Increasing Milepost Side of Mainline	1831454.56	322156.49	46.2142631	-119.7453307
2	Wine Country Road at I-82 EB Ramps	11/27/2019	06:40	Unknown	0	0	1	0	0	Truck Tractor & Semi-Trailer		At Intersection and Related	Clear	Dry	Dark-Street Lights On	Wood Sign Post	Making Left Turn		East	South			Unknown Distraction				Left Shoulder On Ramp Increasing Milepost Side of Mainline	1831414.14	322208.65	46.2144072	-119.7454884
2	Wine Country Road at I-82 EB Ramps	11/24/2021	06:06	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb		Not at Intersection and Not Related	Clear	Ice	Dark-Street Lights On	Guardrail - Face	Going Straight Ahead		West	East			Exceeding Reas. Safe Speed				Right Shoulder Increasing Milepost	1831668.40	322279.91	46.214596	-119.7444813
2	Wine Country Road at I-82 EB Ramps	11/17/2022	03:10	No Apparent Injury	0	0	1	0	0	Truck & Trailer		At Intersection and Related	Overcast	Dry	Dark-Street Lights On	Metal Sign Post	Making Left Turn		South	West			Improper Turn/Merge				Left Shoulder Off Ramp Increasing Milepost Side of Mainline	1831414.94	322209.26	46.2144089	-119.7454852
3	Wine Country Road at Route 22	06/27/2018	16:00	Possible Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Slowing	Stopped at Signal or Stop Sign	West	East	Vehicle Stopped	Vehicle Stopped	Driver Interacting with Passengers, Anim	Follow Too Closely		None	Lane 1 Increasing Milepost	1830894.21	322048.29	46.2139811	-119.7475482
3	Wine Country Road at Route 22	02/10/2019	15:03	No Apparent Injury	0	0	2	0	0	Truck Tractor & Semi-Trailer	Passenger Car	At Intersection and Related	Snowing	Snow/Slush	Daylight	Same direction -- both turning right -- both moving -- sideswipe	Making Right Turn	Making Right Turn	South	East	South	East	Inattention			None	Lane 1 Increasing Milepost	1830886.21	322053.90	46.2139967	-119.7475796
3	Wine Country Road at Route 22	08/19/2019	15:48	Possible Injury	2	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North	East	West	Did Not Grant RW to Vehicle			None	Lane 1 Decreasing Milepost	1830879.45	322058.64	46.2140099	-119.7476061
3	Wine Country Road at Route 22	11/12/2019	09:32	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related	Raining	Wet	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East	Vehicle Stopped	Vehicle Stopped	Operating Defective Equipment			None	Lane 1 Increasing Milepost	1830879.45	322058.64	46.2140099	-119.7476061
3	Wine Country Road at Route 22	11/27/2019	03:02	Suspected Serious Injury	1	0	1	0	0	Passenger Car		Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Railroad Tracks (ie. Run off the road and hit the tracks)	Going Straight Ahead		South	North			Apparently Asleep or Fatigued	Exceeding Reas. Safe Speed			Past the Outside Shoulder of Primary Trafficway	1830816.30	322206.87	46.214418	-119.74785
3	Wine Country Road at Route 22	06/18/2020	19:39	Possible Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	West	East	Vehicle Stopped	Vehicle Stopped	Other Distractions			None	Left Turn Lane Decreasing Milepost	1830880.77	322057.72	46.2140073	-119.747601
3	Wine Country Road at Route 22	09/30/2022	14:25	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	South	West	East	West	Did Not Grant RW to Vehicle			None	Lane 1 Decreasing Milepost	1830883.12	322056.07	46.2140027	-119.7475917
4	Route 22 at Route 221 and Paterson Ave	11/29/2018	14:35	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Starting in Traffic Lane	Going Straight Ahead	West	East	West	East	Did Not Grant RW to Vehicle			None	Lane 1 Increasing Milepost	1830658.75	319162.24	46.2060733	-119.7485869
4	Route 22 at Route 221 and Paterson Ave	05/23/2019	13:11	Possible Injury	1	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	East	West	Did Not Grant RW to Vehicle			None	Lane 1 Increasing Milepost	1830658.75	319162.24	46.2060733	-119.7485869
4	Route 22 at Route 221 and Paterson Ave	08/21/2019	07:56	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	South	North	East	West	Inattention			Driver Not Distracted	Lane 1 Decreasing Milepost	1830662.77	319161.58	46.2060713	-119.7485711
4	Route 22 at Route 221 and Paterson Ave	11/20/2019	05:51	No Apparent Injury	0	0	1	0	0	Truck & Trailer		At Intersection and Related	Clear	Dry	Dark-Street Lights On	Vehicle overturned	Making Left Turn		East	South			Exceeding Reas. Safe Speed				Right Shoulder Increasing Milepost	1830719.69	319137.98	46.2060051	-119.7483472
4	Route 22 at Route 221 and Paterson Ave	02/21/2020	15:25	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Starting in Traffic Lane	Going Straight Ahead	South	North	East	West	Did Not Grant RW to Vehicle			None	Lane 1 Decreasing Milepost	1830658.75	319162.24	46.2060733	-119.7485869
4	Route 22 at Route 221 and Paterson Ave	09/24/2020	14:30	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - all others	Stopped in Roadway	Backing	Vehicle Stopped	Vehicle Stopped	Vehicle Backing	Vehicle Backing	None			Improper Backing	Lane 1 Increasing Milepost	1830658.75	319162.24	46.2060733	-119.7485869
4	Route 22 at Route 221 and Paterson Ave	03/22/2021	09:12	No Apparent Injury	0	0	1	0	0	Truck Tractor & Semi-Trailer		At Intersection and Related	Clear	Dry	Daylight	Vehicle overturned	Making Left Turn		East	South			Exceeding Reas. Safe Speed				Lane 1 Increasing Milepost	1830658.75	319162.24	46.2060733	-119.7485869
4	Route 22 at Route 221 and Paterson Ave	09/07/2021	13:18	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb		Intersection Related but Not at Intersection	Clear	Dry	Daylight	Utility Box	Making Left Turn		North	West			Exceeding Reas. Safe Speed				Intersecting Trafficway	1830574.19	319165.32	46.2060839	-119.7489208
4	Route 22 at Route 221 and Paterson Ave	09/05/2022	17:04	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	West	North	East	West	Did Not Grant RW to Vehicle			None	Lane 1 Decreasing Milepost	1830658.75	319162.24	46.2060733	-119.7485869
5	Route 221 at County Well Road	*NO CRASHES REPORTED*																													
6	Route 221 at Cemetery Road	*NO CRASHES REPORTED*																													
7	Route 221 at Sellards Road	07/02/2018	12:17	No Apparent Injury	0	0	2	0	0	Other	Truck Tractor & Semi-Trailer	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - one left turn - one straight	Overtaking and Passing	Making Left Turn	North	South	North	Southeast	Inattention			None	Lane 1 Increasing Milepost	1868181.05	292205.14	46.1310769	-119.6016068
7	Route 221 at Sellards Road	09/06/2019	03:55	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb		At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights	Utility Pole	Making Left Turn		East	South			Disregard Stop Sign - Flashing Red				Past Right Shoulder Decreasing Milepost	1868179.51	292203.19	46.1310716	-119.601613
7	Route 221 at Sellards Road	09/18/2019	17:48	Suspected Minor Injury	1	0	1	0	0	Motorcycle		At Intersection and Related	Clear or Partly Cloudy	Dry	Dusk	Vehicle overturned	Going Straight Ahead		North	South			None				Lane 1 Decreasing Milepost	1868191.35	292205.04	46.1310763	-119.6015662
7	Route 221 at Sellards Road	10/20/2020	22:15	No Apparent Injury	0	0	2	0	0	Truck Tractor & Semi-Trailer	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear	Dry	Dark-No Street Lights	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East	South	North	Improper Turn/Merge			None	Lane 1 Decreasing Milepost	1868180.42	292205.14	46.1310769	-119.6016093
7	Route 221 at Sellards Road	11/23/2020	12:20	No Apparent Injury	0	0	2	0	0	Truck Tractor & Semi-Trailer	Truck Tractor & Semi-Trailer	At Intersection and Related	Overcast	Wet	Daylight	From opposite direction - all others	Stopped for Traffic	Going Straight Ahead	North	East	South	North	None			None	Lane 1 Decreasing Milepost	1868178.96	292204.46	46.1310751	-119.6016151
7	Route 221 at Sellards Road	08/08/2021	20:15	Dead at Scene	0	2	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Clear	Dry	Dusk	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	South	North	Under Influence of Drugs	Disregard Traffic Sign and Signals		None	Lane 1 Increasing Milepost	1868180.56	292205.14	46.1310769	-119.6016087
7	Route 221 at Sellards Road	08/10/2021	11:09	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	East	West	Vehicle Stopped	Vehicle Stopped	Follow Too Closely			None	Intersecting Road Increasing Milepost	1868178.96	292204.46	46.1310751	-119.6016151
7	Route 221 at Sellards Road	12/01/2021	04:02	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Truck - Double Trailer Combinations	At Intersection and Related	Clear	Dry	Dark-No Street Lights	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	South	North	Disregard Traffic Sign and Signals			None	Lane 1 Decreasing Milepost	1868178.96	292204.46	46.1310751	-119.6016151
7	Route 221 at Sellards Road	05/09/2022	17:09	Suspected Serious Injury	2	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Clear	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	South	North	Did Not Grant RW to Vehicle			None	Lane 1 Increasing Milepost	1868178.96	292204.46	46.1310751	-119.6016151
7	Route 221 at Sellards Road	08/25/2022	15:45	No Apparent Injury	0	0	2	0	0	Truck - Double Trailer Combinations	Truck - Double Trailer Combinations	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Stopped at Signal or Stop Sign	South	East	East	West	Improper Turn/Merge			Other Contributing Circ Not Listed	Intersecting Road Increasing Milepost	1868178.96	292204.46	46.1310751	-119.6016151
7	Route 221 at Sellards Road	09/05/2022	13:55	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Truck & Trailer	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Right Turn	Going Straight Ahead	East	North	South	North	Did Not Grant RW to Vehicle			None	Lane 1 Increasing Milepost	1868178.96	292204.46	46.1310751	-119.6016151
7	Route 221 at Sellards Road	12/09/2022	06:52	No Apparent Injury	0	0	2	0	0	Truck (Flatbad,Van,etc)	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Fog or Smog or Smoke	Snow/Slush	Daylight	From same direction - both going straight - one stopped - rear-end	Overtaking and Passing	Stopped at Signal or Stop Sign	East	West	Vehicle Stopped	Vehicle Stopped	Improper Passing			None	Intersecting Road Increasing Milepost	1868222.98	292220.76	46.1311184	-119.6014407
8	Webber Canyon Road at County Well Rd	*NO CRASHES REPORTED*																													
9	Cemetery Road at Travis Road (north of intersection)	06/26/2019	21:50	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb		Not at Intersection and Not Related	Overcast	Dry	Dark-No Street Lights	Vehicle Strikes Deer	Going Straight Ahead		South	North			None				Lane of Primary Trafficway	1905441.34	306326.57	46.1685397	-119.4539148
9	Cemetery Road at Travis Road	10/09/2022	05:30	No Apparent Injury	0	0	1	0	0	Passenger Car		At Intersection and Not Related	Clear	Dry	Dark-No Street Lights	Earth Bank or Ledge	Going Straight Ahead		North	South			Overcorrecting / Oversteering				Past the Outside Shoulder of Primary Trafficway	1905466.81	302375.97	46.157706	-119.454021
10	S. Plymouth Road at Locust Grove Road	01/17/2022	16:07	No Apparent Injury	0	0	1	0	0	Passenger Car		At Intersection and Related	Fog or Smog or Smoke	Ice	Dark-No Street Lights	Earth Bank or Ledge	Going Straight Ahead		East	West			Exceeding Reas. Safe Speed				Other Location (City/County/Misc. Trafficway)	1927055.14	287570.81	46.116293	-119.3696745
11	Route 221 at Route 14	07/12/2018	07:28	No Apparent Injury	0	0	1	0	0	Truck - Double Trailer Combinations		At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Vehicle overturned	Making Left Turn		North	East			Exceeding Reas. Safe Speed				Past Right Shoulder Increasing Milepost	1868624.68	221397.33	45.9368991	-119.603033
11	Route 221 at Route 14	12/20/2018	18:24	No Apparent Injury	0	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South	Vehicle Stopped	Vehicle Stopped	Exceeding Reas. Safe Speed			None	Lane 1 Decreasing Milepost	1868624.68	221397.33	45.9368991	-119.603033
11	Route 221 at Route 14	12/30/2018	13:35	No Apparent Injury	0	0	1	0	0	Passenger Car		At Intersection and Not Related	Clear or Partly Cloudy	Dry	Daylight	Fire started in vehicle	Going Straight Ahead		West	East			None				Lane 1 Increasing Milepost	1868624.68	221397.33	45.9368991	-119.603033
11	Route 221 at Route 14	02/23/2019	19:04	Possible Injury	1	0	1	0	0	Truck Tractor & Semi-Trailer		At Intersection and Related	Clear	Dry	Dark-Street Lights On	Jackknife Trailer	Making Right Turn		East	North			Apparently Asleep or Fatigued				Past Right Shoulder Increasing Milepost	1868628.16	221398.38	45.9369019	-119.6030193

Tetra Tech Intersection ID#	Tetra Tech Intersection Name	DATE	TIME	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	# PEDS	# BIKES	VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP	WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD	LAT	LONG
11	Route 221 at Route 14	05/17/2019	08:58	No Apparent Injury	0	0	1	0	0	Pickup,Panel Truck or Vanette under 10,000 lb		At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Earth Bank or Ledge	Going Straight Ahead		East	West			Other Contributing Circ Not Listed				Past Right Shoulder Decreasing Milepost	1868624.68	221397.33	45.9368991	-119.603033
11	Route 221 at Route 14	10/10/2019	08:10	Suspected Minor Injury	1	0	1	0	0	Truck Tractor & Semi-Trailer		At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Vehicle overturned	Making Right Turn		West	North			Inattention	Exceeding Reas. Safe Speed			Intersecting Road Decreasing Milepost	1868624.68	221397.33	45.9368991	-119.603033
11	Route 221 at Route 14	03/23/2020	14:25	No Apparent Injury	0	0	1	0	0	Truck - Double Trailer Combinations		At Intersection and Related	Severe Crosswind	Dry	Daylight	Vehicle overturned	Making Left Turn		West	North			Exceeding Reas. Safe Speed				Past Right Shoulder Decreasing Milepost	1868624.68	221397.33	45.9368991	-119.603033
11	Route 221 at Route 14	12/11/2020	12:31	No Apparent Injury	0	0	1	0	0	Truck Tractor & Semi-Trailer		At Intersection and Related	Clear	Dry	Daylight	Vehicle overturned	Making Left Turn		North	East			Operating Defective Equipment				Intersecting Road Increasing Milepost	1868653.89	221404.53	45.9369179	-119.6029179
11	Route 221 at Route 14	02/07/2022	05:39	No Apparent Injury	0	0	2	0	0	Truck Tractor & Semi-Trailer	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Dark-Street Lights On	Entering at angle	Making Left Turn	Going Straight Ahead	North	East	East	West	Did Not Grant RW to Vehicle			None	Lane 1 Decreasing Milepost	1868624.68	221397.33	45.9368991	-119.603033
11	Route 221 at Route 14	10/02/2022	13:19	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Truck & Trailer	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Making Left Turn	Going Straight Ahead	North	East	East	West	Did Not Grant RW to Vehicle			None	Lane 1 Decreasing Milepost	1868629.19	221396.04	45.9368954	-119.6030154
12	Route 14 at S. Plymouth Rd	02/09/2018	16:08	Suspected Minor Injury	2	0	2	0	0	Passenger Car	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	East	West	Vehicle Stopped	Vehicle Stopped	Exceeding Reas. Safe Speed			None	Lane 1 Decreasing Milepost	1932612.32	225050.55	45.9446412	-119.3513535
12	Route 14 at S. Plymouth Rd	03/16/2018	12:57	Possible Injury	1	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	Intersection Related but Not at Intersection	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	East	West	East	West	Inattention	Follow Too Closely		None	Lane 1 Decreasing Milepost	1932664.52	225044.33	45.944622	-119.3511487
12	Route 14 at S. Plymouth Rd	07/24/2018	19:34	Possible Injury	1	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	East	West	Vehicle Stopped	Vehicle Stopped	Inattention			None	Lane 1 Decreasing Milepost	1932612.32	225050.55	45.9446412	-119.3513535
12	Route 14 at S. Plymouth Rd	08/31/2018	13:49	No Apparent Injury	0	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped for Traffic	West	East	West	Vehicle Stopped	Inattention			None	Lane 1 Increasing Milepost	1932621.12	225048.52	45.9446353	-119.351319
12	Route 14 at S. Plymouth Rd	08/14/2019	09:25	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - one left turn - one straight	Overtaking and Passing	Making Left Turn	East	West	East	South	Inattention	Improper Passing		None	Lane 1 Increasing Milepost	1932612.32	225050.55	45.9446412	-119.3513535
12	Route 14 at S. Plymouth Rd	04/03/2020	12:08	Possible Injury	1	0	2	0	0	Motorcycle	Motorcycle	At Intersection and Related	Clear	Dry	Daylight	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing	East	West	East	West	Distractions Outside Vehicle			None	Lane 1 Decreasing Milepost	1932602.66	225050.89	45.9446425	-119.3513914
12	Route 14 at S. Plymouth Rd	09/23/2020	16:47	Possible Injury	2	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - all others	Backing	Stopped for Traffic	Vehicle Stopped	Vehicle Backing	Vehicle Stopped	Vehicle Stopped	Improper Backing			None	Intersecting Road Decreasing Milepost	1932609.21	225050.93	45.9446423	-119.3513657
12	Route 14 at S. Plymouth Rd	05/05/2021	05:51	Possible Injury	3	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - one left turn - one straight	Overtaking and Passing	Making Left Turn	East	West	East	South	Improper Passing			None	Lane 1 Increasing Milepost	1932609.38	225052.35	45.9446462	-119.3513649
12	Route 14 at S. Plymouth Rd	09/24/2021	18:20	No Apparent Injury	0	0	2	0	0	Passenger Car	Truck & Trailer	At Intersection and Related	Clear	Dry	Daylight	From same direction - one left turn - one straight	Going Straight Ahead	Making Left Turn	West	East	West	North	Operating Defective Equipment	Exceeding Reas. Safe Speed	Operating Recklessly or Aggressively	None	Lane 1 Decreasing Milepost	1932602.73	225050.10	45.9446403	-119.3513912
12	Route 14 at S. Plymouth Rd	01/01/2022	12:15	No Apparent Injury	0	0	1	0	0	Truck Tractor & Semi-Trailer		At Intersection and Related	Clear	Ice	Daylight	Roadway Ditch	Making Left Turn		North	East			Exceeding Reas. Safe Speed				Past Right Shoulder Increasing Milepost	1932612.20	225050.53	45.9446411	-119.3513539
12	Route 14 at S. Plymouth Rd	05/11/2022	04:52	Possible Injury	2	0	2	0	0	Truck Tractor & Semi-Trailer	Truck Tractor & Semi-Trailer	At Intersection and Related	Clear	Dry	Dawn	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South	West	East	Other Distractions	Disregard Traffic Sign and Signals		None	Lane 1 Increasing Milepost	1932609.21	225050.93	45.9446423	-119.3513657
12	Route 14 at S. Plymouth Rd	07/22/2022	04:27	Dead at Scene	4	1	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related	Clear	Dry	Dawn	Entering at angle	Going Straight Ahead	Going Straight Ahead	North	South	West	East	Did Not Grant RW to Vehicle			None	Lane 1 Increasing Milepost	1932602.73	225050.10	45.9446403	-119.3513912
13	I-82 Eastbound Ramps at Route 14	01/13/2020	17:25	No Apparent Injury	0	0	2	0	0	Truck Tractor & Semi-Trailer	Truck Tractor & Semi-Trailer	At Intersection and Related	Snowing	Ice	Dark-Street Lights On	Entering at angle	Going Straight Ahead	Going Straight Ahead	West	East	North	South	Exceeding Reas. Safe Speed	Disregard Traffic Sign and Signals		None	Lane 1 Decreasing Milepost	1936449.74	225334.09	45.9452644	-119.336254
13	I-82 Eastbound Ramps at Route 14	02/08/2020	19:36	No Apparent Injury	0	0	1	0	0	Passenger Car		At Intersection and Related	Clear	Wet	Dark-Street Lights On	Wood Sign Post	Making Right Turn		West	South			Exceeding Reas. Safe Speed				Past Right Shoulder Increasing Milepost	1936464.74	225314.46	45.94521	-119.3361962
13	I-82 Eastbound Ramps at Route 14	12/30/2021	08:31	No Apparent Injury	0	0	1	0	0	Truck Tractor & Semi-Trailer		At Intersection and Related	Snowing	Ice	Daylight	Street Light Pole or Base	Making Right Turn		West	South			Exceeding Reas. Safe Speed				Past Right Shoulder Increasing Milepost	1936461.57	225323.44	45.9452347	-119.3362081
14	Route 14 at I-82 NB Ramps	*NO CRASHES REPORTED*																													
15	Coffin Road at I-82 SB Ramps	*NO CRASHES REPORTED*																													
16	Coffin Road at I-82 NB Ramps	*NO CRASHES REPORTED*																													
17	Coffin Road at Bofer Canyon Road	*NO CRASHES REPORTED*																													
18	Bofer Canyon Road at Beck Road	*NO CRASHES REPORTED*																													
19	Locust Grove Road at I-82 SB Ramps	*NO CRASHES REPORTED*																													
20	Locust Grove Road at I-82 WB Ramps	11/22/2019	21:36	No Apparent Injury	0	0	1	0	0	Truck Tractor & Semi-Trailer		At Intersection and Related	Fog or Smog or Smoke	Dry	Dark-Street Lights On	Roadway Ditch	Going Straight Ahead		East	West			Inattention	Exceeding Reas. Safe Speed			Intersecting Road Decreasing Milepost	1969686.57	297752.35	46.1424102	-119.2009296
20	Locust Grove Road at I-82 WB Ramps	12/04/2020	21:52	No Apparent Injury	0	0	1	0	0	Truck & Trailer		At Intersection and Related	Fog or Smog or Smoke	Wet	Dark-Street Lights On	Roadway Ditch	Going Straight Ahead		East	West			Exceeding Reas. Safe Speed	Disregard Traffic Sign and Signals			Past Right Shoulder Decreasing Milepost	1969684.83	297752.95	46.1424119	-119.2009364
20	Locust Grove Road at I-82 WB Ramps	08/22/2022	08:48	Suspected Minor Injury	1	0	2	0	0	Truck Tractor & Semi-Trailer	Motorcycle	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	Entering at angle	Going Straight Ahead	Going Straight Ahead	East	West	North	South	Other Contributing Circ Not Listed			Other Contributing Circ Not Listed	Lane 1 Decreasing Milepost	1969684.06	297750.69	46.1424058	-119.2009396
21	Route 397/Locust Grove Road at Bofer Canyon Rd	12/10/2020	05:29	Unknown	0	0	1	0	0	Passenger Car		At Intersection and Related	Fog or Smog or Smoke	Wet	Dark-No Street Lights	Metal Sign Post	Going Straight Ahead		South	North			Exceeding Reas. Safe Speed	Unknown Distraction			Intersecting Road Decreasing Milepost	1969823.18	297777.75	46.1424737	-119.2003891
22	Route 397 at S. Olympia Street	*NO CRASHES REPORTED*																													
23	Route 397 at S. Nine Canyon Road	10/17/2018	16:56	No Apparent Injury	0	0	2	0	0	Truck Tractor & Semi-Trailer	Truck Tractor & Semi-Trailer	At Intersection and Related	Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	South	North	Vehicle Stopped	Vehicle Stopped	Inattention			None	Intersecting Road Increasing Milepost	2003710.62	292702.87	46.1269493	-119.0670844
23	Route 397 at S. Nine Canyon Road	05/25/2019	00:39	No Apparent Injury	0	0	1	0	0	Passenger Car		At Intersection and Related	Overcast	Dry	Dark-No Street Lights	Tree or Stump (stationary)	Going Straight Ahead		South	North			Disregard Stop Sign - Flashing Red	Exceeding Stated Speed Limit			Past Right Shoulder Decreasing Milepost	2003719.88	292697.08	46.126933	-119.0670483
24	Route 397 at S. Finley Road	09/14/2022	09:40	No Apparent Injury	0	0	1	0	0	Truck (Flatbad,Van,etc)		At Intersection and Related	Clear	Dry	Daylight	Vehicle overturned	Making Right Turn		South	East			Other Contributing Circ Not Listed				Right Shoulder Decreasing Milepost	2009521.98	291295.73	46.1227994	-119.0442706
25	Nine Canyon Road at Kirk Road	*NO CRASHES REPORTED*																													
26	Nine Canyon Road at Beck Road	*NO CRASHES REPORTED*																													
27	Nine Canyon Road at Coffin Road	*NO CRASHES REPORTED*																													
28	Locust Grove at S. ClodFelter Road	09/21/2020	16:00	Unknown	0	0	1	0	0	Passenger Car		At Intersection and Related	Clear	Dry	Daylight	Metal Sign Post	Making Right Turn		East	North			Improper Turn/Merge				Past the Outside Shoulder of Primary Trafficway	1945667.42	297701.77	46.1433167	-119.2956802
29	Webber Canyon Road south of Badger Road	10/23/2019	20:50	Possible Injury	1	0	1	0	0	Passenger Car		Not at Intersection and Not Related	Clear or Partly Cloudy	Dry	Dark-No Street Lights	Guardrail - Through, Over or Under	Going Straight Ahead		East	West			Inattention				Outside Shoulder of Primary Trafficway	1905171.10	310035.30	46.178719	-119.4547873

Intersection Crash Rate Worksheet

Horse Heaven Wind Farm
Benton County, Washington

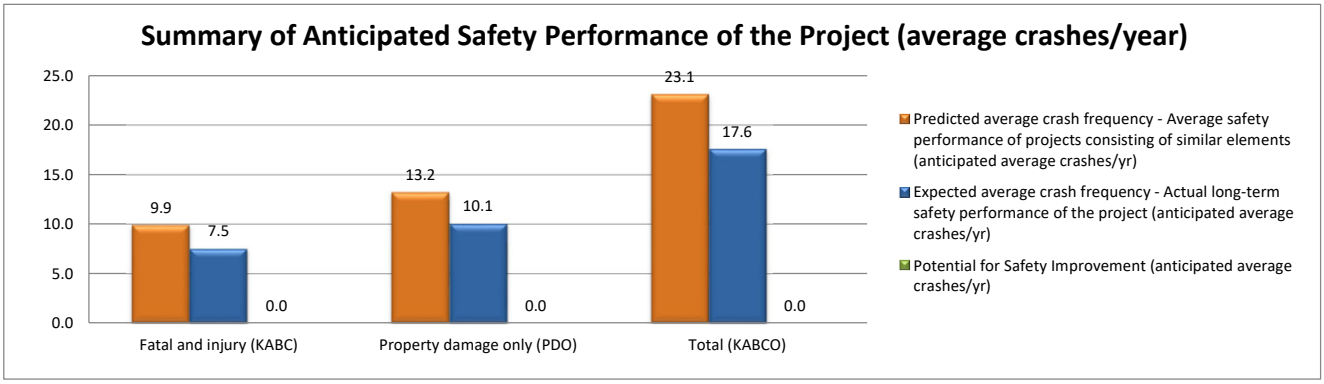
Tetra Tech Intersection ID#	Tetra Tech Intersection Name	Total PM Peak Hourly Approach Volume[1]	"K" Factor[2]	INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :	Total # of Crashes[3]	# of Years	Average # Crashes per Year	Crash Rate Calculation[4]
1	Wine Country Road at I-82 WB Ramps	527	0.10	5270	3	5	0.6	0.31
2	Wine Country Road at I-82 EB Ramps	831	0.10	8310	5	5	1	0.33
3	Wine Country Road at Route 22	928	0.10	9280	7	5	1.4	0.41
4	Route 22 at Route 221 and Paterson Ave	649	0.10	6490	9	5	1.8	0.76
5	Route 221 at County Well Road	338	0.10	3380	0	5	0	0.00
6	Route 221 at Cemetery Road	287	0.10	2870	0	5	0	0.00
7	Route 221 at Sellards Road	358	0.10	3580	12	5	2.4	**1.84**
8	Webber Canyon Road at County Well Rd	109	0.10	1090	0	5	0	0.00
9	Cemetery Road at Travis Road	89	0.10	890	2	5	0.4	**1.23**
10	S. Plymouth Road at Locust Grove Road	161	0.10	1610	1	5	0.2	0.34
11	Route 221 at Route 14	341	0.10	3410	10	5	2	**1.61**
12	Route 14 at S. Plymouth Rd	639	0.10	6390	12	5	2.4	**1.03**
13	I-82 Eastbound Ramps at Route 14	585	0.10	5850	3	5	0.6	0.28
14	Route 14 at I-82 NB Ramps	286	0.10	2860	0	5	0	0.00
15	Coffin Road at I-82 SB Ramps	40	0.10	400	0	5	0	0.00
16	Coffin Road at I-82 NB Ramps	45	0.10	450	0	5	0	0.00
17	Coffin Road at Bofer Canyon Road	39	0.10	390	0	5	0	0.00
18	Bofer Canyon Road at Beck Road	11	0.10	110	0	5	0	0.00
19	Locust Grove Road at I-82 SB Ramps	215	0.10	2150	0	5	0	0.00
20	Locust Grove Road at I-82 WB Ramps	385	0.10	3850	3	5	0.6	0.43
21	Route 397/Locust Grove Road at Bofer Canyon Rd	339	0.10	3390	1	5	0.2	0.16
22	Route 397 at S. Olympia Street	396	0.10	3960	0	5	0	0.00
23	Route 397 at S. Nine Canyon Road	186	0.10	1860	2	5	0.4	0.59
24	Route 397 at S. Finley Road	110	0.10	1100	1	5	0.2	0.50
25	Nine Canyon Road at Kirk Road	24	0.10	240	0	5	0	0.00
26	Nine Canyon Road at Beck Road	26	0.10	260	0	5	0	0.00
27	Nine Canyon Road at Coffin Road	41	0.10	410	0	5	0	0.00
28	Locust Grove at S. ClodFelter Road	101	0.10	1010	1	5	0.2	0.54
29	Webber Canyon Road at Badger Road	221	0.10	2210	1	5	0.2	0.25

Notes:
1) Based on peak period turning movement count data collected on June 13th, 2023 & June 14th, 2023.
2) PM Peak Hour K Factor was calculated using ATR Data collected throughout the study area.
3) Crash Data provided by WSDOT.
4) Crash Rate calculated per million entering vehicles.

PROJECT SAFETY PERFORMANCE SUMMARY REPORT

General Information		
Project Name	Horse Heaven Wind Farm	
Project Description	Safety Analysis	
Reference Number	143-67639-23007	
Analyst	James Vorosmarti	
Agency/Company	WSDOT	
Contact Email	james.vorosmarti@tetratech.com	
Contact Phone	508-786-2235	
Date Completed	07/17/23	Years of crash data incorporated into the analysis: 5

PROJECT SUMMARY



Project Element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	Expected average crash frequency $N_{expected\ (KABCO)}$	Potential for Improvement	Predicted average crash frequency $N_{predicted\ (KABC)}$	Expected average crash frequency $N_{expected\ (KABC)}$	Potential for Improvement	Predicted average crash frequency $N_{predicted\ (O)}$	Expected average crash frequency $N_{expected\ (O)}$	Potential for Improvement
INDIVIDUAL INTERSECTIONS									
Intersection 1	1.0	0.7	0.0	0.4	0.3	0.0	0.6	0.4	0.0
Intersection 2	1.0	1.0	0.0	0.4	0.4	0.0	0.6	0.6	0.0
Intersection 3	3.7	1.8	0.0	1.6	0.8	0.0	2.1	1.0	0.0
Intersection 4	2.2	1.9	0.0	1.0	0.8	0.0	1.3	1.1	0.0
Intersection 5	0.3	0.2	0.0	0.1	0.1	0.0	0.2	0.1	0.0
Intersection 6	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Intersection 7	1.5	2.1	0.6	0.6	0.9	0.3	0.8	1.2	0.3
Intersection 8	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.0
Intersection 9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Intersection 10	0.2	0.2	0.0	0.1	0.1	0.0	0.1	0.1	0.0
Intersection 11	1.7	1.9	0.2	0.7	0.8	0.1	1.0	1.1	0.1
Intersection 12	1.3	1.7	0.4	0.6	0.7	0.2	0.7	1.0	0.2
Intersection 13	1.7	1.0	0.0	0.7	0.4	0.0	1.0	0.5	0.0
Intersection 14	2.0	0.6	0.0	0.9	0.3	0.0	1.1	0.3	0.0
Intersection 15	0.2	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0
Intersection 16	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.0
Intersection 17	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.0
Intersection 18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection 19	1.3	0.5	0.0	0.5	0.2	0.0	0.7	0.3	0.0
Intersection 20	2.0	1.0	0.0	0.9	0.4	0.0	1.1	0.6	0.0
Intersection 21	0.5	0.4	0.0	0.2	0.2	0.0	0.3	0.2	0.0
Intersection 22	0.6	0.2	0.0	0.2	0.1	0.0	0.3	0.1	0.0
Intersection 23	0.4	0.4	0.0	0.2	0.2	0.0	0.2	0.2	0.0
Intersection 24	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0
Intersection 25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection 26	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection 27	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.0
Intersection 28	0.3	0.3	0.0	0.1	0.1	0.0	0.2	0.2	0.0
Intersection 29	0.5	0.8	0.3	0.2	0.3	0.1	0.3	0.5	0.2
COMBINED (sum of column)	23.1	17.6	0.0	9.9	7.5	0.0	13.2	10.1	0.0

PROJECT SUMMARY -- Site-Specific EB Method Summary Results for Rural 2-Lane Roads

Crash severity level	$N_{predicted(PROJECT)}$ Predicted average crash frequency - Average safety performance of projects consisting of similar elements (anticipated average crashes/yr)	$N_{expected\ (PROJECT)}$ Expected average crash frequency - Actual long-term safety performance of the project (anticipated average crashes/yr)	$N_{potential\ for\ improvement\ (PROJECT)}$ Potential for Safety Improvement (anticipated average crashes/yr)
Fatal and injury (KABC)	9.9	7.5	N/A
Property damage only (PDO)	13.2	10.1	N/A
Total (KABCO)	23.1	17.6	N/A

HSM1 Extended Spreadsheet for Part C Chapter 10 v.9.1

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Wine Country Road at I-82 NB Ramps
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 1	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				3ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	19,500	(veh/day)	5,270				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	4,300	(veh/day)	2,440				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				1				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.2
	PDO	Property Damage Only	0.4

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.56	1.00	0.90	0.50

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	2.079	0.54	1.000	2.079	0.50	1.00	1.049
Fatal and Injury (FI)	--	--	0.415	0.863	0.50	1.00	0.435
Property Damage Only (PDO)	--	--	0.585	1.216	0.50	1.00	0.614

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	1.049	1.000	0.435	1.000	0.614
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.020	0.008	0.003	0.026	0.016
Collision with bicycle	0.001	0.001	0.001	0.000	0.001	0.001
Collision with pedestrian	0.001	0.001	0.001	0.000	0.001	0.001
Overturned	0.013	0.014	0.022	0.010	0.007	0.004
Ran off road	0.244	0.256	0.240	0.105	0.247	0.152
Other single-vehicle collision	0.016	0.017	0.011	0.005	0.020	0.012
Total single-vehicle crashes	0.294	0.309	0.283	0.123	0.302	0.185
MULTIPLE-VEHICLE						
Angle collision	0.237	0.249	0.275	0.120	0.210	0.129
Head-on collision	0.052	0.055	0.081	0.035	0.032	0.020
Rear-end collision	0.278	0.292	0.260	0.113	0.292	0.179
Sideswipe collision	0.097	0.102	0.051	0.022	0.131	0.080
Other multiple-vehicle collision	0.042	0.044	0.050	0.022	0.033	0.020
Total multiple-vehicle crashes	0.706	0.741	0.717	0.312	0.698	0.428

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	1.0
Fatal and Injury (FI)	0.415	0.4
Property Damage Only (PDO)	0.585	0.6

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	1.0	0.7	0.0	0.4	0.3	0.0	0.6	0.4	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Wine Country Road at I-82 SB Ramps
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 2	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					3ST				--
$AADT_{major}$ (veh/day)		$AADT_{MAX}$ =	19,500	(veh/day)	8,310				--
$AADT_{minor}$ (veh/day)		$AADT_{MAX}$ =	4,300	(veh/day)	1,160				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					1				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.4
	PDO	Property Damage Only	0.6

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.56	1.00	0.90	0.50

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	2.070	0.54	1.000	2.070	0.50	1.00	1.045
Fatal and Injury (FI)	--	--	0.415	0.859	0.50	1.00	0.433
Property Damage Only (PDO)	--	--	0.585	1.211	0.50	1.00	0.611

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	1.045	1.000	0.433	1.000	0.611
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.020	0.008	0.003	0.026	0.016
Collision with bicycle	0.001	0.001	0.001	0.000	0.001	0.001
Collision with pedestrian	0.001	0.001	0.001	0.000	0.001	0.001
Overturned	0.013	0.014	0.022	0.010	0.007	0.004
Ran off road	0.244	0.255	0.240	0.104	0.247	0.151
Other single-vehicle collision	0.016	0.017	0.011	0.005	0.020	0.012
Total single-vehicle crashes	0.294	0.307	0.283	0.123	0.302	0.185
MULTIPLE-VEHICLE						
Angle collision	0.237	0.248	0.275	0.119	0.210	0.128
Head-on collision	0.052	0.054	0.081	0.035	0.032	0.020
Rear-end collision	0.278	0.290	0.260	0.113	0.292	0.178
Sideswipe collision	0.097	0.101	0.051	0.022	0.131	0.080
Other multiple-vehicle collision	0.042	0.044	0.050	0.022	0.033	0.020
Total multiple-vehicle crashes	0.706	0.737	0.717	0.311	0.698	0.427

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	1.0
Fatal and Injury (FI)	0.415	0.4
Property Damage Only (PDO)	0.585	0.6

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	1.0	1.0	0.0	0.4	0.4	0.0	0.6	0.6	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Wine Country Road at Route 22
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 3	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	9,280				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	3,130				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		Yes	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	75	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				2				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.8
	PDO	Property Damage Only	0.6

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.25	0.52	1.00	0.91	0.59

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	6.241	0.24	1.000	6.241	0.59	1.00	3.679
Fatal and Injury (FI)	--	--	0.431	2.690	0.59	1.00	1.586
Property Damage Only (PDO)	--	--	0.569	3.551	0.59	1.00	2.094

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	3.679	1.000	1.586	1.000	2.094
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.037	0.006	0.010	0.014	0.029
Collision with bicycle	0.001	0.004	0.001	0.002	0.001	0.002
Collision with pedestrian	0.001	0.004	0.001	0.002	0.001	0.002
Overturned	0.005	0.018	0.006	0.010	0.004	0.008
Ran off road	0.122	0.449	0.094	0.149	0.144	0.301
Other single-vehicle collision	0.008	0.029	0.004	0.006	0.010	0.021
Total single-vehicle crashes	0.147	0.541	0.112	0.178	0.174	0.364
MULTIPLE-VEHICLE						
Angle collision	0.431	1.586	0.532	0.844	0.354	0.741
Head-on collision	0.040	0.147	0.060	0.095	0.025	0.052
Rear-end collision	0.242	0.890	0.210	0.333	0.266	0.557
Sideswipe collision	0.101	0.372	0.044	0.070	0.144	0.301
Other multiple-vehicle collision	0.039	0.143	0.042	0.067	0.037	0.077
Total multiple-vehicle crashes	0.853	3.139	0.888	1.408	0.826	1.729

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	3.7
Fatal and Injury (FI)	0.431	1.6
Property Damage Only (PDO)	0.569	2.1

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	3.7	1.8	0.0	1.6	0.8	0.0	2.1	1.0	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Route 22 at Route 221 and Paterson Ave
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 4	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	6,590				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	2,740				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				2				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.2
	PDO	Property Damage Only	1.6

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.52	1.00	0.91	0.47

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	4.686	0.24	1.000	4.686	0.47	1.00	2.211
Fatal and Injury (FI)	--	--	0.431	2.020	0.47	1.00	0.953
Property Damage Only (PDO)	--	--	0.569	2.666	0.47	1.00	1.258

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	2.211	1.000	0.953	1.000	1.258
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.022	0.006	0.006	0.014	0.018
Collision with bicycle	0.001	0.002	0.001	0.001	0.001	0.001
Collision with pedestrian	0.001	0.002	0.001	0.001	0.001	0.001
Overturned	0.005	0.011	0.006	0.006	0.004	0.005
Ran off road	0.122	0.270	0.094	0.090	0.144	0.181
Other single-vehicle collision	0.008	0.018	0.004	0.004	0.010	0.013
Total single-vehicle crashes	0.147	0.325	0.112	0.107	0.174	0.219
MULTIPLE-VEHICLE						
Angle collision	0.431	0.953	0.532	0.507	0.354	0.445
Head-on collision	0.040	0.088	0.060	0.057	0.025	0.031
Rear-end collision	0.242	0.535	0.210	0.200	0.266	0.335
Sideswipe collision	0.101	0.223	0.044	0.042	0.144	0.181
Other multiple-vehicle collision	0.039	0.086	0.042	0.040	0.037	0.047
Total multiple-vehicle crashes	0.853	1.886	0.888	0.846	0.826	1.039

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	2.2
Fatal and Injury (FI)	0.431	1.0
Property Damage Only (PDO)	0.569	1.3

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	2.2	1.9	0.0	1.0	0.8	0.0	1.3	1.1	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Route 221 at County Well Road
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 5	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					3ST				--
$AADT_{major}$ (veh/day)		$AADT_{MAX}$ =	19,500	(veh/day)	3,380				--
$AADT_{minor}$ (veh/day)		$AADT_{MAX}$ =	4,300	(veh/day)	80				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Not Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	Overdispersion Parameter, k from Section 10.6.2	Crash Severity Distribution from Table 10-5	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	Combined CMFs from (5) of Worksheet 2B	Calibration Factor, C_i	Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.274	0.54	1.000	0.274	1.00	1.00	0.274
Fatal and Injury (FI)	--	--	0.415	0.114	1.00	1.00	0.114
Property Damage Only (PDO)	--	--	0.585	0.160	1.00	1.00	0.160

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.274	1.000	0.114	1.000	0.160
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.005	0.008	0.001	0.026	0.004
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.013	0.004	0.022	0.003	0.007	0.001
Ran off road	0.244	0.067	0.240	0.027	0.247	0.040
Other single-vehicle collision	0.016	0.004	0.011	0.001	0.020	0.003
Total single-vehicle crashes	0.294	0.081	0.283	0.032	0.302	0.048
MULTIPLE-VEHICLE						
Angle collision	0.237	0.065	0.275	0.031	0.210	0.034
Head-on collision	0.052	0.014	0.081	0.009	0.032	0.005
Rear-end collision	0.278	0.076	0.260	0.030	0.292	0.047
Sideswipe collision	0.097	0.027	0.051	0.006	0.131	0.021
Other multiple-vehicle collision	0.042	0.012	0.050	0.006	0.033	0.005
Total multiple-vehicle crashes	0.706	0.194	0.717	0.082	0.698	0.112

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.3
Fatal and Injury (FI)	0.415	0.1
Property Damage Only (PDO)	0.585	0.2

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.3	0.2	0.0	0.1	0.1	0.0	0.2	0.1	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Route 221 at Cemetery Road
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 6	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					4ST				--
$AADT_{major}$ (veh/day)		$AADT_{MAX}$ =	14,700	(veh/day)	2,870				--
$AADT_{minor}$ (veh/day)		$AADT_{MAX}$ =	3,500	(veh/day)	10				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Not Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	Overdispersion Parameter, k from Section 10.6.2	Crash Severity Distribution from Table 10-5	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	Combined CMFs from (5) of Worksheet 2B	Calibration Factor, C_i	Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.093	0.24	1.000	0.093	1.00	1.00	0.093
Fatal and Injury (FI)	--	--	0.431	0.040	1.00	1.00	0.040
Property Damage Only (PDO)	--	--	0.569	0.053	1.00	1.00	0.053

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.093	1.000	0.040	1.000	0.053
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.001	0.006	0.000	0.014	0.001
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.005	0.000	0.006	0.000	0.004	0.000
Ran off road	0.122	0.011	0.094	0.004	0.144	0.008
Other single-vehicle collision	0.008	0.001	0.004	0.000	0.010	0.001
Total single-vehicle crashes	0.147	0.014	0.112	0.004	0.174	0.009
MULTIPLE-VEHICLE						
Angle collision	0.431	0.040	0.532	0.021	0.354	0.019
Head-on collision	0.040	0.004	0.060	0.002	0.025	0.001
Rear-end collision	0.242	0.022	0.210	0.008	0.266	0.014
Sideswipe collision	0.101	0.009	0.044	0.002	0.144	0.008
Other multiple-vehicle collision	0.039	0.004	0.042	0.002	0.037	0.002
Total multiple-vehicle crashes	0.853	0.079	0.888	0.035	0.826	0.044

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.1
Fatal and Injury (FI)	0.431	0.0
Property Damage Only (PDO)	0.569	0.1

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Route 221 at Sellards Road
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 7	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					4ST				--
$AADT_{major}$ (veh/day)		$AADT_{MAX}$ =	14,700	(veh/day)	3,580				--
$AADT_{minor}$ (veh/day)		$AADT_{MAX}$ =	3,500	(veh/day)	760				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Not Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.6
	PDO	Property Damage Only	1.8

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	1.486	0.24	1.000	1.486	1.00	1.00	1.486
Fatal and Injury (FI)	--	--	0.431	0.641	1.00	1.00	0.641
Property Damage Only (PDO)	--	--	0.569	0.846	1.00	1.00	0.846

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	1.486	1.000	0.641	1.000	0.846
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.015	0.006	0.004	0.014	0.012
Collision with bicycle	0.001	0.001	0.001	0.001	0.001	0.001
Collision with pedestrian	0.001	0.001	0.001	0.001	0.001	0.001
Overturned	0.005	0.007	0.006	0.004	0.004	0.003
Ran off road	0.122	0.181	0.094	0.060	0.144	0.122
Other single-vehicle collision	0.008	0.012	0.004	0.003	0.010	0.008
Total single-vehicle crashes	0.147	0.218	0.112	0.072	0.174	0.147
MULTIPLE-VEHICLE						
Angle collision	0.431	0.641	0.532	0.341	0.354	0.299
Head-on collision	0.040	0.059	0.060	0.038	0.025	0.021
Rear-end collision	0.242	0.360	0.210	0.135	0.266	0.225
Sideswipe collision	0.101	0.150	0.044	0.028	0.144	0.122
Other multiple-vehicle collision	0.039	0.058	0.042	0.027	0.037	0.031
Total multiple-vehicle crashes	0.853	1.268	0.888	0.569	0.826	0.698

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	1.5
Fatal and Injury (FI)	0.431	0.6
Property Damage Only (PDO)	0.569	0.8

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	1.5	2.1	0.6	0.6	0.9	0.3	0.8	1.2	0.3

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Webber Canyon Road at County Well Rd
Date Performed	07/17/23	Jurisdiction	Benton County
Intersection	Intersection 8	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					3ST				--
$AADT_{major}$ (veh/day)		$AADT_{MAX}$ =	19,500	(veh/day)	1,090				--
$AADT_{minor}$ (veh/day)		$AADT_{MAX}$ =	4,300	(veh/day)	110				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Not Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.131	0.54	1.000	0.131	1.00	1.00	0.131
Fatal and Injury (FI)	--	--	0.415	0.054	1.00	1.00	0.054
Property Damage Only (PDO)	--	--	0.585	0.077	1.00	1.00	0.077

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.131	1.000	0.054	1.000	0.077
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.002	0.008	0.000	0.026	0.002
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.013	0.002	0.022	0.001	0.007	0.001
Ran off road	0.244	0.032	0.240	0.013	0.247	0.019
Other single-vehicle collision	0.016	0.002	0.011	0.001	0.020	0.002
Total single-vehicle crashes	0.294	0.039	0.283	0.015	0.302	0.023
MULTIPLE-VEHICLE						
Angle collision	0.237	0.031	0.275	0.015	0.210	0.016
Head-on collision	0.052	0.007	0.081	0.004	0.032	0.002
Rear-end collision	0.278	0.036	0.260	0.014	0.292	0.022
Sideswipe collision	0.097	0.013	0.051	0.003	0.131	0.010
Other multiple-vehicle collision	0.042	0.006	0.050	0.003	0.033	0.003
Total multiple-vehicle crashes	0.706	0.093	0.717	0.039	0.698	0.054

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.1
Fatal and Injury (FI)	0.415	0.1
Property Damage Only (PDO)	0.585	0.1

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Cemetery Road at Travis Road
Date Performed	07/17/23	Jurisdiction	Benton County
Intersection	Intersection 9	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	910				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	20				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Not Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.4

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.071	0.24	1.000	0.071	1.00	1.00	0.071
Fatal and Injury (FI)	--	--	0.431	0.031	1.00	1.00	0.031
Property Damage Only (PDO)	--	--	0.569	0.040	1.00	1.00	0.040

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.071	1.000	0.031	1.000	0.040
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.001	0.006	0.000	0.014	0.001
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.005	0.000	0.006	0.000	0.004	0.000
Ran off road	0.122	0.009	0.094	0.003	0.144	0.006
Other single-vehicle collision	0.008	0.001	0.004	0.000	0.010	0.000
Total single-vehicle crashes	0.147	0.010	0.112	0.003	0.174	0.007
MULTIPLE-VEHICLE						
Angle collision	0.431	0.031	0.532	0.016	0.354	0.014
Head-on collision	0.040	0.003	0.060	0.002	0.025	0.001
Rear-end collision	0.242	0.017	0.210	0.006	0.266	0.011
Sideswipe collision	0.101	0.007	0.044	0.001	0.144	0.006
Other multiple-vehicle collision	0.039	0.003	0.042	0.001	0.037	0.001
Total multiple-vehicle crashes	0.853	0.061	0.888	0.027	0.826	0.033

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.1
Fatal and Injury (FI)	0.431	0.0
Property Damage Only (PDO)	0.569	0.0

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	S. Plymouth Road at Locust Grove Road
Date Performed	07/17/23	Jurisdiction	Benton County
Intersection	Intersection 10	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				3ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	19,500	(veh/day)	1,610				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	4,300	(veh/day)	150				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Not Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.2

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.208	0.54	1.000	0.208	1.00	1.00	0.208
Fatal and Injury (FI)	--	--	0.415	0.086	1.00	1.00	0.086
Property Damage Only (PDO)	--	--	0.585	0.122	1.00	1.00	0.122

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.208	1.000	0.086	1.000	0.122
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.004	0.008	0.001	0.026	0.003
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.013	0.003	0.022	0.002	0.007	0.001
Ran off road	0.244	0.051	0.240	0.021	0.247	0.030
Other single-vehicle collision	0.016	0.003	0.011	0.001	0.020	0.002
Total single-vehicle crashes	0.294	0.061	0.283	0.024	0.302	0.037
MULTIPLE-VEHICLE						
Angle collision	0.237	0.049	0.275	0.024	0.210	0.026
Head-on collision	0.052	0.011	0.081	0.007	0.032	0.004
Rear-end collision	0.278	0.058	0.260	0.022	0.292	0.035
Sideswipe collision	0.097	0.020	0.051	0.004	0.131	0.016
Other multiple-vehicle collision	0.042	0.009	0.050	0.004	0.033	0.004
Total multiple-vehicle crashes	0.706	0.147	0.717	0.062	0.698	0.085

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.2
Fatal and Injury (FI)	0.415	0.1
Property Damage Only (PDO)	0.585	0.1

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	**Total Crashes/yr (KABCO)**			**Fatal and Injury Crashes/yr (KABC)**			**Property Damage Only Crashes/yr (PDO)**		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.2	0.2	0.0	0.1	0.1	0.0	0.1	0.1	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Route 221 at Route 14
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 11	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					4ST				--
$AADT_{major}$ (veh/day)		$AADT_{MAX}$ =	14,700	(veh/day)	3,410				--
$AADT_{minor}$ (veh/day)		$AADT_{MAX}$ =	3,500	(veh/day)	1,480				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					1				0
Intersection lighting (present/not present)					Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)

Intersection crashes	KABC	Fatal and Injury Only	0.4
	PDO	Property Damage Only	1.6

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	0.86	0.91	0.78

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	2.167	0.24	1.000	2.167	0.78	1.00	1.691
Fatal and Injury (FI)	--	--	0.431	0.934	0.78	1.00	0.729
Property Damage Only (PDO)	--	--	0.569	1.233	0.78	1.00	0.962

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	1.691	1.000	0.729	1.000	0.962
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.017	0.006	0.004	0.014	0.013
Collision with bicycle	0.001	0.002	0.001	0.001	0.001	0.001
Collision with pedestrian	0.001	0.002	0.001	0.001	0.001	0.001
Overturned	0.005	0.008	0.006	0.004	0.004	0.004
Ran off road	0.122	0.206	0.094	0.069	0.144	0.139
Other single-vehicle collision	0.008	0.014	0.004	0.003	0.010	0.010
Total single-vehicle crashes	0.147	0.249	0.112	0.082	0.174	0.167
MULTIPLE-VEHICLE						
Angle collision	0.431	0.729	0.532	0.388	0.354	0.341
Head-on collision	0.040	0.068	0.060	0.044	0.025	0.024
Rear-end collision	0.242	0.409	0.210	0.153	0.266	0.256
Sideswipe collision	0.101	0.171	0.044	0.032	0.144	0.139
Other multiple-vehicle collision	0.039	0.066	0.042	0.031	0.037	0.036
Total multiple-vehicle crashes	0.853	1.443	0.888	0.647	0.826	0.795

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	1.7
Fatal and Injury (FI)	0.431	0.7
Property Damage Only (PDO)	0.569	1.0

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	1.7	1.9	0.2	0.7	0.8	0.1	1.0	1.1	0.1

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Route 14 at S. Plymouth Rd
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 12	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					4ST				--
$AADT_{major}$ (veh/day)		$AADT_{MAX}$ =	14,700	(veh/day)	6,390				--
$AADT_{minor}$ (veh/day)		$AADT_{MAX}$ =	3,500	(veh/day)	1,170				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					2				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	1.2
	PDO	Property Damage Only	0.8

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.52	1.00	0.91	0.47

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	2.737	0.24	1.000	2.737	0.47	1.00	1.291
Fatal and Injury (FI)	--	--	0.431	1.180	0.47	1.00	0.557
Property Damage Only (PDO)	--	--	0.569	1.558	0.47	1.00	0.735

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	1.291	1.000	0.557	1.000	0.735
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.013	0.006	0.003	0.014	0.010
Collision with bicycle	0.001	0.001	0.001	0.001	0.001	0.001
Collision with pedestrian	0.001	0.001	0.001	0.001	0.001	0.001
Overturned	0.005	0.006	0.006	0.003	0.004	0.003
Ran off road	0.122	0.158	0.094	0.052	0.144	0.106
Other single-vehicle collision	0.008	0.010	0.004	0.002	0.010	0.007
Total single-vehicle crashes	0.147	0.190	0.112	0.062	0.174	0.128
MULTIPLE-VEHICLE						
Angle collision	0.431	0.557	0.532	0.296	0.354	0.260
Head-on collision	0.040	0.052	0.060	0.033	0.025	0.018
Rear-end collision	0.242	0.313	0.210	0.117	0.266	0.195
Sideswipe collision	0.101	0.130	0.044	0.024	0.144	0.106
Other multiple-vehicle collision	0.039	0.050	0.042	0.023	0.037	0.027
Total multiple-vehicle crashes	0.853	1.102	0.888	0.494	0.826	0.607

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	1.3
Fatal and Injury (FI)	0.431	0.6
Property Damage Only (PDO)	0.569	0.7

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	1.3	1.7	0.4	0.6	0.7	0.2	0.7	1.0	0.2

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Route 14 at I-82 SB Ramps
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 13	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)		5,850				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)		580				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Not Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.6

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	1.692	0.24	1.000	1.692	1.00	1.00	1.692
Fatal and Injury (FI)	--	--	0.431	0.729	1.00	1.00	0.729
Property Damage Only (PDO)	--	--	0.569	0.963	1.00	1.00	0.963

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	1.692	1.000	0.729	1.000	0.963
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.017	0.006	0.004	0.014	0.013
Collision with bicycle	0.001	0.002	0.001	0.001	0.001	0.001
Collision with pedestrian	0.001	0.002	0.001	0.001	0.001	0.001
Overturned	0.005	0.008	0.006	0.004	0.004	0.004
Ran off road	0.122	0.206	0.094	0.069	0.144	0.139
Other single-vehicle collision	0.008	0.014	0.004	0.003	0.010	0.010
Total single-vehicle crashes	0.147	0.249	0.112	0.082	0.174	0.168
MULTIPLE-VEHICLE						
Angle collision	0.431	0.729	0.532	0.388	0.354	0.341
Head-on collision	0.040	0.068	0.060	0.044	0.025	0.024
Rear-end collision	0.242	0.409	0.210	0.153	0.266	0.256
Sideswipe collision	0.101	0.171	0.044	0.032	0.144	0.139
Other multiple-vehicle collision	0.039	0.066	0.042	0.031	0.037	0.036
Total multiple-vehicle crashes	0.853	1.443	0.888	0.648	0.826	0.795

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	1.7
Fatal and Injury (FI)	0.431	0.7
Property Damage Only (PDO)	0.569	1.0

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	1.7	1.0	0.0	0.7	0.4	0.0	1.0	0.5	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Route 14 at I-82 NB Ramps
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 14	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					4ST				--
$AADT_{major}$ (veh/day)		$AADT_{MAX}$ =	14,700	(veh/day)	2,860				--
$AADT_{minor}$ (veh/day)		$AADT_{MAX}$ =	3,500	(veh/day)	1,800				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	0.91	0.91

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	Overdispersion Parameter, k from Section 10.6.2	Crash Severity Distribution from Table 10-5	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	Combined CMFs from (5) of Worksheet 2B	Calibration Factor, C_i	Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	2.198	0.24	1.000	2.198	0.91	1.00	1.994
Fatal and Injury (FI)	--	--	0.431	0.947	0.91	1.00	0.859
Property Damage Only (PDO)	--	--	0.569	1.251	0.91	1.00	1.135

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	1.994	1.000	0.859	1.000	1.135
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.020	0.006	0.005	0.014	0.016
Collision with bicycle	0.001	0.002	0.001	0.001	0.001	0.001
Collision with pedestrian	0.001	0.002	0.001	0.001	0.001	0.001
Overturned	0.005	0.010	0.006	0.005	0.004	0.005
Ran off road	0.122	0.243	0.094	0.081	0.144	0.163
Other single-vehicle collision	0.008	0.016	0.004	0.003	0.010	0.011
Total single-vehicle crashes	0.147	0.293	0.112	0.096	0.174	0.197
MULTIPLE-VEHICLE						
Angle collision	0.431	0.859	0.532	0.457	0.354	0.402
Head-on collision	0.040	0.080	0.060	0.052	0.025	0.028
Rear-end collision	0.242	0.483	0.210	0.180	0.266	0.302
Sideswipe collision	0.101	0.201	0.044	0.038	0.144	0.163
Other multiple-vehicle collision	0.039	0.078	0.042	0.036	0.037	0.042
Total multiple-vehicle crashes	0.853	1.701	0.888	0.763	0.826	0.937

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	2.0
Fatal and Injury (FI)	0.431	0.9
Property Damage Only (PDO)	0.569	1.1

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	2.0	0.6	0.0	0.9	0.3	0.0	1.1	0.3	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Coffin Road at I-82 SB Ramps
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 15	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					4ST				--
$AADT_{major}$ (veh/day)		$AADT_{MAX}$ =	14,700	(veh/day)	400				--
$AADT_{minor}$ (veh/day)		$AADT_{MAX}$ =	3,500	(veh/day)	230				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	0.91	0.91

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	Overdispersion Parameter, k from Section 10.6.2	Crash Severity Distribution from Table 10-5	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	Combined CMFs from (5) of Worksheet 2B	Calibration Factor, C_i	Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.192	0.24	1.000	0.192	0.91	1.00	0.175
Fatal and Injury (FI)	--	--	0.431	0.083	0.91	1.00	0.075
Property Damage Only (PDO)	--	--	0.569	0.110	0.91	1.00	0.099

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.175	1.000	0.075	1.000	0.099
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.002	0.006	0.000	0.014	0.001
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.005	0.001	0.006	0.000	0.004	0.000
Ran off road	0.122	0.021	0.094	0.007	0.144	0.014
Other single-vehicle collision	0.008	0.001	0.004	0.000	0.010	0.001
Total single-vehicle crashes	0.147	0.026	0.112	0.008	0.174	0.017
MULTIPLE-VEHICLE						
Angle collision	0.431	0.075	0.532	0.040	0.354	0.035
Head-on collision	0.040	0.007	0.060	0.005	0.025	0.002
Rear-end collision	0.242	0.042	0.210	0.016	0.266	0.026
Sideswipe collision	0.101	0.018	0.044	0.003	0.144	0.014
Other multiple-vehicle collision	0.039	0.007	0.042	0.003	0.037	0.004
Total multiple-vehicle crashes	0.853	0.149	0.888	0.067	0.826	0.082

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.2
Fatal and Injury (FI)	0.431	0.1
Property Damage Only (PDO)	0.569	0.1

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.2	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Coffin Road at I-82 NB Ramps
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 16	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)		450				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)		120				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	0.91	0.91

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.139	0.24	1.000	0.139	0.91	1.00	0.126
Fatal and Injury (FI)	--	--	0.431	0.060	0.91	1.00	0.054
Property Damage Only (PDO)	--	--	0.569	0.079	0.91	1.00	0.072

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.126	1.000	0.054	1.000	0.072
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.001	0.006	0.000	0.014	0.001
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.005	0.001	0.006	0.000	0.004	0.000
Ran off road	0.122	0.015	0.094	0.005	0.144	0.010
Other single-vehicle collision	0.008	0.001	0.004	0.000	0.010	0.001
Total single-vehicle crashes	0.147	0.019	0.112	0.006	0.174	0.012
MULTIPLE-VEHICLE						
Angle collision	0.431	0.054	0.532	0.029	0.354	0.025
Head-on collision	0.040	0.005	0.060	0.003	0.025	0.002
Rear-end collision	0.242	0.030	0.210	0.011	0.266	0.019
Sideswipe collision	0.101	0.013	0.044	0.002	0.144	0.010
Other multiple-vehicle collision	0.039	0.005	0.042	0.002	0.037	0.003
Total multiple-vehicle crashes	0.853	0.107	0.888	0.048	0.826	0.059

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.1
Fatal and Injury (FI)	0.431	0.1
Property Damage Only (PDO)	0.569	0.1

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Coffin Road at Bofer Canyon Road
Date Performed	07/17/23	Jurisdiction	Benton County
Intersection	Intersection 17	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	390				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	130				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Not Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.134	0.24	1.000	0.134	1.00	1.00	0.134
Fatal and Injury (FI)	--	--	0.431	0.058	1.00	1.00	0.058
Property Damage Only (PDO)	--	--	0.569	0.076	1.00	1.00	0.076

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.134	1.000	0.058	1.000	0.076
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.001	0.006	0.000	0.014	0.001
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.005	0.001	0.006	0.000	0.004	0.000
Ran off road	0.122	0.016	0.094	0.005	0.144	0.011
Other single-vehicle collision	0.008	0.001	0.004	0.000	0.010	0.001
Total single-vehicle crashes	0.147	0.020	0.112	0.006	0.174	0.013
MULTIPLE-VEHICLE						
Angle collision	0.431	0.058	0.532	0.031	0.354	0.027
Head-on collision	0.040	0.005	0.060	0.003	0.025	0.002
Rear-end collision	0.242	0.032	0.210	0.012	0.266	0.020
Sideswipe collision	0.101	0.014	0.044	0.003	0.144	0.011
Other multiple-vehicle collision	0.039	0.005	0.042	0.002	0.037	0.003
Total multiple-vehicle crashes	0.853	0.114	0.888	0.051	0.826	0.063

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.1
Fatal and Injury (FI)	0.431	0.1
Property Damage Only (PDO)	0.569	0.1

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Bofer Canyon Road at Beck Road
Date Performed	07/17/23	Jurisdiction	Benton County
Intersection	Intersection 18	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					4ST				--
$AADT_{major}$ (veh/day)		$AADT_{MAX}$ =	14,700	(veh/day)	110				--
$AADT_{minor}$ (veh/day)		$AADT_{MAX}$ =	3,500	(veh/day)	40				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Not Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.031	0.24	1.000	0.031	1.00	1.00	0.031
Fatal and Injury (FI)	--	--	0.431	0.013	1.00	1.00	0.013
Property Damage Only (PDO)	--	--	0.569	0.017	1.00	1.00	0.017

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.031	1.000	0.013	1.000	0.017
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.000	0.006	0.000	0.014	0.000
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.005	0.000	0.006	0.000	0.004	0.000
Ran off road	0.122	0.004	0.094	0.001	0.144	0.003
Other single-vehicle collision	0.008	0.000	0.004	0.000	0.010	0.000
Total single-vehicle crashes	0.147	0.004	0.112	0.001	0.174	0.003
MULTIPLE-VEHICLE						
Angle collision	0.431	0.013	0.532	0.007	0.354	0.006
Head-on collision	0.040	0.001	0.060	0.001	0.025	0.000
Rear-end collision	0.242	0.007	0.210	0.003	0.266	0.005
Sideswipe collision	0.101	0.003	0.044	0.001	0.144	0.003
Other multiple-vehicle collision	0.039	0.001	0.042	0.001	0.037	0.001
Total multiple-vehicle crashes	0.853	0.026	0.888	0.012	0.826	0.014

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.0
Fatal and Injury (FI)	0.431	0.0
Property Damage Only (PDO)	0.569	0.0

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Locust Grove Road at I-82 SB Ramps
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 19	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	2,150				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	1,120				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	0.91	0.91

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	Overdispersion Parameter, k from Section 10.6.2	Crash Severity Distribution from Table 10-5	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	Combined CMFs from (5) of Worksheet 2B	Calibration Factor, C_i	Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	1.387	0.24	1.000	1.387	0.91	1.00	1.258
Fatal and Injury (FI)	--	--	0.431	0.598	0.91	1.00	0.542
Property Damage Only (PDO)	--	--	0.569	0.789	0.91	1.00	0.716

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	1.258	1.000	0.542	1.000	0.716
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.013	0.006	0.003	0.014	0.010
Collision with bicycle	0.001	0.001	0.001	0.001	0.001	0.001
Collision with pedestrian	0.001	0.001	0.001	0.001	0.001	0.001
Overturned	0.005	0.006	0.006	0.003	0.004	0.003
Ran off road	0.122	0.153	0.094	0.051	0.144	0.103
Other single-vehicle collision	0.008	0.010	0.004	0.002	0.010	0.007
Total single-vehicle crashes	0.147	0.185	0.112	0.061	0.174	0.125
MULTIPLE-VEHICLE						
Angle collision	0.431	0.542	0.532	0.288	0.354	0.253
Head-on collision	0.040	0.050	0.060	0.033	0.025	0.018
Rear-end collision	0.242	0.304	0.210	0.114	0.266	0.190
Sideswipe collision	0.101	0.127	0.044	0.024	0.144	0.103
Other multiple-vehicle collision	0.039	0.049	0.042	0.023	0.037	0.026
Total multiple-vehicle crashes	0.853	1.073	0.888	0.481	0.826	0.591

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	1.3
Fatal and Injury (FI)	0.431	0.5
Property Damage Only (PDO)	0.569	0.7

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	1.3	0.5	0.0	0.5	0.2	0.0	0.7	0.3	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Locust Grove Road at I-82 NB Ramps
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 20	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	3,850				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	1,320				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.2
	PDO	Property Damage Only	0.4

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	0.91	0.91

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	2.174	0.24	1.000	2.174	0.91	1.00	1.972
Fatal and Injury (FI)	--	--	0.431	0.937	0.91	1.00	0.850
Property Damage Only (PDO)	--	--	0.569	1.237	0.91	1.00	1.122

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	1.972	1.000	0.850	1.000	1.122
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.020	0.006	0.005	0.014	0.016
Collision with bicycle	0.001	0.002	0.001	0.001	0.001	0.001
Collision with pedestrian	0.001	0.002	0.001	0.001	0.001	0.001
Overturned	0.005	0.010	0.006	0.005	0.004	0.004
Ran off road	0.122	0.241	0.094	0.080	0.144	0.162
Other single-vehicle collision	0.008	0.016	0.004	0.003	0.010	0.011
Total single-vehicle crashes	0.147	0.290	0.112	0.095	0.174	0.195
MULTIPLE-VEHICLE						
Angle collision	0.431	0.850	0.532	0.452	0.354	0.397
Head-on collision	0.040	0.079	0.060	0.051	0.025	0.028
Rear-end collision	0.242	0.477	0.210	0.179	0.266	0.299
Sideswipe collision	0.101	0.199	0.044	0.037	0.144	0.162
Other multiple-vehicle collision	0.039	0.077	0.042	0.036	0.037	0.042
Total multiple-vehicle crashes	0.853	1.683	0.888	0.755	0.826	0.927

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	2.0
Fatal and Injury (FI)	0.431	0.9
Property Damage Only (PDO)	0.569	1.1

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	2.0	1.0	0.0	0.9	0.4	0.0	1.1	0.6	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Route 397/Locust Grove Road at Bofer Canyon Rd
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 21	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	3,390				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	130				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Not Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.2
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.490	0.24	1.000	0.490	1.00	1.00	0.490
Fatal and Injury (FI)	--	--	0.431	0.211	1.00	1.00	0.211
Property Damage Only (PDO)	--	--	0.569	0.279	1.00	1.00	0.279

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.490	1.000	0.211	1.000	0.279
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.005	0.006	0.001	0.014	0.004
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.005	0.002	0.006	0.001	0.004	0.001
Ran off road	0.122	0.060	0.094	0.020	0.144	0.040
Other single-vehicle collision	0.008	0.004	0.004	0.001	0.010	0.003
Total single-vehicle crashes	0.147	0.072	0.112	0.024	0.174	0.048
MULTIPLE-VEHICLE						
Angle collision	0.431	0.211	0.532	0.112	0.354	0.099
Head-on collision	0.040	0.020	0.060	0.013	0.025	0.007
Rear-end collision	0.242	0.119	0.210	0.044	0.266	0.074
Sideswipe collision	0.101	0.049	0.044	0.009	0.144	0.040
Other multiple-vehicle collision	0.039	0.019	0.042	0.009	0.037	0.010
Total multiple-vehicle crashes	0.853	0.418	0.888	0.187	0.826	0.230

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.5
Fatal and Injury (FI)	0.431	0.2
Property Damage Only (PDO)	0.569	0.3

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.5	0.4	0.0	0.2	0.2	0.0	0.3	0.2	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Route 397 at S. Olympia Street
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 22	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					3ST				--
$AADT_{major}$ (veh/day)		$AADT_{MAX}$ =	19,500	(veh/day)	3,960				--
$AADT_{minor}$ (veh/day)		$AADT_{MAX}$ =	4,300	(veh/day)	910				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					1				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Not Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.56	1.00	1.00	0.56

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	1.023	0.54	1.000	1.023	0.56	1.00	0.573
Fatal and Injury (FI)	--	--	0.415	0.425	0.56	1.00	0.238
Property Damage Only (PDO)	--	--	0.585	0.599	0.56	1.00	0.335

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.573	1.000	0.238	1.000	0.335
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.011	0.008	0.002	0.026	0.009
Collision with bicycle	0.001	0.001	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.001	0.001	0.000	0.001	0.000
Overturned	0.013	0.007	0.022	0.005	0.007	0.002
Ran off road	0.244	0.140	0.240	0.057	0.247	0.083
Other single-vehicle collision	0.016	0.009	0.011	0.003	0.020	0.007
Total single-vehicle crashes	0.294	0.168	0.283	0.067	0.302	0.101
MULTIPLE-VEHICLE						
Angle collision	0.237	0.136	0.275	0.065	0.210	0.070
Head-on collision	0.052	0.030	0.081	0.019	0.032	0.011
Rear-end collision	0.278	0.159	0.260	0.062	0.292	0.098
Sideswipe collision	0.097	0.056	0.051	0.012	0.131	0.044
Other multiple-vehicle collision	0.042	0.024	0.050	0.012	0.033	0.011
Total multiple-vehicle crashes	0.706	0.405	0.717	0.170	0.698	0.234

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.6
Fatal and Injury (FI)	0.415	0.2
Property Damage Only (PDO)	0.585	0.3

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.6	0.2	0.0	0.2	0.1	0.0	0.3	0.1	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Route 397 at S. Nine Canyon Road
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 23	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	1,860				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	540				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				2				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Not Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.4

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.52	1.00	1.00	0.52

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.815	0.24	1.000	0.815	0.52	1.00	0.424
Fatal and Injury (FI)	--	--	0.431	0.351	0.52	1.00	0.183
Property Damage Only (PDO)	--	--	0.569	0.463	0.52	1.00	0.241

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.424	1.000	0.183	1.000	0.241
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.004	0.006	0.001	0.014	0.003
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.005	0.002	0.006	0.001	0.004	0.001
Ran off road	0.122	0.052	0.094	0.017	0.144	0.035
Other single-vehicle collision	0.008	0.003	0.004	0.001	0.010	0.002
Total single-vehicle crashes	0.147	0.062	0.112	0.020	0.174	0.042
MULTIPLE-VEHICLE						
Angle collision	0.431	0.183	0.532	0.097	0.354	0.085
Head-on collision	0.040	0.017	0.060	0.011	0.025	0.006
Rear-end collision	0.242	0.103	0.210	0.038	0.266	0.064
Sideswipe collision	0.101	0.043	0.044	0.008	0.144	0.035
Other multiple-vehicle collision	0.039	0.017	0.042	0.008	0.037	0.009
Total multiple-vehicle crashes	0.853	0.361	0.888	0.162	0.826	0.199

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.4
Fatal and Injury (FI)	0.431	0.2
Property Damage Only (PDO)	0.569	0.2

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.4	0.4	0.0	0.2	0.2	0.0	0.2	0.2	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Route 397 at S. Finley Road
Date Performed	07/17/23	Jurisdiction	WSDOT
Intersection	Intersection 24	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					3ST				--
$AADT_{major}$ (veh/day)		$AADT_{MAX}$ =	19,500	(veh/day)	1,100				--
$AADT_{minor}$ (veh/day)		$AADT_{MAX}$ =	4,300	(veh/day)	240				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					1				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Not Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.2

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.56	1.00	1.00	0.56

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.194	0.54	1.000	0.194	0.56	1.00	0.108
Fatal and Injury (FI)	--	--	0.415	0.080	0.56	1.00	0.045
Property Damage Only (PDO)	--	--	0.585	0.113	0.56	1.00	0.063

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.108	1.000	0.045	1.000	0.063
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.002	0.008	0.000	0.026	0.002
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.013	0.001	0.022	0.001	0.007	0.000
Ran off road	0.244	0.026	0.240	0.011	0.247	0.016
Other single-vehicle collision	0.016	0.002	0.011	0.000	0.020	0.001
Total single-vehicle crashes	0.294	0.032	0.283	0.013	0.302	0.019
MULTIPLE-VEHICLE						
Angle collision	0.237	0.026	0.275	0.012	0.210	0.013
Head-on collision	0.052	0.006	0.081	0.004	0.032	0.002
Rear-end collision	0.278	0.030	0.260	0.012	0.292	0.019
Sideswipe collision	0.097	0.011	0.051	0.002	0.131	0.008
Other multiple-vehicle collision	0.042	0.005	0.050	0.002	0.033	0.002
Total multiple-vehicle crashes	0.706	0.077	0.717	0.032	0.698	0.044

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.1
Fatal and Injury (FI)	0.415	0.0
Property Damage Only (PDO)	0.585	0.1

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Nine Canyon Road at Kirk Road
Date Performed	07/17/23	Jurisdiction	Benton County
Intersection	Intersection 25	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				3ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	19,500	(veh/day)	240				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	4,300	(veh/day)	20				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Not Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.017	0.54	1.000	0.017	1.00	1.00	0.017
Fatal and Injury (FI)	--	--	0.415	0.007	1.00	1.00	0.007
Property Damage Only (PDO)	--	--	0.585	0.010	1.00	1.00	0.010

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.017	1.000	0.007	1.000	0.010
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.000	0.008	0.000	0.026	0.000
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.013	0.000	0.022	0.000	0.007	0.000
Ran off road	0.244	0.004	0.240	0.002	0.247	0.002
Other single-vehicle collision	0.016	0.000	0.011	0.000	0.020	0.000
Total single-vehicle crashes	0.294	0.005	0.283	0.002	0.302	0.003
MULTIPLE-VEHICLE						
Angle collision	0.237	0.004	0.275	0.002	0.210	0.002
Head-on collision	0.052	0.001	0.081	0.001	0.032	0.000
Rear-end collision	0.278	0.005	0.260	0.002	0.292	0.003
Sideswipe collision	0.097	0.002	0.051	0.000	0.131	0.001
Other multiple-vehicle collision	0.042	0.001	0.050	0.000	0.033	0.000
Total multiple-vehicle crashes	0.706	0.012	0.717	0.005	0.698	0.007

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.0
Fatal and Injury (FI)	0.415	0.0
Property Damage Only (PDO)	0.585	0.0

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Nine Canyon Road at Beck Road
Date Performed	07/17/23	Jurisdiction	Benton County
Intersection	Intersection 26	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				3ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	19,500	(veh/day)	260				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	4,300	(veh/day)	1				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Not Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.004	0.54	1.000	0.004	1.00	1.00	0.004
Fatal and Injury (FI)	--	--	0.415	0.002	1.00	1.00	0.002
Property Damage Only (PDO)	--	--	0.585	0.002	1.00	1.00	0.002

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.004	1.000	0.002	1.000	0.002
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.000	0.008	0.000	0.026	0.000
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.013	0.000	0.022	0.000	0.007	0.000
Ran off road	0.244	0.001	0.240	0.000	0.247	0.001
Other single-vehicle collision	0.016	0.000	0.011	0.000	0.020	0.000
Total single-vehicle crashes	0.294	0.001	0.283	0.000	0.302	0.001
MULTIPLE-VEHICLE						
Angle collision	0.237	0.001	0.275	0.000	0.210	0.001
Head-on collision	0.052	0.000	0.081	0.000	0.032	0.000
Rear-end collision	0.278	0.001	0.260	0.000	0.292	0.001
Sideswipe collision	0.097	0.000	0.051	0.000	0.131	0.000
Other multiple-vehicle collision	0.042	0.000	0.050	0.000	0.033	0.000
Total multiple-vehicle crashes	0.706	0.003	0.717	0.001	0.698	0.002

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.0
Fatal and Injury (FI)	0.415	0.0
Property Damage Only (PDO)	0.585	0.0

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Nine Canyon Road at Coffin Road
Date Performed	07/17/23	Jurisdiction	Benton County
Intersection	Intersection 27	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	410				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	100				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Not Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.118	0.24	1.000	0.118	1.00	1.00	0.118
Fatal and Injury (FI)	--	--	0.431	0.051	1.00	1.00	0.051
Property Damage Only (PDO)	--	--	0.569	0.067	1.00	1.00	0.067

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.118	1.000	0.051	1.000	0.067
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.001	0.006	0.000	0.014	0.001
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.005	0.001	0.006	0.000	0.004	0.000
Ran off road	0.122	0.014	0.094	0.005	0.144	0.010
Other single-vehicle collision	0.008	0.001	0.004	0.000	0.010	0.001
Total single-vehicle crashes	0.147	0.017	0.112	0.006	0.174	0.012
MULTIPLE-VEHICLE						
Angle collision	0.431	0.051	0.532	0.027	0.354	0.024
Head-on collision	0.040	0.005	0.060	0.003	0.025	0.002
Rear-end collision	0.242	0.028	0.210	0.011	0.266	0.018
Sideswipe collision	0.101	0.012	0.044	0.002	0.144	0.010
Other multiple-vehicle collision	0.039	0.005	0.042	0.002	0.037	0.002
Total multiple-vehicle crashes	0.853	0.100	0.888	0.045	0.826	0.055

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.1
Fatal and Injury (FI)	0.431	0.1
Property Damage Only (PDO)	0.569	0.1

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Locust Grove at S. ClodFelter Road
Date Performed	07/17/23	Jurisdiction	Benton County
Intersection	Intersection 28	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	1,010				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	190				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]		No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Not Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.2
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.299	0.24	1.000	0.299	1.00	1.00	0.299
Fatal and Injury (FI)	--	--	0.431	0.129	1.00	1.00	0.129
Property Damage Only (PDO)	--	--	0.569	0.170	1.00	1.00	0.170

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.299	1.000	0.129	1.000	0.170
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.003	0.006	0.001	0.014	0.002
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.005	0.001	0.006	0.001	0.004	0.001
Ran off road	0.122	0.036	0.094	0.012	0.144	0.024
Other single-vehicle collision	0.008	0.002	0.004	0.001	0.010	0.002
Total single-vehicle crashes	0.147	0.044	0.112	0.014	0.174	0.030
MULTIPLE-VEHICLE						
Angle collision	0.431	0.129	0.532	0.068	0.354	0.060
Head-on collision	0.040	0.012	0.060	0.008	0.025	0.004
Rear-end collision	0.242	0.072	0.210	0.027	0.266	0.045
Sideswipe collision	0.101	0.030	0.044	0.006	0.144	0.024
Other multiple-vehicle collision	0.039	0.012	0.042	0.005	0.037	0.006
Total multiple-vehicle crashes	0.853	0.255	0.888	0.114	0.826	0.140

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.3
Fatal and Injury (FI)	0.431	0.1
Property Damage Only (PDO)	0.569	0.2

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.3	0.3	0.0	0.1	0.1	0.0	0.2	0.2	0.0

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	James Vorosmarti	Roadway	0
Agency or Company	WSDOT	Intersection	Webber Canyon Road at Badger Road
Date Performed	07/17/23	Jurisdiction	Benton County
Intersection	Intersection 29	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data					**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)					3ST				--
$AADT_{major}$ (veh/day)		$AADT_{MAX}$ =	19,500	(veh/day)	2,210				--
$AADT_{minor}$ (veh/day)		$AADT_{MAX}$ =	4,300	(veh/day)	520				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			No	Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)					0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)					0				0
Intersection lighting (present/not present)					Not Present				Not Present
Calibration Factor, C_i					1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	1.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	1.00	1.00

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.491	0.54	1.000	0.491	1.00	1.00	0.491
Fatal and Injury (FI)	--	--	0.415	0.204	1.00	1.00	0.204
Property Damage Only (PDO)	--	--	0.585	0.287	1.00	1.00	0.287

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.491	1.000	0.204	1.000	0.287
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.009	0.008	0.002	0.026	0.007
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.013	0.006	0.022	0.004	0.007	0.002
Ran off road	0.244	0.120	0.240	0.049	0.247	0.071
Other single-vehicle collision	0.016	0.008	0.011	0.002	0.020	0.006
Total single-vehicle crashes	0.294	0.144	0.283	0.058	0.302	0.087
MULTIPLE-VEHICLE						
Angle collision	0.237	0.116	0.275	0.056	0.210	0.060
Head-on collision	0.052	0.026	0.081	0.016	0.032	0.009
Rear-end collision	0.278	0.136	0.260	0.053	0.292	0.084
Sideswipe collision	0.097	0.048	0.051	0.010	0.131	0.038
Other multiple-vehicle collision	0.042	0.021	0.050	0.010	0.033	0.009
Total multiple-vehicle crashes	0.706	0.346	0.717	0.146	0.698	0.200

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.5
Fatal and Injury (FI)	0.415	0.2
Property Damage Only (PDO)	0.585	0.3

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.5	0.8	0.3	0.2	0.3	0.1	0.3	0.5	0.2

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

ATTACHMENT 1 - HSM PREDICTIVE ANALYSIS

STREET LIGHTING MITIGATION

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Route 221 at Sellards Road
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 1	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	3,580				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	760				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)								0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)								0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)

Intersection crashes	KABC	Fatal and Injury Only	0.6
	PDO	Property Damage Only	1.8

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	0.91	0.91

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	1.486	0.24	1.000	1.486	0.91	1.00	1.348
Fatal and Injury (FI)	--	--	0.431	0.641	0.91	1.00	0.581
Property Damage Only (PDO)	--	--	0.569	0.846	0.91	1.00	0.767

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	1.348	1.000	0.581	1.000	0.767
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.013	0.006	0.003	0.014	0.011
Collision with bicycle	0.001	0.001	0.001	0.001	0.001	0.001
Collision with pedestrian	0.001	0.001	0.001	0.001	0.001	0.001
Overturned	0.005	0.007	0.006	0.003	0.004	0.003
Ran off road	0.122	0.165	0.094	0.055	0.144	0.110
Other single-vehicle collision	0.008	0.011	0.004	0.002	0.010	0.008
Total single-vehicle crashes	0.147	0.198	0.112	0.065	0.174	0.133
MULTIPLE-VEHICLE						
Angle collision	0.431	0.581	0.532	0.309	0.354	0.272
Head-on collision	0.040	0.054	0.060	0.035	0.025	0.019
Rear-end collision	0.242	0.326	0.210	0.122	0.266	0.204
Sideswipe collision	0.101	0.136	0.044	0.026	0.144	0.110
Other multiple-vehicle collision	0.039	0.053	0.042	0.024	0.037	0.028
Total multiple-vehicle crashes	0.853	1.150	0.888	0.516	0.826	0.634

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	1.3
Fatal and Injury (FI)	0.431	0.6
Property Damage Only (PDO)	0.569	0.8

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	1.3	2.0	0.6	0.6	0.9	0.3	0.8	1.1	0.4

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Webber Canyon Road at Badger Road
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 4	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				3ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	19,500	(veh/day)	2,210				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	4,300	(veh/day)	520				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)								0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)								0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	1.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	1.00	0.90	0.90

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.491	0.54	1.000	0.491	0.90	1.00	0.442
Fatal and Injury (FI)	--	--	0.415	0.204	0.90	1.00	0.184
Property Damage Only (PDO)	--	--	0.585	0.287	0.90	1.00	0.259

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.442	1.000	0.184	1.000	0.259
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.008	0.008	0.001	0.026	0.007
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.013	0.006	0.022	0.004	0.007	0.002
Ran off road	0.244	0.108	0.240	0.044	0.247	0.064
Other single-vehicle collision	0.016	0.007	0.011	0.002	0.020	0.005
Total single-vehicle crashes	0.294	0.130	0.283	0.052	0.302	0.078
MULTIPLE-VEHICLE						
Angle collision	0.237	0.105	0.275	0.050	0.210	0.054
Head-on collision	0.052	0.023	0.081	0.015	0.032	0.008
Rear-end collision	0.278	0.123	0.260	0.048	0.292	0.076
Sideswipe collision	0.097	0.043	0.051	0.009	0.131	0.034
Other multiple-vehicle collision	0.042	0.019	0.050	0.009	0.033	0.009
Total multiple-vehicle crashes	0.706	0.312	0.717	0.132	0.698	0.181

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.4
Fatal and Injury (FI)	0.415	0.2
Property Damage Only (PDO)	0.585	0.3

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.4	0.7	0.3	0.2	0.3	0.1	0.3	0.4	0.2

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

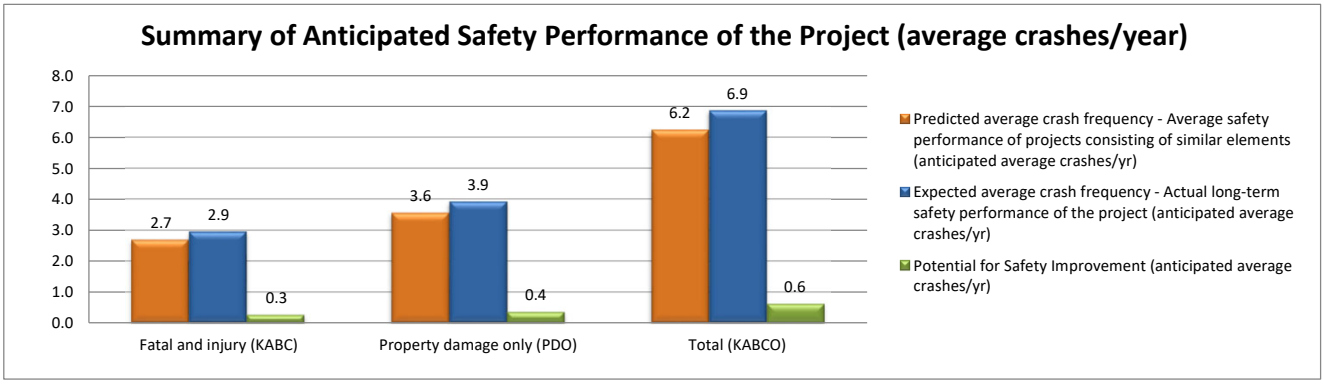
[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

PROJECT SAFETY PERFORMANCE SUMMARY REPORT

General Information		
Project Name	Horse Heaven Wind Farm	
Project Description	Safety Analysis (Lighting Mitigation)	
Reference Number	143-67639-23007	
Analyst	Linde Thatcher	
Agency/Company	WSDOT	
Contact Email	linde.thatcher@tetratech.com	
Contact Phone	508-786-2222	
Date Completed	07/21/23	Years of crash data incorporated into the analysis: 5

PROJECT SUMMARY



Project Element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	Expected average crash frequency $N_{expected\ (KABCO)}$	Potential for Improvement	Predicted average crash frequency $N_{predicted\ (KABC)}$	Expected average crash frequency $N_{expected\ (KABC)}$	Potential for Improvement	Predicted average crash frequency $N_{predicted\ (O)}$	Expected average crash frequency $N_{expected\ (O)}$	Potential for Improvement
INDIVIDUAL INTERSECTIONS									
Intersection 1	1.3	2.0	0.6	0.6	0.9	0.3	0.8	1.1	0.4
Intersection 2	2.0	2.0	0.0	0.8	0.9	0.0	1.1	1.1	0.0
Intersection 3	2.5	2.1	0.0	1.1	0.9	0.0	1.4	1.2	0.0
Intersection 4	0.4	0.7	0.3	0.2	0.3	0.1	0.3	0.4	0.2
COMBINED (sum of column)	6.2	6.9	0.6	2.7	2.9	0.3	3.6	3.9	0.4

PROJECT SUMMARY -- Site-Specific EB Method Summary Results for Rural 2-Lane Roads

Crash severity level	$N_{predicted(PROJECT)}$ Predicted average crash frequency - Average safety performance of projects consisting of similar elements (anticipated average crashes/yr)	$N_{expected\ (PROJECT)}$ Expected average crash frequency - Actual long-term safety performance of the project (anticipated average crashes/yr)	$N_{potential\ for\ improvement\ (PROJECT)}$ Potential for Safety Improvement (anticipated average crashes/yr)
Fatal and injury (KABC)	2.7	2.9	0.3
Property damage only (PDO)	3.6	3.9	0.4
Total (KABCO)	6.2	6.9	0.6

HSM1 Extended Spreadsheet for Part C Chapter 10 v.9.1

Discussion of Results

Given the potential effects of project characteristics on safety performance, results indicate that:

1. It is anticipated that the project will, on average, experience 6.9 crashes per year (2.9 fatal and injury crashes per year; and 3.9 property damage only crashes per year).

2. A similar project is anticipated, on average, to experience 6.2 crashes per year (2.7 fatal and injury crashes per year; and 3.6 property damage only crashes per year).

3. It is anticipated the project has, on average, a potential for safety improvement of 0.6 crashes per year (0.3 fatal and injury crashes per year; and 0.4 property damage only crashes per year).

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

ATTACHMENT 1 - HSM PREDICTIVE ANALYSIS

RIGHT TURN LANE MITIGATION

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Route 221 at Sellards Road
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 1	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	3,580				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	760				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				2				0
Intersection lighting (present/not present)				Not Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.6
	PDO	Property Damage Only	1.8

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	0.74	1.00	0.74

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	1.486	0.24	1.000	1.486	0.74	1.00	1.100
Fatal and Injury (FI)	--	--	0.431	0.641	0.74	1.00	0.474
Property Damage Only (PDO)	--	--	0.569	0.846	0.74	1.00	0.626

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	1.100	1.000	0.474	1.000	0.626
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.011	0.006	0.003	0.014	0.009
Collision with bicycle	0.001	0.001	0.001	0.000	0.001	0.001
Collision with pedestrian	0.001	0.001	0.001	0.000	0.001	0.001
Overturned	0.005	0.005	0.006	0.003	0.004	0.003
Ran off road	0.122	0.134	0.094	0.045	0.144	0.090
Other single-vehicle collision	0.008	0.009	0.004	0.002	0.010	0.006
Total single-vehicle crashes	0.147	0.162	0.112	0.053	0.174	0.109
MULTIPLE-VEHICLE						
Angle collision	0.431	0.474	0.532	0.252	0.354	0.222
Head-on collision	0.040	0.044	0.060	0.028	0.025	0.016
Rear-end collision	0.242	0.266	0.210	0.100	0.266	0.166
Sideswipe collision	0.101	0.111	0.044	0.021	0.144	0.090
Other multiple-vehicle collision	0.039	0.043	0.042	0.020	0.037	0.023
Total multiple-vehicle crashes	0.853	0.938	0.888	0.421	0.826	0.517

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	1.1
Fatal and Injury (FI)	0.431	0.5
Property Damage Only (PDO)	0.569	0.6

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	1.1	1.8	0.7	0.5	0.8	0.3	0.6	1.0	0.4

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Route 221 at Route 14
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 2	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	3,410				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	1,480				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				2				0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.4
	PDO	Property Damage Only	1.6

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	0.74	0.91	0.67

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	2.167	0.24	1.000	2.167	0.67	1.00	1.455
Fatal and Injury (FI)	--	--	0.431	0.934	0.67	1.00	0.627
Property Damage Only (PDO)	--	--	0.569	1.233	0.67	1.00	0.828

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	1.455	1.000	0.627	1.000	0.828
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.015	0.006	0.004	0.014	0.012
Collision with bicycle	0.001	0.001	0.001	0.001	0.001	0.001
Collision with pedestrian	0.001	0.001	0.001	0.001	0.001	0.001
Overturned	0.005	0.007	0.006	0.004	0.004	0.003
Ran off road	0.122	0.178	0.094	0.059	0.144	0.119
Other single-vehicle collision	0.008	0.012	0.004	0.003	0.010	0.008
Total single-vehicle crashes	0.147	0.214	0.112	0.070	0.174	0.144
MULTIPLE-VEHICLE						
Angle collision	0.431	0.627	0.532	0.334	0.354	0.293
Head-on collision	0.040	0.058	0.060	0.038	0.025	0.021
Rear-end collision	0.242	0.352	0.210	0.132	0.266	0.220
Sideswipe collision	0.101	0.147	0.044	0.028	0.144	0.119
Other multiple-vehicle collision	0.039	0.057	0.042	0.026	0.037	0.031
Total multiple-vehicle crashes	0.853	1.241	0.888	0.557	0.826	0.684

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	1.5
Fatal and Injury (FI)	0.431	0.6
Property Damage Only (PDO)	0.569	0.8

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	1.5	1.8	0.3	0.6	0.8	0.1	0.8	1.0	0.2

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Route 14 at S. Plymouth Rd
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 3	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	6,390				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	1,170				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				2				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				2				0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	1.2
	PDO	Property Damage Only	0.8

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.52	0.74	0.91	0.35

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	2.737	0.24	1.000	2.737	0.35	1.00	0.956
Fatal and Injury (FI)	--	--	0.431	1.180	0.35	1.00	0.412
Property Damage Only (PDO)	--	--	0.569	1.558	0.35	1.00	0.544

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.956	1.000	0.412	1.000	0.544
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.010	0.006	0.002	0.014	0.008
Collision with bicycle	0.001	0.001	0.001	0.000	0.001	0.001
Collision with pedestrian	0.001	0.001	0.001	0.000	0.001	0.001
Overturned	0.005	0.005	0.006	0.002	0.004	0.002
Ran off road	0.122	0.117	0.094	0.039	0.144	0.078
Other single-vehicle collision	0.008	0.008	0.004	0.002	0.010	0.005
Total single-vehicle crashes	0.147	0.140	0.112	0.046	0.174	0.095
MULTIPLE-VEHICLE						
Angle collision	0.431	0.412	0.532	0.219	0.354	0.192
Head-on collision	0.040	0.038	0.060	0.025	0.025	0.014
Rear-end collision	0.242	0.231	0.210	0.086	0.266	0.145
Sideswipe collision	0.101	0.097	0.044	0.018	0.144	0.078
Other multiple-vehicle collision	0.039	0.037	0.042	0.017	0.037	0.020
Total multiple-vehicle crashes	0.853	0.815	0.888	0.366	0.826	0.449

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	1.0
Fatal and Injury (FI)	0.431	0.4
Property Damage Only (PDO)	0.569	0.5

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	1.0	1.5	0.6	0.4	0.7	0.2	0.5	0.9	0.3

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Webber Canyon Road at Badger Road
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 4	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				3ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	19,500	(veh/day)	2,210				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	4,300	(veh/day)	520				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				0				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				1				0
Intersection lighting (present/not present)				Not Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	1.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	1.00	0.86	1.00	0.86

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.491	0.54	1.000	0.491	0.86	1.00	0.422
Fatal and Injury (FI)	--	--	0.415	0.204	0.86	1.00	0.175
Property Damage Only (PDO)	--	--	0.585	0.287	0.86	1.00	0.247

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.422	1.000	0.175	1.000	0.247
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.008	0.008	0.001	0.026	0.006
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.013	0.005	0.022	0.004	0.007	0.002
Ran off road	0.244	0.103	0.240	0.042	0.247	0.061
Other single-vehicle collision	0.016	0.007	0.011	0.002	0.020	0.005
Total single-vehicle crashes	0.294	0.124	0.283	0.050	0.302	0.075
MULTIPLE-VEHICLE						
Angle collision	0.237	0.100	0.275	0.048	0.210	0.052
Head-on collision	0.052	0.022	0.081	0.014	0.032	0.008
Rear-end collision	0.278	0.117	0.260	0.046	0.292	0.072
Sideswipe collision	0.097	0.041	0.051	0.009	0.131	0.032
Other multiple-vehicle collision	0.042	0.018	0.050	0.009	0.033	0.008
Total multiple-vehicle crashes	0.706	0.298	0.717	0.126	0.698	0.172

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.4
Fatal and Injury (FI)	0.415	0.2
Property Damage Only (PDO)	0.585	0.2

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.4	0.7	0.3	0.2	0.3	0.1	0.2	0.4	0.2

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

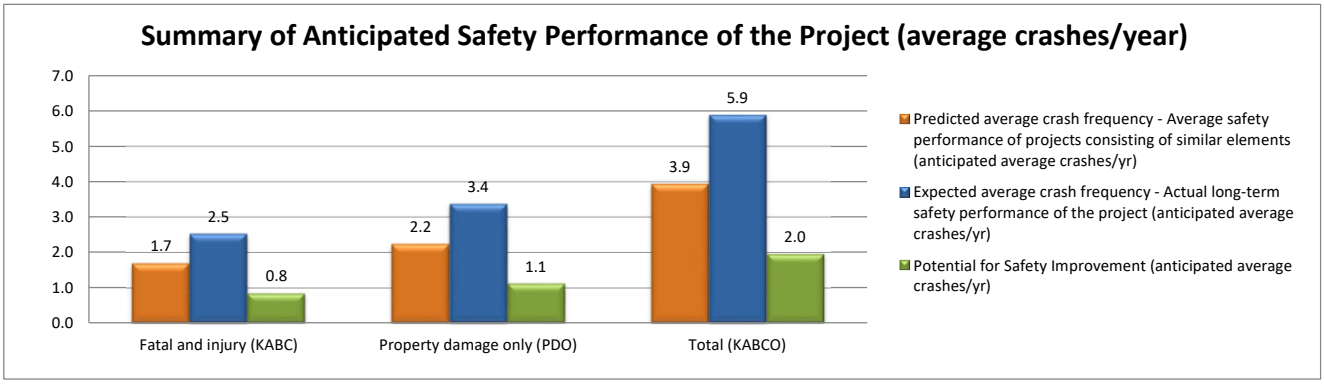
[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

PROJECT SAFETY PERFORMANCE SUMMARY REPORT

General Information		
Project Name	Horse Heaven Wind Farm	
Project Description	Safety Analysis (Right Turn Mitigation)	
Reference Number	143-67639-23007	
Analyst	Linde Thatcher	
Agency/Company	WSDOT	
Contact Email	linde.thatcher@tetratech.com	
Contact Phone	508-786-2222	
Date Completed	07/21/23	Years of crash data incorporated into the analysis: 5

PROJECT SUMMARY



Project Element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	Expected average crash frequency $N_{expected\ (KABCO)}$	Potential for Improvement	Predicted average crash frequency $N_{predicted\ (KABC)}$	Expected average crash frequency $N_{expected\ (KABC)}$	Potential for Improvement	Predicted average crash frequency $N_{predicted\ (O)}$	Expected average crash frequency $N_{expected\ (O)}$	Potential for Improvement
INDIVIDUAL INTERSECTIONS									
Intersection 1	1.1	1.8	0.7	0.5	0.8	0.3	0.6	1.0	0.4
Intersection 2	1.5	1.8	0.3	0.6	0.8	0.1	0.8	1.0	0.2
Intersection 3	1.0	1.5	0.6	0.4	0.7	0.2	0.5	0.9	0.3
Intersection 4	0.4	0.7	0.3	0.2	0.3	0.1	0.2	0.4	0.2
COMBINED (sum of column)	3.9	5.9	2.0	1.7	2.5	0.8	2.2	3.4	1.1

PROJECT SUMMARY -- Site-Specific EB Method Summary Results for Rural 2-Lane Roads

Crash severity level	$N_{predicted(PROJECT)}$ Predicted average crash frequency - Average safety performance of projects consisting of similar elements (anticipated average crashes/yr)	$N_{expected\ (PROJECT)}$ Expected average crash frequency - Actual long-term safety performance of the project (anticipated average crashes/yr)	$N_{potential\ for\ improvement\ (PROJECT)}$ Potential for Safety Improvement (anticipated average crashes/yr)
Fatal and injury (KABC)	1.7	2.5	0.8
Property damage only (PDO)	2.2	3.4	1.1
Total (KABCO)	3.9	5.9	2.0

HSM1 Extended Spreadsheet for Part C Chapter 10 v.9.1

Discussion of Results

Given the potential effects of project characteristics on safety performance, results indicate that:

1. It is anticipated that the project will, on average, experience 5.9 crashes per year (2.5 fatal and injury crashes per year; and 3.4 property damage only crashes per year).

2. A similar project is anticipated, on average, to experience 3.9 crashes per year (1.7 fatal and injury crashes per year; and 2.2 property damage only crashes per year).

3. It is anticipated the project has, on average, a potential for safety improvement of 2 crashes per year (0.8 fatal and injury crashes per year; and 1.1 property damage only crashes per year).

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

ATTACHMENT 1 - HSM PREDICTIVE ANALYSIS

LEFT-TURN LANE MITIGATION

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Route 221 at Sellards Road
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 1	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	3,580				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	760				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				2				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Not Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.6
	PDO	Property Damage Only	1.8

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.52	1.00	1.00	0.52

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	1.486	0.24	1.000	1.486	0.52	1.00	0.773
Fatal and Injury (FI)	--	--	0.431	0.641	0.52	1.00	0.333
Property Damage Only (PDO)	--	--	0.569	0.846	0.52	1.00	0.440

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.773	1.000	0.333	1.000	0.440
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.008	0.006	0.002	0.014	0.006
Collision with bicycle	0.001	0.001	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.001	0.001	0.000	0.001	0.000
Overturned	0.005	0.004	0.006	0.002	0.004	0.002
Ran off road	0.122	0.094	0.094	0.031	0.144	0.063
Other single-vehicle collision	0.008	0.006	0.004	0.001	0.010	0.004
Total single-vehicle crashes	0.147	0.114	0.112	0.037	0.174	0.077
MULTIPLE-VEHICLE						
Angle collision	0.431	0.333	0.532	0.177	0.354	0.156
Head-on collision	0.040	0.031	0.060	0.020	0.025	0.011
Rear-end collision	0.242	0.187	0.210	0.070	0.266	0.117
Sideswipe collision	0.101	0.078	0.044	0.015	0.144	0.063
Other multiple-vehicle collision	0.039	0.030	0.042	0.014	0.037	0.016
Total multiple-vehicle crashes	0.853	0.659	0.888	0.296	0.826	0.363

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.8
Fatal and Injury (FI)	0.431	0.3
Property Damage Only (PDO)	0.569	0.4

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	**Total Crashes/yr (KABCO)**			**Fatal and Injury Crashes/yr (KABC)**			**Property Damage Only Crashes/yr (PDO)**		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.8	1.6	0.8	0.3	0.7	0.3	0.4	0.9	0.4

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Route 221 at Route 14
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 2	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	3,410				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	1,480				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				2				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				1				0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.4
	PDO	Property Damage Only	1.6

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.52	0.86	0.91	0.41

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	2.167	0.24	1.000	2.167	0.41	1.00	0.879
Fatal and Injury (FI)	--	--	0.431	0.934	0.41	1.00	0.379
Property Damage Only (PDO)	--	--	0.569	1.233	0.41	1.00	0.500

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.879	1.000	0.379	1.000	0.500
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.009	0.006	0.002	0.014	0.007
Collision with bicycle	0.001	0.001	0.001	0.000	0.001	0.001
Collision with pedestrian	0.001	0.001	0.001	0.000	0.001	0.001
Overturned	0.005	0.004	0.006	0.002	0.004	0.002
Ran off road	0.122	0.107	0.094	0.036	0.144	0.072
Other single-vehicle collision	0.008	0.007	0.004	0.002	0.010	0.005
Total single-vehicle crashes	0.147	0.129	0.112	0.042	0.174	0.087
MULTIPLE-VEHICLE						
Angle collision	0.431	0.379	0.532	0.202	0.354	0.177
Head-on collision	0.040	0.035	0.060	0.023	0.025	0.013
Rear-end collision	0.242	0.213	0.210	0.080	0.266	0.133
Sideswipe collision	0.101	0.089	0.044	0.017	0.144	0.072
Other multiple-vehicle collision	0.039	0.034	0.042	0.016	0.037	0.019
Total multiple-vehicle crashes	0.853	0.750	0.888	0.337	0.826	0.413

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.9
Fatal and Injury (FI)	0.431	0.4
Property Damage Only (PDO)	0.569	0.5

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.9	1.5	0.6	0.4	0.6	0.2	0.5	0.8	0.3

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Route 14 at S. Plymouth Rd
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 3	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	6,390				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	1,170				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				2				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	1.2
	PDO	Property Damage Only	0.8

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.52	1.00	0.91	0.47

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	2.737	0.24	1.000	2.737	0.47	1.00	1.291
Fatal and Injury (FI)	--	--	0.431	1.180	0.47	1.00	0.557
Property Damage Only (PDO)	--	--	0.569	1.558	0.47	1.00	0.735

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	1.291	1.000	0.557	1.000	0.735
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.013	0.006	0.003	0.014	0.010
Collision with bicycle	0.001	0.001	0.001	0.001	0.001	0.001
Collision with pedestrian	0.001	0.001	0.001	0.001	0.001	0.001
Overturned	0.005	0.006	0.006	0.003	0.004	0.003
Ran off road	0.122	0.158	0.094	0.052	0.144	0.106
Other single-vehicle collision	0.008	0.010	0.004	0.002	0.010	0.007
Total single-vehicle crashes	0.147	0.190	0.112	0.062	0.174	0.128
MULTIPLE-VEHICLE						
Angle collision	0.431	0.557	0.532	0.296	0.354	0.260
Head-on collision	0.040	0.052	0.060	0.033	0.025	0.018
Rear-end collision	0.242	0.313	0.210	0.117	0.266	0.195
Sideswipe collision	0.101	0.130	0.044	0.024	0.144	0.106
Other multiple-vehicle collision	0.039	0.050	0.042	0.023	0.037	0.027
Total multiple-vehicle crashes	0.853	1.102	0.888	0.494	0.826	0.607

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	1.3
Fatal and Injury (FI)	0.431	0.6
Property Damage Only (PDO)	0.569	0.7

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	1.3	1.7	0.4	0.6	0.7	0.2	0.7	1.0	0.2

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Webber Canyon Road at Badger Road
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 4	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				3ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	19,500	(veh/day)	2,210				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	4,300	(veh/day)	520				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				1				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				0				0
Intersection lighting (present/not present)				Not Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	1.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.56	1.00	1.00	0.56

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	Overdispersion Parameter, k from Section 10.6.2	Crash Severity Distribution from Table 10-5	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	Combined CMFs from (5) of Worksheet 2B	Calibration Factor, C_i	Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.491	0.54	1.000	0.491	0.56	1.00	0.275
Fatal and Injury (FI)	--	--	0.415	0.204	0.56	1.00	0.114
Property Damage Only (PDO)	--	--	0.585	0.287	0.56	1.00	0.161

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.275	1.000	0.114	1.000	0.161
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.005	0.008	0.001	0.026	0.004
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.013	0.004	0.022	0.003	0.007	0.001
Ran off road	0.244	0.067	0.240	0.027	0.247	0.040
Other single-vehicle collision	0.016	0.004	0.011	0.001	0.020	0.003
Total single-vehicle crashes	0.294	0.081	0.283	0.032	0.302	0.049
MULTIPLE-VEHICLE						
Angle collision	0.237	0.065	0.275	0.031	0.210	0.034
Head-on collision	0.052	0.014	0.081	0.009	0.032	0.005
Rear-end collision	0.278	0.076	0.260	0.030	0.292	0.047
Sideswipe collision	0.097	0.027	0.051	0.006	0.131	0.021
Other multiple-vehicle collision	0.042	0.012	0.050	0.006	0.033	0.005
Total multiple-vehicle crashes	0.706	0.194	0.717	0.082	0.698	0.112

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.3
Fatal and Injury (FI)	0.415	0.1
Property Damage Only (PDO)	0.585	0.2

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.3	0.6	0.3	0.1	0.2	0.1	0.2	0.3	0.2

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

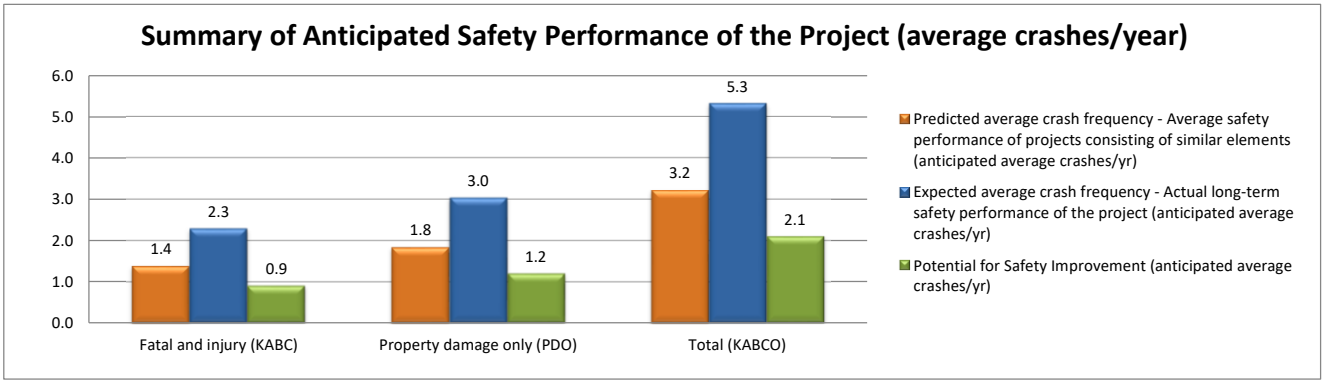
[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

PROJECT SAFETY PERFORMANCE SUMMARY REPORT

General Information		
Project Name	Horse Heaven Wind Farm	
Project Description	Safety Analysis (Left Turn Mitigation)	
Reference Number	143-67639-23007	
Analyst	Linde Thatcher	
Agency/Company	WSDOT	
Contact Email	linde.thatcher@tetratech.com	
Contact Phone	508-786-2222	
Date Completed	07/21/23	Years of crash data incorporated into the analysis: 5

PROJECT SUMMARY



Project Element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	Expected average crash frequency $N_{expected\ (KABCO)}$	Potential for Improvement	Predicted average crash frequency $N_{predicted\ (KABC)}$	Expected average crash frequency $N_{expected\ (KABC)}$	Potential for Improvement	Predicted average crash frequency $N_{predicted\ (O)}$	Expected average crash frequency $N_{expected\ (O)}$	Potential for Improvement
INDIVIDUAL INTERSECTIONS									
Intersection 1	0.8	1.6	0.8	0.3	0.7	0.3	0.4	0.9	0.4
Intersection 2	0.9	1.5	0.6	0.4	0.6	0.2	0.5	0.8	0.3
Intersection 3	1.3	1.7	0.4	0.6	0.7	0.2	0.7	1.0	0.2
Intersection 4	0.3	0.6	0.3	0.1	0.2	0.1	0.2	0.3	0.2
COMBINED (sum of column)	3.2	5.3	2.1	1.4	2.3	0.9	1.8	3.0	1.2

PROJECT SUMMARY -- Site-Specific EB Method Summary Results for Rural 2-Lane Roads

Crash severity level	$N_{predicted(PROJECT)}$ Predicted average crash frequency - Average safety performance of projects consisting of similar elements (anticipated average crashes/yr)	$N_{expected\ (PROJECT)}$ Expected average crash frequency - Actual long-term safety performance of the project (anticipated average crashes/yr)	$N_{potential\ for\ improvement\ (PROJECT)}$ Potential for Safety Improvement (anticipated average crashes/yr)
Fatal and injury (KABC)	1.4	2.3	0.9
Property damage only (PDO)	1.8	3.0	1.2
Total (KABCO)	3.2	5.3	2.1

HSM1 Extended Spreadsheet for Part C Chapter 10 v.9.1

Discussion of Results

Given the potential effects of project characteristics on safety performance, results indicate that:

1. It is anticipated that the project will, on average, experience 5.3 crashes per year (2.3 fatal and injury crashes per year; and 3 property damage only crashes per year).

2. A similar project is anticipated, on average, to experience 3.2 crashes per year (1.4 fatal and injury crashes per year; and 1.8 property damage only crashes per year).

3. It is anticipated the project has, on average, a potential for safety improvement of 2.1 crashes per year (0.9 fatal and injury crashes per year; and 1.2 property damage only crashes per year).

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

ATTACHMENT 1 - HSM PREDICTIVE ANALYSIS

OVERALL MITIGATION

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Route 221 at Sellards Road
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 1	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	3,580				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	760				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				2				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				2				0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.6
	PDO	Property Damage Only	1.8

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.52	0.74	0.91	0.35

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	1.486	0.24	1.000	1.486	0.35	1.00	0.519
Fatal and Injury (FI)	--	--	0.431	0.641	0.35	1.00	0.224
Property Damage Only (PDO)	--	--	0.569	0.846	0.35	1.00	0.295

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.519	1.000	0.224	1.000	0.295
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.005	0.006	0.001	0.014	0.004
Collision with bicycle	0.001	0.001	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.001	0.001	0.000	0.001	0.000
Overturned	0.005	0.003	0.006	0.001	0.004	0.001
Ran off road	0.122	0.063	0.094	0.021	0.144	0.043
Other single-vehicle collision	0.008	0.004	0.004	0.001	0.010	0.003
Total single-vehicle crashes	0.147	0.076	0.112	0.025	0.174	0.051
MULTIPLE-VEHICLE						
Angle collision	0.431	0.224	0.532	0.119	0.354	0.105
Head-on collision	0.040	0.021	0.060	0.013	0.025	0.007
Rear-end collision	0.242	0.126	0.210	0.047	0.266	0.079
Sideswipe collision	0.101	0.052	0.044	0.010	0.144	0.043
Other multiple-vehicle collision	0.039	0.020	0.042	0.009	0.037	0.011
Total multiple-vehicle crashes	0.853	0.443	0.888	0.199	0.826	0.244

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.5
Fatal and Injury (FI)	0.431	0.2
Property Damage Only (PDO)	0.569	0.3

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.5	1.2	0.7	0.2	0.5	0.3	0.3	0.7	0.4

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Route 221 at Route 14
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 2	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	3,410				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	1,480				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				2				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				2				0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	0.4
	PDO	Property Damage Only	1.6

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.52	0.74	0.91	0.35

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	2.167	0.24	1.000	2.167	0.35	1.00	0.757
Fatal and Injury (FI)	--	--	0.431	0.934	0.35	1.00	0.326
Property Damage Only (PDO)	--	--	0.569	1.233	0.35	1.00	0.431

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.757	1.000	0.326	1.000	0.431
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.008	0.006	0.002	0.014	0.006
Collision with bicycle	0.001	0.001	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.001	0.001	0.000	0.001	0.000
Overturned	0.005	0.004	0.006	0.002	0.004	0.002
Ran off road	0.122	0.092	0.094	0.031	0.144	0.062
Other single-vehicle collision	0.008	0.006	0.004	0.001	0.010	0.004
Total single-vehicle crashes	0.147	0.111	0.112	0.037	0.174	0.075
MULTIPLE-VEHICLE						
Angle collision	0.431	0.326	0.532	0.174	0.354	0.152
Head-on collision	0.040	0.030	0.060	0.020	0.025	0.011
Rear-end collision	0.242	0.183	0.210	0.068	0.266	0.115
Sideswipe collision	0.101	0.076	0.044	0.014	0.144	0.062
Other multiple-vehicle collision	0.039	0.030	0.042	0.014	0.037	0.016
Total multiple-vehicle crashes	0.853	0.645	0.888	0.290	0.826	0.356

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.8
Fatal and Injury (FI)	0.431	0.3
Property Damage Only (PDO)	0.569	0.4

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	**Total Crashes/yr (KABCO)**			**Fatal and Injury Crashes/yr (KABC)**			**Property Damage Only Crashes/yr (PDO)**		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.8	1.3	0.6	0.3	0.6	0.3	0.4	0.8	0.3

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Route 14 at S. Plymouth Rd
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 3	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				4ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	14,700	(veh/day)	6,390				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	3,500	(veh/day)	1,170				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				2				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				2				0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	1.2
	PDO	Property Damage Only	0.8

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.52	0.74	0.91	0.35

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1) Crash Severity Level	(2) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	(3) Overdispersion Parameter, k from Section 10.6.2	(4) Crash Severity Distribution from Table 10-5	(5) $N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	(6) Combined CMFs from (5) of Worksheet 2B	(7) Calibration Factor, C_i	(8) Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	2.737	0.24	1.000	2.737	0.35	1.00	0.956
Fatal and Injury (FI)	--	--	0.431	1.180	0.35	1.00	0.412
Property Damage Only (PDO)	--	--	0.569	1.558	0.35	1.00	0.544

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.956	1.000	0.412	1.000	0.544
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.010	0.010	0.006	0.002	0.014	0.008
Collision with bicycle	0.001	0.001	0.001	0.000	0.001	0.001
Collision with pedestrian	0.001	0.001	0.001	0.000	0.001	0.001
Overturned	0.005	0.005	0.006	0.002	0.004	0.002
Ran off road	0.122	0.117	0.094	0.039	0.144	0.078
Other single-vehicle collision	0.008	0.008	0.004	0.002	0.010	0.005
Total single-vehicle crashes	0.147	0.140	0.112	0.046	0.174	0.095
MULTIPLE-VEHICLE						
Angle collision	0.431	0.412	0.532	0.219	0.354	0.192
Head-on collision	0.040	0.038	0.060	0.025	0.025	0.014
Rear-end collision	0.242	0.231	0.210	0.086	0.266	0.145
Sideswipe collision	0.101	0.097	0.044	0.018	0.144	0.078
Other multiple-vehicle collision	0.039	0.037	0.042	0.017	0.037	0.020
Total multiple-vehicle crashes	0.853	0.815	0.888	0.366	0.826	0.449

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	1.0
Fatal and Injury (FI)	0.431	0.4
Property Damage Only (PDO)	0.569	0.5

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	1.0	1.5	0.6	0.4	0.7	0.2	0.5	0.9	0.3

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2A -- General Information and Input Data for Rural Two-Lane Two-Way Roadway Intersections

General Information		**Location Information**	
Analyst	Linde Thatcher	Roadway	0
Agency or Company	WSDOT	Intersection	Webber Canyon Road at Badger Road
Date Performed	07/21/23	Jurisdiction	WSDOT
Intersection	Intersection 4	Analysis Year	2023
Signalized/Unsignalized	Unsignalized		

Input Data				**Site Conditions**				**Base Conditions**
Intersection type (3ST, 4ST, 4SG)				3ST				--
$AADT_{major}$ (veh/day)	$AADT_{MAX}$ =	19,500	(veh/day)	2,210				--
$AADT_{minor}$ (veh/day)	$AADT_{MAX}$ =	4,300	(veh/day)	520				--
Intersection skew angle (degrees)	[If 4ST, does skew differ for minor legs? Else, No.]			Skew for Leg 1 (All):	0	Skew for Leg 2 (4ST only):	0	0
Number of signalized or uncontrolled approaches with a left-turn lane (0, 1, 2, 3, 4)				1				0
Number of signalized or uncontrolled approaches with a right-turn lane (0, 1, 2, 3, 4)				1				0
Intersection lighting (present/not present)				Present				Not Present
Calibration Factor, C_i				1.00				1.00

Average Annual Crash History (3 or 5-yr average)			
Intersection crashes	KABC	Fatal and Injury Only	1.0
	PDO	Property Damage Only	0.0

NOTES: * AADT: It is important to remember that the AADT(major) = AADT(major approach1) + AADT(minor approach2) (refer to p.10-6 in Part C of the HSM)

Worksheet 2B -- Crash Modification Factors for Rural Two-Lane Two-Way Roadway Intersections

(1) CMF for Intersection Skew Angle CMF_{1i} from Equations 10-22 or 10-23	(2) CMF for Left-Turn Lanes CMF_{2i} from Table 10-13	(3) CMF for Right-Turn Lanes CMF_{3i} from Table 10-14	(4) CMF for Lighting CMF_{4i} from Equation 10-24	(5) Combined CMF CMF_{COMB} (1)*(2)*(3)*(4)
1.00	0.56	0.86	0.90	0.43

Worksheet 2C -- Intersection Crashes for Rural Two-Lane Two-Way Roadway Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ from Equations 10-8, 10-9, or 10-10	Overdispersion Parameter, k from Section 10.6.2	Crash Severity Distribution from Table 10-5	$N_{spf\ 3ST,\ 4ST\ or\ 4SG}$ by Severity Distribution $(2)_{TOTAL}$ * (4)	Combined CMFs from (5) of Worksheet 2B	Calibration Factor, C_i	Predicted average crash frequency, $N_{predicted\ int}$ (5)*(6)*(7)
Total	0.491	0.54	1.000	0.491	0.43	1.00	0.213
Fatal and Injury (FI)	--	--	0.415	0.204	0.43	1.00	0.088
Property Damage Only (PDO)	--	--	0.585	0.287	0.43	1.00	0.125

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

Worksheet 2D -- Crashes by Severity Level and Collision Type for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Collision Type	**Proportion of Collision Type$_{(TOTAL)}$**	**N $_{predicted\ int\ (TOTAL)}$ (crashes/year)**	**Proportion of Collision Type$_{(FI)}$**	**N $_{predicted\ int\ (FI)}$ (crashes/year)**	**Proportion of Collision Type$_{(PDO)}$**	**N $_{predicted\ int\ (PDO)}$ (crashes/year)**
	from Table 10-6	(8)$_{TOTAL}$ from Worksheet 2C	from Table 10-6	(8)$_{FI}$ from Worksheet 2C	from Table 10-6	(8)$_{PDO}$ from Worksheet 2C
Total	1.000	0.213	1.000	0.088	1.000	0.125
		(2)x(3)$_{TOTAL}$		(4)x(5)$_{FI}$		(6)x(7)$_{PDO}$
SINGLE-VEHICLE						
Collision with animal	0.019	0.004	0.008	0.001	0.026	0.003
Collision with bicycle	0.001	0.000	0.001	0.000	0.001	0.000
Collision with pedestrian	0.001	0.000	0.001	0.000	0.001	0.000
Overturned	0.013	0.003	0.022	0.002	0.007	0.001
Ran off road	0.244	0.052	0.240	0.021	0.247	0.031
Other single-vehicle collision	0.016	0.003	0.011	0.001	0.020	0.002
Total single-vehicle crashes	0.294	0.063	0.283	0.025	0.302	0.038
MULTIPLE-VEHICLE						
Angle collision	0.237	0.050	0.275	0.024	0.210	0.026
Head-on collision	0.052	0.011	0.081	0.007	0.032	0.004
Rear-end collision	0.278	0.059	0.260	0.023	0.292	0.036
Sideswipe collision	0.097	0.021	0.051	0.005	0.131	0.016
Other multiple-vehicle collision	0.042	0.009	0.050	0.004	0.033	0.004
Total multiple-vehicle crashes	0.706	0.150	0.717	0.063	0.698	0.087

Worksheet 2E -- Summary Results for Rural Two-Lane Two-Way Road Intersections

(1)	(2)	(3)
Crash severity level	**Crash Severity Distribution** (proportion)	**Predicted average crash frequency (crashes / year)**
	(4) from Worksheet 2C	(8) from Worksheet 2C
Total	1.000	0.2
Fatal and Injury (FI)	0.415	0.1
Property Damage Only (PDO)	0.585	0.1

PROJECT ELEMENT RESULTS SUMMARY[1]

Summary for the project element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	**Expected average crash frequency** $N_{expected\ (KABCO)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (KABC)}$	**Expected average crash frequency** $N_{expected\ (KABC)}$	**Potential for Improvement**	**Predicted average crash frequency** $N_{predicted\ (O)}$	**Expected average crash frequency** $N_{expected\ (O)}$	**Potential for Improvement**
	0.2	0.5	0.3	0.1	0.2	0.1	0.1	0.3	0.2

Special Note: When the project element is not included in the analysis the results will all be zeros. In addition if only the analysis only includes determining the predicted average crash frequency (i.e. EB analysis is not carried out), the results will show zero values where EB results are usually displayed.

[1] The values in this table are **rounded** values. For unrounded values, refer to Workdheet 1L.

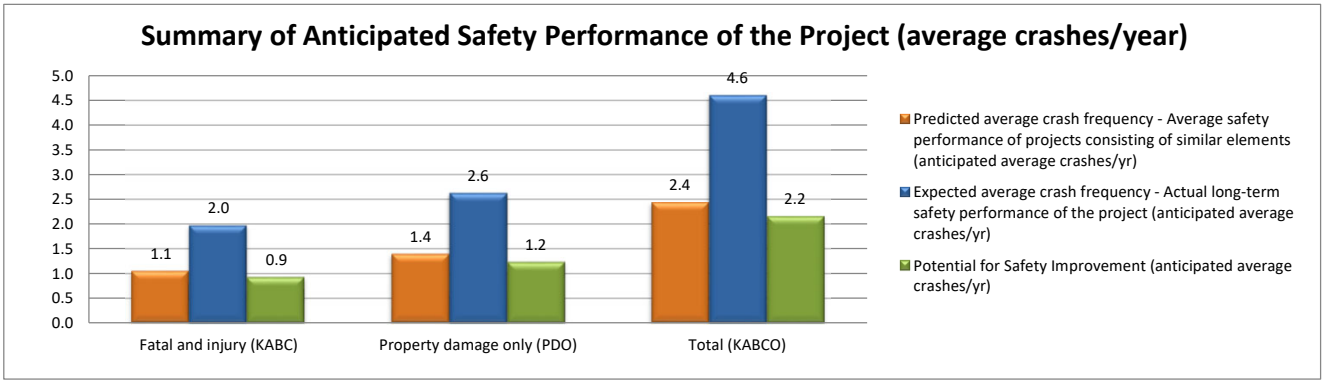
Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

PROJECT SAFETY PERFORMANCE SUMMARY REPORT

General Information	
Project Name	Horse Heaven Wind Farm
Project Description	Safety Analysis (Full Mitigation)
Reference Number	143-67639-23007
Analyst	Linde Thatcher
Agency/Company	WSDOT
Contact Email	linde.thatcher@tetratech.com
Contact Phone	508-786-2222
Date Completed	07/21/23

Years of crash data incorporated into the analysis: 5

PROJECT SUMMARY



Project Element	Total Crashes/yr (KABCO)			Fatal and Injury Crashes/yr (KABC)			Property Damage Only Crashes/yr (PDO)		
	Predicted average crash frequency $N_{predicted\ (KABCO)}$	Expected average crash frequency $N_{expected\ (KABCO)}$	Potential for Improvement	Predicted average crash frequency $N_{predicted\ (KABC)}$	Expected average crash frequency $N_{expected\ (KABC)}$	Potential for Improvement	Predicted average crash frequency $N_{predicted\ (O)}$	Expected average crash frequency $N_{expected\ (O)}$	Potential for Improvement
INDIVIDUAL INTERSECTIONS									
Intersection 1	0.5	1.2	0.7	0.2	0.5	0.3	0.3	0.7	0.4
Intersection 2	0.8	1.3	0.6	0.3	0.6	0.3	0.4	0.8	0.3
Intersection 3	1.0	1.5	0.6	0.4	0.7	0.2	0.5	0.9	0.3
Intersection 4	0.2	0.5	0.3	0.1	0.2	0.1	0.1	0.3	0.2
COMBINED (sum of column)	2.4	4.6	2.2	1.1	2.0	0.9	1.4	2.6	1.2

PROJECT SUMMARY -- Site-Specific EB Method Summary Results for Rural 2-Lane Roads

Crash severity level	$N_{predicted(PROJECT)}$ Predicted average crash frequency - Average safety performance of projects consisting of similar elements (anticipated average crashes/yr)	$N_{expected\ (PROJECT)}$ Expected average crash frequency - Actual long-term safety performance of the project (anticipated average crashes/yr)	$N_{potential\ for\ improvement\ (PROJECT)}$ Potential for Safety Improvement (anticipated average crashes/yr)
Fatal and injury (KABC)	1.1	2.0	0.9
Property damage only (PDO)	1.4	2.6	1.2
Total (KABCO)	2.4	4.6	2.2

HSM1 Extended Spreadsheet for Part C Chapter 10 v.9.1

Discussion of Results

Given the potential effects of project characteristics on safety performance, results indicate that:

1. It is anticipated that the project will, on average, experience 4.6 crashes per year (2 fatal and injury crashes per year; and 2.6 property damage only crashes per year).

2. A similar project is anticipated, on average, to experience 2.4 crashes per year (1.1 fatal and injury crashes per year; and 1.4 property damage only crashes per year).

3. It is anticipated the project has, on average, a potential for safety improvement of 2.2 crashes per year (0.9 fatal and injury crashes per year; and 1.2 property damage only crashes per year).

Federal law 23 USC § 409 prohibits the discovery or admission into evidence of "reports, surveys, schedules, lists, or data" compiled or collected for the purpose of highway safety improvement projects that might qualify for federal safety improvement funding.

APPENDIX D: SIGHT DISTANCE CALCULATIONS

Location: Route 221 at Sellards Road

STOPPING SIGHT DISTANCE:

STOPPING SIGHT DISTANCE FROM NORTH

Inputs

V=speed, mph		V=	72	**(85th percentile speed)**
G=percent of grade		G=	-1.1	**(%)**
t=brake reaction time		t=	2.5	
a=deceleration rate, ft/sec^2		a=	11.2	

Calculations

Brake Reaction Distance	1.47Vt	265 feet
Braking Distance	$V^2/30((a/32.2)+G)$	513.0 feet
Stopping Sight Distance =	$1.47Vt + V^2/30[(a/32.2)+G]$	**780 feet**

STOPPING SIGHT DISTANCE FROM SOUTH

Inputs

V=speed, mph		V=	71	**(85th percentile speed)**
G=percent of grade		G=	1.25	**(%)**
t=brake reaction time		t=	2.5	
a=deceleration rate, ft/sec^2		a=	11.2	

Calculations

Brake Reaction Distance	1.47Vt	261 feet
Braking Distance	$V^2/30((a/32.2)+G)$	466.3 feet
Stopping Sight Distance =	$1.47Vt + V^2/30[(a/32.2)+G]$	**730 feet**

Source: *A Policy on Geometric Design of Highways and Streets, 2018, Seventh Edition,* prepared by AASHTO, p. 3-4 to 3-5.

Location: Route 14 at Route 221

STOPPING SIGHT DISTANCE:

STOPPING SIGHT DISTANCE FROM EAST

Inputs

V=speed, mph		V=	65	**(Posted Speed Limit)**
G=percent of grade		G=	-0.5	**(%)**
t=brake reaction time		t=	2.5	
a=deceleration rate, ft/sec^2		a=	11.2	

Calculations

Brake Reaction Distance	1.47Vt	239	feet
Braking Distance	$V^2/30((a/32.2)+G)$	410.8	feet
Stopping Sight Distance =	$1.47Vt + V^2/30[(a/32.2)+G]$	**650**	**feet**

STOPPING SIGHT DISTANCE FROM WEST

Inputs

V=speed, mph		V=	65	**(Posted Speed Limit)**
G=percent of grade		G=	0.9	**(%)**
t=brake reaction time		t=	2.5	
a=deceleration rate, ft/sec^2		a=	11.2	

Calculations

Brake Reaction Distance	1.47Vt	239	feet
Braking Distance	$V^2/30((a/32.2)+G)$	394.7	feet
Stopping Sight Distance =	$1.47Vt + V^2/30[(a/32.2)+G]$	**635**	**feet**

Source: *A Policy on Geometric Design of Highways and Streets, 2018, Seventh Edition,* prepared by AASHTO, p. 3-4 to 3-5.

Location: Route 14 at S. Plymouth Road

STOPPING SIGHT DISTANCE:

STOPPING SIGHT DISTANCE FROM EAST

Inputs

V=speed, mph		V=	55	**(Posted Speed Limit)**
G=percent of grade		G=	-0.3	**(%)**
t=brake reaction time		t=	2.5	
a=deceleration rate, ft/sec^2		a=	11.2	

Calculations

Brake Reaction Distance	1.47Vt	202	feet
Braking Distance	$V^2/30((a/32.2)+G)$	292.4	feet
Stopping Sight Distance =	$1.47Vt + V^2/30[(a/32.2)+G]$	**495**	**feet**

STOPPING SIGHT DISTANCE FROM WEST

Inputs

V=speed, mph		V=	55	**(Posted Speed Limit)**
G=percent of grade		G=	0.6	**(%)**
t=brake reaction time		t=	2.5	
a=deceleration rate, ft/sec^2		a=	11.2	

Calculations

Brake Reaction Distance	1.47Vt	202	feet
Braking Distance	$V^2/30((a/32.2)+G)$	285.0	feet
Stopping Sight Distance =	$1.47Vt + V^2/30[(a/32.2)+G]$	**490**	**feet**

Source: *A Policy on Geometric Design of Highways and Streets, 2018, Seventh Edition,* prepared by AASHTO, p. 3-4 to 3-5.

Location: Webber Canyon Road at Badger Road

STOPPING SIGHT DISTANCE:

STOPPING SIGHT DISTANCE FROM NORTH

Inputs

V=speed, mph	V=	40	**(Posted Speed Limit)**
G=percent of grade	G=	-0.5	**(%)**
t=brake reaction time	t=	2.5	
a=deceleration rate, ft/sec^2	a=	11.2	

Calculations

Brake Reaction Distance	1.47Vt	147 feet
Braking Distance	$V^2/30((a/32.2)+G)$	155.6 feet
Stopping Sight Distance =	$1.47Vt + V^2/30[(a/32.2)+G]$	**305 feet**

STOPPING SIGHT DISTANCE FROM SOUTH

Inputs

V=speed, mph	V=	50	**(Posted Speed Limit)**
G=percent of grade	G=	-0.3	**(%)**
t=brake reaction time	t=	2.5	
a=deceleration rate, ft/sec^2	a=	11.2	

Calculations

Brake Reaction Distance	1.47Vt	184 feet
Braking Distance	$V^2/30((a/32.2)+G)$	241.7 feet
Stopping Sight Distance =	$1.47Vt + V^2/30[(a/32.2)+G]$	**430 feet**

Source: *A Policy on Geometric Design of Highways and Streets, 2018, Seventh Edition,* prepared by AASHTO, p. 3-4 to 3-5.

APPENDIX E: BACKGROUND TRAFFIC GROWTH RATE

Background Traffic Growth Rate

Horse Heaven Wind Farm, Benton County Washington

	I-82 Average Annual Daily Traffic Volume[1]	
2018	20971	
2019	20939	
2020	18890	
2021	22093	**2018 to 2022 Percent Growth**
2022	22011	**1.0%**

Note 1) AADT is provided by WSDOT using the Traffic Count Database System (TCDS) at Continuous Count Station P09 (North of Coffin Road)

APPENDIX F: PROJECT TRIP DISTANCE CALCULATIONS

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #1 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Benton County	101	WA	4,873	30 mins	100.0%	4873	0.661%					100%							100%	0.7%
Benton County	102.01	WA	5,718	30 mins	100.0%	5718	0.776%					100%							100%	0.8%
Benton County	102.03	WA	4,637	30 mins	100.0%	4637	0.629%					100%							100%	0.6%
Benton County	102.04	WA	2,830	30 mins	100.0%	2830	0.384%					100%							100%	0.4%
Benton County	103	WA	6,153	30 mins	100.0%	6153	0.835%					100%							100%	0.8%
Benton County	104	WA	3,637	30 mins	100.0%	3637	0.494%					100%							100%	0.5%
Benton County	105	WA	3,271	30 mins	100.0%	3271	0.444%					100%							100%	0.4%
Benton County	106	WA	4,930	30 mins	100.0%	4930	0.669%					100%							100%	0.7%
Benton County	107.01	WA	2,021	35 mins	98.3%	1986	0.270%					100%							100%	0.3%
Benton County	107.03	WA	3,424	35 mins	98.3%	3365	0.457%					100%							100%	0.5%
Benton County	107.05	WA	5,741	35 mins	98.3%	5643	0.766%					100%							100%	0.8%
Benton County	107.07	WA	3,775	30 mins	100.0%	3775	0.512%					100%							100%	0.5%
Benton County	107.08	WA	4,332	30 mins	100.0%	4332	0.588%					100%							100%	0.6%
Benton County	108.07	WA	1,762	25 mins	100.0%	1762	0.239%					100%							100%	0.2%
Benton County	108.09	WA	6,391	25 mins	100.0%	6391	0.867%					100%							100%	0.9%
Benton County	108.10	WA	4,861	25 mins	100.0%	4861	0.660%					100%							100%	0.7%
Benton County	108.11	WA	5,275	20 Mins or less	100.0%	5275	0.716%					100%							100%	0.7%
Benton County	108.14	WA	5,186	20 Mins or less	100.0%	5186	0.704%					100%							100%	0.7%
Benton County	108.15	WA	8,567	20 Mins or less	100.0%	8567	1.163%					50%	50%						100%	1.2%
Benton County	108.16	WA	5,589	20 Mins or less	100.0%	5589	0.759%					50%	50%						100%	0.8%
Benton County	108.17	WA	6,198	25 mins	100.0%	6198	0.841%					100%							100%	0.8%
Benton County	108.18	WA	3,274	25 mins	100.0%	3274	0.444%					100%							100%	0.4%
Benton County	108.19	WA	3,304	25 mins	100.0%	3304	0.448%					100%							100%	0.4%
Benton County	108.20	WA	3,737	25 mins	100.0%	3737	0.507%					50%	50%						100%	0.5%
Benton County	109.01	WA	6,251	25 mins	100.0%	6251	0.848%					50%	50%						100%	0.8%
Benton County	109.02	WA	5,698	20 Mins or less	100.0%	5698	0.773%						100%						100%	0.8%
Benton County	110.01	WA	6,025	25 mins	100.0%	6025	0.818%						50%	50%					100%	0.8%
Benton County	110.02	WA	4,859	20 Mins or less	100.0%	4859	0.659%						100%						100%	0.7%
Benton County	111	WA	7,879	20 Mins or less	100.0%	7879	1.069%						50%	50%					100%	1.1%
Benton County	112.01	WA	4,267	20 Mins or less	100.0%	4267	0.579%						50%	50%					100%	0.6%
Benton County	112.02	WA	3,323	20 Mins or less	100.0%	3323	0.451%						50%	50%					100%	0.5%
Benton County	113	WA	5,040	25 mins	100.0%	5040	0.684%						50%	50%					100%	0.7%
Benton County	114.01	WA	3,580	20 Mins or less	100.0%	3580	0.486%						50%	50%					100%	0.5%
Benton County	114.02	WA	5,415	20 Mins or less	100.0%	5415	0.735%							100%					100%	0.7%
Benton County	115.01	WA	6,443	25 mins	100.0%	6443	0.874%								100%				100%	0.9%
Benton County	115.04	WA	2,866	20 Mins or less	100.0%	2866	0.389%							100%					100%	0.4%
Benton County	115.05	WA	4,177	20 Mins or less	100.0%	4177	0.567%						100%						100%	0.6%
Benton County	115.06	WA	7,519	20 Mins or less	100.0%	7519	1.020%							100%					100%	1.0%
Benton County	117.01	WA	3,012	40 Mins	96.5%	2906	0.394%					100%							100%	0.4%
Benton County	117.02	WA	5,132	40 Mins	96.5%	4952	0.672%					100%							100%	0.7%
Benton County	118.01	WA	3,655	45 mins	94.6%	3457	0.469%					100%							100%	0.5%
Benton County	118.02	WA	2,665	45 mins	94.6%	2520	0.342%					100%							100%	0.3%
Benton County	119	WA	6,325	30 Mins	100.0%	6325	0.858%					100%							100%	0.9%
Benton County	120	WA	0	40 mins	96.5%	0	0.000%												0%	0.0%
Franklin County	201.01	WA	1,828	30 Mins	100.0%	1828	0.248%						50%	50%					100%	0.2%
Franklin County	201.02	WA	6,609	30 Mins	100.0%	6609	0.897%						100%						100%	0.9%
Franklin County	201.03	WA	3,811	30 Mins	100.0%	3811	0.517%						75%	25%					100%	0.5%
Franklin County	202.01	WA	2,201	25 Mins	100.0%	2201	0.299%						75%	25%					100%	0.3%
Franklin County	202.02	WA	4,142	30 Mins	100.0%	4142	0.562%						75%	25%					100%	0.6%
Franklin County	203	WA	6,088	30 Mins	100.0%	6088	0.826%						100%						100%	0.8%
Franklin County	204.01	WA	1,065	25 Mins	100.0%	1065	0.145%						100%						100%	0.1%
Franklin County	204.02	WA	1,101	25 Mins	100.0%	1101	0.149%						100%						100%	0.1%
Franklin County	204.03	WA	3,611	25 Mins	100.0%	3611	0.490%						100%						100%	0.5%
Franklin County	204.04	WA	2,928	25 Mins	100.0%	2928	0.397%						100%						100%	0.4%
Franklin County	205	WA	5,161	30 Mins	100.0%	5161	0.700%					50%	50%						100%	0.7%
Franklin County	205	WA	3,296	30 Mins	100.0%	3296	0.447%						100%						100%	0.4%
Franklin County	205	WA	6,522	30 Mins	100.0%	6522	0.885%						100%						100%	0.9%
Franklin County	206	WA	4,546	35 Mins	98.3%	4468	0.606%					50%	50%						100%	0.6%
Franklin County	206	WA	9,548	35 Mins	98.3%	9385	1.274%					50%	50%						100%	1.3%
Franklin County	206	WA	8,729	35 Mins	98.3%	8580	1.164%					50%	50%						100%	1.2%
Franklin County	206	WA	6,719	35 Mins	98.3%	6604	0.896%					50%	50%						100%	0.9%
Franklin County	206	WA	6,601	35 Mins	98.3%	6488	0.881%					50%	50%						100%	0.9%
Morrow County	9701.01	OR	5,034	45 Mins	94.6%	4761	0.646%									100%			100%	0.6%
Morrow County	9701.02	OR	3,676	30 Mins	100.0%	3676	0.499%									100%			100%	0.5%

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #1 - LOCAL TRAVEL ROUTES											
								To/From West		To/From North						To/From South			
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Morrow County	9702	OR	3,254	0	88.1%	2867	0.389%									100%			100%	0.4%
Umatilla County	9400	OR	3,072	0	88.1%	2706	0.367%									100%			100%	0.4%
Umatilla County	9501	OR	4,659	0	76.9%	3581	0.486%						25%			75%			100%	0.5%
Umatilla County	9502.01	OR	3,712	0	76.9%	2853	0.387%						25%			75%			100%	0.4%
Umatilla County	9502.02	OR	4,043	0	76.9%	3108	0.422%						25%			75%			100%	0.4%
Umatilla County	9503	OR	3,371	0	82.9%	2796	0.379%									100%			100%	0.4%
Umatilla County	9504	OR	6,038	0	88.1%	5319	0.722%									100%			100%	0.7%
Umatilla County	9505	OR	4,754	0	88.1%	4188	0.568%									100%			100%	0.6%
Umatilla County	9506.01	OR	2,600	0	88.1%	2290	0.311%									100%			100%	0.3%
Umatilla County	9506.02	OR	3,212	0	88.1%	2830	0.384%									100%			100%	0.4%
Umatilla County	9507	OR	2,513	55 Mins	90.4%	2272	0.308%									100%			100%	0.3%
Umatilla County	9508	OR	7,508	25 Mins	100.0%	7508	1.019%									100%			100%	1.0%
Umatilla County	9509	OR	5,133	20 Mins or less	100.0%	5133	0.697%									100%			100%	0.7%
Umatilla County	9510	OR	6,224	25 Mins	100.0%	6224	0.845%									100%			100%	0.8%
Umatilla County	9511	OR	6,018	25 Mins	100.0%	6018	0.817%									100%			100%	0.8%
Umatilla County	9512.01	OR	6,207	30 Mins	100.0%	6207	0.842%									100%			100%	0.8%
Umatilla County	9512.02	OR	4,040	30 Mins	100.0%	4040	0.548%									100%			100%	0.5%
Umatilla County	9513	OR	3,989	30 Mins	100.0%	3989	0.541%									100%			100%	0.5%
Umatilla County	9514	OR	2,416	1:10	82.9%	2004	0.272%									100%			100%	0.3%
Union County	9701	OR	3,238	2:00	23.1%	749	0.102%									100%			100%	0.1%
Union County	9702	OR	3,376	1:55	36.7%	1238	0.168%									100%			100%	0.2%
Union County	9703	OR	2,427	1:55	36.7%	890	0.121%									100%			100%	0.1%
Union County	9704	OR	2,732	1:50	46.3%	1264	0.172%									100%			100%	0.2%
Union County	9705	OR	3,196	1:35	65.0%	2076	0.282%									100%			100%	0.3%
Union County	9706	OR	3,927	1:50	46.3%	1817	0.247%									100%			100%	0.2%
Union County	9707	OR	3,416	1:40	59.8%	2043	0.277%									100%			100%	0.3%
Union County	9708	OR	3,943	1:40	59.8%	2358	0.320%									100%			100%	0.3%
Adams County	9501	WA	2,577	1:30	69.4%	1789	0.243%						100%						100%	0.2%
Adams County	9502	WA	1,794	1:20	76.9%	1379	0.187%						100%						100%	0.2%
Adams County	9503.01	WA	1,790	1:20	76.9%	1376	0.187%						100%						100%	0.2%
Adams County	9503.02	WA	2,738	1:20	76.9%	2104	0.286%					50%	50%						100%	0.3%
Adams County	9503.03	WA	2,555	1:15	80.0%	2045	0.278%					50%	50%						100%	0.3%
Adams County	9504	WA	3,100	1:15	80.0%	2481	0.337%					50%	50%						100%	0.3%
Adams County	9505	WA	5,799	1:15	80.0%	4642	0.630%					50%	50%						100%	0.6%
Columbia County	9602	WA	3,969	1:30	69.4%	2755	0.374%						100%						100%	0.4%
Franklin County	207	WA	1,277	1:15	80.0%	1022	0.139%						100%						100%	0.1%
Franklin County	208.01	WA	3,401	1:00	88.1%	2996	0.407%						100%						100%	0.4%
Franklin County	208.02	WA	3,129	1:00	88.1%	2756	0.374%						100%						100%	0.4%
Grant County	101	WA	3,610	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	102	WA	3,382	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	103	WA	5,425	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	104.01	WA	3,148	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	104.02	WA	5,495	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	105	WA	3,270	greater than 2:00	0.0%	0	0.000%					50%	50%						100%	0.0%
Grant County	106	WA	7,614	greater than 2:00	0.0%	0	0.000%					50%	50%						100%	0.0%
Grant County	107	WA	3,186	1:45	53.7%	1712	0.232%					50%	50%						100%	0.2%
Grant County	108	WA	5,398	1:30	69.4%	3747	0.509%						100%						100%	0.5%
Grant County	109.01	WA	1,679	1:30	69.4%	1165	0.158%						100%						100%	0.2%
Grant County	109.03	WA	5,281	1:30	69.4%	3666	0.497%						100%						100%	0.5%
Grant County	109.04	WA	6,136	1:30	69.4%	4259	0.578%						100%						100%	0.6%
Grant County	110.01	WA	5,723	1:30	69.4%	3973	0.539%						100%						100%	0.5%
Grant County	110.02	WA	6,225	1:30	69.4%	4321	0.586%						100%						100%	0.6%
Grant County	111.01	WA	4,657	1:30	69.4%	3233	0.439%						100%						100%	0.4%
Grant County	111.02	WA	2,891	1:30	69.4%	2007	0.272%						100%						100%	0.3%
Grant County	112	WA	7,100	1:45	53.7%	3814	0.518%					50%	50%						100%	0.5%
Grant County	113	WA	3,367	1:20	76.9%	2588	0.351%						100%						100%	0.4%
Grant County	114.01	WA	2,249	1:20	76.9%	1729	0.235%						100%						100%	0.2%
Grant County	114.03	WA	4,871	1:15	80.0%	3899	0.529%					100%							100%	0.5%
Grant County	114.04	WA	963	1:30	69.4%	668	0.091%					100%							100%	0.1%
Grant County	114.05	WA	3,019	1:30	69.4%	2096	0.284%					50%	50%						100%	0.3%
Grant County	114.06	WA	3,185	1:30	69.4%	2211	0.300%					50%	50%						100%	0.3%
Kittitas County	9751.01	WA	2,363	greater than 2:00	0.0%	0	0.000%					100%							100%	0.0%
Kittitas County	9751.02	WA	1,290	greater than 2:00	0.0%	0	0.000%					100%							100%	0.0%
Kittitas County	9751.03	WA	1,444	greater than 2:00	0.0%	0	0.000%					100%							100%	0.0%

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #1 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Kittitas County	9751.04	WA	1,644	greater than 2:00	0.0%	0	0.000%					100%							100%	0.0%
Kittitas County	9752.01	WA	3,364	greater than 2:00	0.0%	0	0.000%					100%							100%	0.0%
Kittitas County	9752.02	WA	1,395	1:45	53.7%	749	0.102%					100%							100%	0.1%
Kittitas County	9752.03	WA	1,098	1:45	53.7%	590	0.080%					100%							100%	0.1%
Kittitas County	9753	WA	5,316	2:00	23.1%	1230	0.167%					100%							100%	0.2%
Kittitas County	9754.02	WA	4,713	1:45	53.7%	2532	0.344%					100%							100%	0.3%
Kittitas County	9754.03	WA	2,921	1:45	53.7%	1569	0.213%					100%							100%	0.2%
Kittitas County	9754.04	WA	5,145	1:45	53.7%	2764	0.375%					100%							100%	0.4%
Kittitas County	9755	WA	5,956	1:45	53.7%	3200	0.434%					100%							100%	0.4%
Kittitas County	9756	WA	2,790	1:45	53.7%	1499	0.203%					100%							100%	0.2%
Kittitas County	9757	WA	4,708	2:00	23.1%	1089	0.148%					100%							100%	0.1%
Klickitat County	9501.01	WA	1,538	1:00	88.1%	1355	0.184%	50%				50%							100%	0.2%
Klickitat County	9501.02	WA	3,507	1:20	76.9%	2696	0.366%					100%							100%	0.4%
Klickitat County	9501.03	WA	4,189	1:45	53.7%	2251	0.305%									100%			100%	0.3%
Klickitat County	9502	WA	4,383	greater than 2:00	0.0%	0	0.000%									100%			100%	0.0%
Klickitat County	9503.01	WA	3,465	greater than 2:00	0.0%	0	0.000%									100%			100%	0.0%
Klickitat County	9503.02	WA	5,396	greater than 2:00	0.0%	0	0.000%									100%			100%	0.0%
Walla Walla County	9200	WA	6,176	1:00	88.1%	5441	0.738%						100%						100%	0.7%
Walla Walla County	9201	WA	5,165	1:00	88.1%	4550	0.618%						75%			25%			100%	0.6%
Walla Walla County	9202	WA	4,715	1:15	80.0%	3774	0.512%						50%			50%			100%	0.5%
Walla Walla County	9203.01	WA	3,243	1:15	80.0%	2596	0.352%						50%			50%			100%	0.4%
Walla Walla County	9203.02	WA	5,434	1:15	80.0%	4350	0.590%						50%			50%			100%	0.6%
Walla Walla County	9204	WA	2,640	1:15	80.0%	2113	0.287%						50%			50%			100%	0.3%
Walla Walla County	9205	WA	2,959	1:15	80.0%	2368	0.321%						50%			50%			100%	0.3%
Walla Walla County	9206	WA	6,205	1:15	80.0%	4967	0.674%						50%			50%			100%	0.7%
Walla Walla County	9207.01	WA	3,545	1:15	80.0%	2838	0.385%						50%			50%			100%	0.4%
Walla Walla County	9207.02	WA	4,293	1:15	80.0%	3436	0.466%						50%			50%			100%	0.5%
Walla Walla County	9208.01	WA	4,945	1:15	80.0%	3958	0.537%						50%			50%			100%	0.5%
Walla Walla County	9208.02	WA	3,223	1:15	80.0%	2580	0.350%						50%			50%			100%	0.4%
Walla Walla County	9209.01	WA	4,134	1:15	80.0%	3309	0.449%						50%			50%			100%	0.4%
Walla Walla County	9209.02	WA	5,491	1:15	80.0%	4395	0.596%						50%			50%			100%	0.6%
Yakima County	1	WA	3,072	1:15	80.0%	2459	0.334%					100%							100%	0.3%
Yakima County	2	WA	5,595	1:15	80.0%	4478	0.608%					100%							100%	0.6%
Yakima County	3.01	WA	2,473	1:15	80.0%	1979	0.269%					100%							100%	0.3%
Yakima County	3.02	WA	2,283	1:15	80.0%	1827	0.248%					100%							100%	0.2%
Yakima County	4.01	WA	5,958	1:15	80.0%	4769	0.647%					100%							100%	0.6%
Yakima County	4.02	WA	2,407	1:15	80.0%	1927	0.261%					100%							100%	0.3%
Yakima County	5	WA	4,599	1:15	80.0%	3681	0.500%					100%							100%	0.5%
Yakima County	6	WA	5,696	1:15	80.0%	4559	0.619%					100%							100%	0.6%
Yakima County	7	WA	7,077	1:15	80.0%	5665	0.769%					100%							100%	0.8%
Yakima County	8	WA	4,484	1:15	80.0%	3589	0.487%					100%							100%	0.5%
Yakima County	9.02	WA	4,507	1:20	76.9%	3464	0.470%					100%							100%	0.5%
Yakima County	9.03	WA	4,008	1:20	76.9%	3081	0.418%					100%							100%	0.4%
Yakima County	9.04	WA	3,332	1:20	76.9%	2561	0.348%					100%							100%	0.3%
Yakima County	10	WA	6,499	1:20	76.9%	4995	0.678%					100%							100%	0.7%
Yakima County	11	WA	7,361	1:15	80.0%	5892	0.800%					100%							100%	0.8%
Yakima County	12.01	WA	4,723	1:15	80.0%	3780	0.513%					100%							100%	0.5%
Yakima County	12.02	WA	7,051	1:15	80.0%	5644	0.766%					100%							100%	0.8%
Yakima County	13	WA	2,653	1:10	82.9%	2201	0.299%					100%							100%	0.3%
Yakima County	14	WA	4,099	1:10	82.9%	3400	0.461%					100%							100%	0.5%
Yakima County	15.02	WA	2,658	1:10	82.9%	2205	0.299%					100%							100%	0.3%
Yakima County	15.03	WA	4,558	1:10	82.9%	3781	0.513%					100%							100%	0.5%
Yakima County	15.04	WA	2,894	1:10	82.9%	2401	0.326%					100%							100%	0.3%
Yakima County	16.01	WA	2,537	1:15	80.0%	2031	0.276%					100%							100%	0.3%
Yakima County	16.02	WA	8,633	1:15	80.0%	6910	0.938%					100%							100%	0.9%
Yakima County	17.01	WA	3,654	1:10	82.9%	3031	0.411%					100%							100%	0.4%
Yakima County	17.02	WA	6,565	1:10	82.9%	5446	0.739%					100%							100%	0.7%
Yakima County	18.01	WA	4,419	40 Mins	96.5%	4264	0.579%					100%							100%	0.6%
Yakima County	18.02	WA	2,933	40 Mins	96.5%	2830	0.384%					100%							100%	0.4%
Yakima County	19.01	WA	3,680	40 Mins	96.5%	3551	0.482%					100%							100%	0.5%
Yakima County	19.02	WA	6,678	40 Mins	96.5%	6443	0.874%					100%							100%	0.9%
Yakima County	20.03	WA	5,057	45 Mins	94.6%	4783	0.649%					100%							100%	0.6%
Yakima County	20.04	WA	4,734	45 Mins	94.6%	4477	0.608%					100%							100%	0.6%
Yakima County	20.05	WA	2,544	45 Mins	94.6%	2406	0.327%					100%							100%	0.3%

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #1 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Yakima County	20.06	WA	6,934	45 Mins	94.6%	6558	0.890%					100%							100%	0.9%
Yakima County	21.01	WA	2,468	45 Mins	94.6%	2334	0.317%					100%							100%	0.3%
Yakima County	21.03	WA	2,709	45 Mins	94.6%	2562	0.348%					100%							100%	0.3%
Yakima County	21.04	WA	5,099	50 Mins	92.6%	4719	0.640%					100%							100%	0.6%
Yakima County	22.01	WA	5,153	55 Mins	90.4%	4658	0.632%					100%							100%	0.6%
Yakima County	22.02	WA	2,017	1:00	88.1%	1777	0.241%					100%							100%	0.2%
Yakima County	27.01	WA	3,466	40 Mins	96.5%	3344	0.454%	100%											100%	0.5%
Yakima County	28.01	WA	5,627	1:20	76.9%	4325	0.587%					100%							100%	0.6%
Yakima County	28.03	WA	5,809	1:20	76.9%	4465	0.606%					100%							100%	0.6%
Yakima County	28.04	WA	3,607	1:20	76.9%	2772	0.376%					100%							100%	0.4%
Yakima County	29	WA	7,131	1:30	69.4%	4950	0.672%					100%							100%	0.7%
Yakima County	30.02	WA	4,085	1:30	69.4%	2836	0.385%					100%							100%	0.4%
Yakima County	30.03	WA	1,724	greater than 2:00	0.0%	0	0.000%					100%							100%	0.0%
Yakima County	30.04	WA	2,644	1:40	59.8%	1581	0.215%					100%							100%	0.2%
Yakima County	31	WA	5,297	1:15	80.0%	4240	0.575%					100%							100%	0.6%
Yakima County	32	WA	7,012	1:15	80.0%	5613	0.762%					100%							100%	0.8%
Yakima County	34	WA	5,228	1:15	80.0%	4185	0.568%					100%							100%	0.6%
Yakima County	9400.01	WA	6,534	1:10	82.9%	5420	0.736%					100%							100%	0.7%
Yakima County	9400.02	WA	4,762	1:00	88.1%	4195	0.569%					100%							100%	0.6%
Yakima County	9400.03	WA	3,292	1:15	80.0%	2635	0.358%					100%							100%	0.4%
Yakima County	9400.05	WA	4,776	1:00	88.1%	4207	0.571%					100%							100%	0.6%
Yakima County	9400.06	WA	4,758	1:00	88.1%	4192	0.569%					100%							100%	0.6%
Yakima County	9400.07	WA	3,449	1:10	82.9%	2861	0.388%					100%							100%	0.4%
Yakima County	9400.08	WA	2,149	1:10	82.9%	1783	0.242%					100%							100%	0.2%
		Total	919,798			736,840	100.00%	0.55%	0.00%	0.00%	0.00%	52.26%	25.63%	4.66%	0.87%	16.03%	0.00%	0.00%	100%	100.00%
							Use	1%	0%	0%	0%	52%	25%	5%	1%	16%	0%	0%	100%	

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #2 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Benton County	101	WA	4,873	30 mins	100.0%	4873	0.660%				100%								100%	0.7%
Benton County	102.01	WA	5,718	30 mins	100.0%	5718	0.775%				100%								100%	0.8%
Benton County	102.03	WA	4,637	30 mins	100.0%	4637	0.629%				100%								100%	0.6%
Benton County	102.04	WA	2,830	30 mins	100.0%	2830	0.384%				100%								100%	0.4%
Benton County	103	WA	6,153	30 mins	100.0%	6153	0.834%				100%								100%	0.8%
Benton County	104	WA	3,637	30 mins	100.0%	3637	0.493%				100%								100%	0.5%
Benton County	105	WA	3,271	25 mins	100.0%	3271	0.443%				100%								100%	0.4%
Benton County	106	WA	4,930	25 mins	100.0%	4930	0.668%				100%								100%	0.7%
Benton County	107.01	WA	2,021	25 mins	100.0%	2021	0.274%			100%									100%	0.3%
Benton County	107.03	WA	3,424	30 mins	100.0%	3424	0.464%			100%									100%	0.5%
Benton County	107.05	WA	5,741	30 mins	100.0%	5741	0.778%				100%								100%	0.8%
Benton County	107.07	WA	3,775	30 mins	100.0%	3775	0.512%			33%	34%	33%							100%	0.5%
Benton County	107.08	WA	4,332	30 mins	100.0%	4332	0.587%			33%	34%	33%							100%	0.6%
Benton County	108.07	WA	1,762	25 mins	100.0%	1762	0.239%			33%	34%	33%							100%	0.2%
Benton County	108.09	WA	6,391	20 Mins or less	100.0%	6391	0.866%				100%								100%	0.9%
Benton County	108.10	WA	4,861	20 Mins or less	100.0%	4861	0.659%				75%	25%							100%	0.7%
Benton County	108.11	WA	5,275	20 Mins or less	100.0%	5275	0.715%				100%								100%	0.7%
Benton County	108.14	WA	5,186	20 Mins or less	100.0%	5186	0.703%				100%								100%	0.7%
Benton County	108.15	WA	8,567	20 Mins or less	100.0%	8567	1.161%				100%								100%	1.2%
Benton County	108.16	WA	5,589	20 Mins or less	100.0%	5589	0.758%				100%								100%	0.8%
Benton County	108.17	WA	6,198	20 Mins or less	100.0%	6198	0.840%				75%	25%							100%	0.8%
Benton County	108.18	WA	3,274	25 mins	100.0%	3274	0.444%				75%	25%							100%	0.4%
Benton County	108.19	WA	3,304	20 Mins or less	100.0%	3304	0.448%				75%	25%							100%	0.4%
Benton County	108.20	WA	3,737	25 mins	100.0%	3737	0.507%				75%	25%							100%	0.5%
Benton County	109.01	WA	6,251	20 Mins or less	100.0%	6251	0.847%				75%	25%							100%	0.8%
Benton County	109.02	WA	5,698	20 Mins or less	100.0%	5698	0.772%				75%	25%							100%	0.8%
Benton County	110.01	WA	6,025	25 mins	100.0%	6025	0.817%				50%		50%						100%	0.8%
Benton County	110.02	WA	4,859	20 Mins or less	100.0%	4859	0.659%				50%		50%						100%	0.7%
Benton County	111	WA	7,879	20 Mins or less	100.0%	7879	1.068%						50%	50%					100%	1.1%
Benton County	112.01	WA	4,267	20 Mins or less	100.0%	4267	0.578%						50%	50%					100%	0.6%
Benton County	112.02	WA	3,323	20 Mins or less	100.0%	3323	0.450%						50%	50%					100%	0.5%
Benton County	113	WA	5,040	25 mins	100.0%	5040	0.683%						50%	50%					100%	0.7%
Benton County	114.01	WA	3,580	20 Mins or less	100.0%	3580	0.485%						50%	50%					100%	0.5%
Benton County	114.02	WA	5,415	20 Mins or less	100.0%	5415	0.734%						50%	50%					100%	0.7%
Benton County	115.01	WA	6,443	25 mins	100.0%	6443	0.873%								100%				100%	0.9%
Benton County	115.04	WA	2,866	20 Mins or less	100.0%	2866	0.388%						50%	50%					100%	0.4%
Benton County	115.05	WA	4,177	20 Mins or less	100.0%	4177	0.566%						100%						100%	0.6%
Benton County	115.06	WA	7,519	20 Mins or less	100.0%	7519	1.019%						50%	50%					100%	1.0%
Benton County	117.01	WA	3,012	30 Mins	100.0%	3012	0.408%		100%										100%	0.4%
Benton County	117.02	WA	5,132	30 Mins	100.0%	5132	0.696%		100%										100%	0.7%
Benton County	118.01	WA	3,655	35 mins	98.3%	3592	0.487%		100%										100%	0.5%
Benton County	118.02	WA	2,665	40 mins	96.5%	2571	0.349%		100%										100%	0.3%
Benton County	119	WA	6,325	25 mins	100.0%	6325	0.857%			100%									100%	0.9%
Benton County	120	WA	0	40 mins	96.5%	0	0.000%			100%									100%	0.0%
Franklin County	201.01	WA	1,828	30 Mins	100.0%	1828	0.248%						100%						100%	0.2%
Franklin County	201.02	WA	6,609	30 Mins	100.0%	6609	0.896%						100%						100%	0.9%
Franklin County	201.03	WA	3,811	30 Mins	100.0%	3811	0.517%						100%						100%	0.5%
Franklin County	202.01	WA	2,201	30 Mins	100.0%	2201	0.298%						100%						100%	0.3%
Franklin County	202.02	WA	4,142	30 Mins	100.0%	4142	0.561%						100%						100%	0.6%
Franklin County	203	WA	6,088	30 Mins	100.0%	6088	0.825%						100%						100%	0.8%
Franklin County	204.01	WA	1,065	30 Mins	100.0%	1065	0.144%						100%						100%	0.1%
Franklin County	204.02	WA	1,101	25 Mins	100.0%	1101	0.149%						100%						100%	0.1%
Franklin County	204.03	WA	3,611	25 Mins	100.0%	3611	0.489%						100%						100%	0.5%
Franklin County	204.04	WA	2,928	25 Mins	100.0%	2928	0.397%						100%						100%	0.4%
Franklin County	205.01	WA	5,161	30 Mins	100.0%	5161	0.700%				100%								100%	0.7%
Franklin County	205.03	WA	3,296	30 Mins	100.0%	3296	0.447%				50%		50%						100%	0.4%
Franklin County	205.04	WA	6,522	30 Mins	100.0%	6522	0.884%				50%		50%						100%	0.9%
Franklin County	206.03	WA	4,546	30 Mins	100.0%	4546	0.616%				100%								100%	0.6%
Franklin County	206.05	WA	9,548	30 Mins	100.0%	9548	1.294%				50%		50%						100%	1.3%
Franklin County	206.06	WA	8,729	25 mins	100.0%	8729	1.183%				100%								100%	1.2%
Franklin County	206.07	WA	6,719	35 Mins	98.3%	6604	0.895%				50%		50%						100%	0.9%
Franklin County	206.08	WA	6,601	40 Mins	96.5%	6369	0.863%				50%		50%						100%	0.9%
Morrow County	9701.01	OR	5,034	45 Mins	94.6%	4761	0.645%										100%		100%	0.6%
Morrow County	9701.02	OR	3,676	30 Mins	100.0%	3676	0.498%										100%		100%	0.5%

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #2 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Morrow County	9702	OR	3,254	1:00	88.1%	2867	0.389%										100%		100%	0.4%
Umatilla County	9400	OR	3,072	1:00	88.1%	2706	0.367%										100%		100%	0.4%
Umatilla County	9501	OR	4,659	1:20	76.9%	3581	0.485%						25%				75%		100%	0.5%
Umatilla County	9502.01	OR	3,712	1:20	76.9%	2853	0.387%						25%				75%		100%	0.4%
Umatilla County	9502.02	OR	4,043	1:20	76.9%	3108	0.421%						25%				75%		100%	0.4%
Umatilla County	9503	OR	3,371	1:10	82.9%	2796	0.379%										100%		100%	0.4%
Umatilla County	9504	OR	6,038	1:00	88.1%	5319	0.721%										100%		100%	0.7%
Umatilla County	9505	OR	4,754	1:00	88.1%	4188	0.568%										100%		100%	0.6%
Umatilla County	9506.01	OR	2,600	1:00	88.1%	2290	0.310%										100%		100%	0.3%
Umatilla County	9506.02	OR	3,212	1:00	88.1%	2830	0.384%										100%		100%	0.4%
Umatilla County	9507	OR	2,513	55 Mins	90.4%	2272	0.308%										100%		100%	0.3%
Umatilla County	9508	OR	7,508	25 Mins	100.0%	7508	1.018%										100%		100%	1.0%
Umatilla County	9509	OR	5,133	20 Mins or less	100.0%	5133	0.696%										100%		100%	0.7%
Umatilla County	9510	OR	6,224	25 Mins	100.0%	6224	0.844%										100%		100%	0.8%
Umatilla County	9511	OR	6,018	25 Mins	100.0%	6018	0.816%										100%		100%	0.8%
Umatilla County	9512.01	OR	6,207	30 Mins	100.0%	6207	0.841%										100%		100%	0.8%
Umatilla County	9512.02	OR	4,040	30 Mins	100.0%	4040	0.548%										100%		100%	0.5%
Umatilla County	9513	OR	3,989	30 Mins	100.0%	3989	0.541%										100%		100%	0.5%
Umatilla County	9514	OR	2,416	1:10	82.9%	2004	0.272%										100%		100%	0.3%
Union County	9701	OR	3,238	2:00	23.1%	749	0.102%										100%		100%	0.1%
Union County	9702	OR	3,376	1:55	36.7%	1238	0.168%										100%		100%	0.2%
Union County	9703	OR	2,427	1:55	36.7%	890	0.121%										100%		100%	0.1%
Union County	9704	OR	2,732	1:50	46.3%	1264	0.171%										100%		100%	0.2%
Union County	9705	OR	3,196	1:35	65.0%	2076	0.281%										100%		100%	0.3%
Union County	9706	OR	3,927	1:50	46.3%	1817	0.246%										100%		100%	0.2%
Union County	9707	OR	3,416	1:40	59.8%	2043	0.277%										100%		100%	0.3%
Union County	9708	OR	3,943	1:40	59.8%	2358	0.320%										100%		100%	0.3%
Adams County	9501	WA	2,577	1:30	69.4%	1789	0.242%						100%						100%	0.2%
Adams County	9502	WA	1,794	1:20	76.9%	1379	0.187%						100%						100%	0.2%
Adams County	9503.01	WA	1,790	1:20	76.9%	1376	0.186%						100%						100%	0.2%
Adams County	9503.02	WA	2,738	1:20	76.9%	2104	0.285%				50%		50%						100%	0.3%
Adams County	9503.03	WA	2,555	1:15	80.0%	2045	0.277%				50%		50%						100%	0.3%
Adams County	9504	WA	3,100	1:15	80.0%	2481	0.336%				50%		50%						100%	0.3%
Adams County	9505	WA	5,799	1:15	80.0%	4642	0.629%				50%		50%						100%	0.6%
Columbia County	9602	WA	3,969	1:30	69.4%	2755	0.373%						100%						100%	0.4%
Franklin County	207	WA	1,277	1:15	80.0%	1022	0.139%						100%						100%	0.1%
Franklin County	208.01	WA	3,401	1:00	88.1%	2996	0.406%						100%						100%	0.4%
Franklin County	208.02	WA	3,129	1:00	88.1%	2756	0.374%						100%						100%	0.4%
Grant County	101	WA	3,610	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	102	WA	3,382	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	103	WA	5,425	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	104.01	WA	3,148	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	104.02	WA	5,495	greater than 2:00	0.0%	0	0.000%						100%						100%	0.0%
Grant County	105	WA	3,270	greater than 2:00	0.0%	0	0.000%			25%	25%		50%						100%	0.0%
Grant County	106	WA	7,614	greater than 2:00	0.0%	0	0.000%			25%	25%		50%						100%	0.0%
Grant County	107	WA	3,186	1:45	53.7%	1712	0.232%			25%	25%		50%						100%	0.2%
Grant County	108	WA	5,398	1:30	69.4%	3747	0.508%						100%						100%	0.5%
Grant County	109.01	WA	1,679	1:30	69.4%	1165	0.158%						100%						100%	0.2%
Grant County	109.03	WA	5,281	1:30	69.4%	3666	0.497%						100%						100%	0.5%
Grant County	109.04	WA	6,136	1:30	69.4%	4259	0.577%						100%						100%	0.6%
Grant County	110.01	WA	5,723	1:30	69.4%	3973	0.538%						100%						100%	0.5%
Grant County	110.02	WA	6,225	1:30	69.4%	4321	0.586%						100%						100%	0.6%
Grant County	111.01	WA	4,657	1:30	69.4%	3233	0.438%						100%						100%	0.4%
Grant County	111.02	WA	2,891	1:30	69.4%	2007	0.272%						100%						100%	0.3%
Grant County	112	WA	7,100	1:45	53.7%	3814	0.517%			25%	25%		50%						100%	0.5%
Grant County	113	WA	3,367	1:20	76.9%	2588	0.351%						100%						100%	0.4%
Grant County	114.01	WA	2,249	1:20	76.9%	1729	0.234%						100%						100%	0.2%
Grant County	114.03	WA	4,871	1:15	80.0%	3899	0.528%			50%	50%								100%	0.5%
Grant County	114.04	WA	963	1:30	69.4%	668	0.091%			50%	50%								100%	0.1%
Grant County	114.05	WA	3,019	1:30	69.4%	2096	0.284%			25%	25%		50%						100%	0.3%
Grant County	114.06	WA	3,185	1:30	69.4%	2211	0.300%			25%	25%		50%						100%	0.3%
Kittitas County	9751.01	WA	2,363	greater than 2:00	0.0%	0	0.000%		25%	50%	25%								100%	0.0%
Kittitas County	9751.02	WA	1,290	greater than 2:00	0.0%	0	0.000%		25%	50%	25%								100%	0.0%
Kittitas County	9751.03	WA	1,444	greater than 2:00	0.0%	0	0.000%		25%	50%	25%								100%	0.0%

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #2 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Kittitas County	9751.04	WA	1,644	greater than 2:00	0.0%	0	0.000%		25%	50%	25%								100%	0.0%
Kittitas County	9752.01	WA	3,364	greater than 2:00	0.0%	0	0.000%		25%	50%	25%								100%	0.0%
Kittitas County	9752.02	WA	1,395	1:45	53.7%	749	0.102%		25%	50%	25%								100%	0.1%
Kittitas County	9752.03	WA	1,098	1:45	53.7%	590	0.080%		25%	50%	25%								100%	0.1%
Kittitas County	9753	WA	5,316	2:00	23.1%	1230	0.167%		25%	50%	25%								100%	0.2%
Kittitas County	9754.02	WA	4,713	1:45	53.7%	2532	0.343%		25%	50%	25%								100%	0.3%
Kittitas County	9754.03	WA	2,921	1:45	53.7%	1569	0.213%		25%	50%	25%								100%	0.2%
Kittitas County	9754.04	WA	5,145	1:45	53.7%	2764	0.375%		25%	50%	25%								100%	0.4%
Kittitas County	9755	WA	5,956	1:45	53.7%	3200	0.434%		25%	50%	25%								100%	0.4%
Kittitas County	9756	WA	2,790	1:45	53.7%	1499	0.203%		25%	50%	25%								100%	0.2%
Kittitas County	9757	WA	4,708	2:00	23.1%	1089	0.148%		25%	50%	25%								100%	0.1%
Klickitat County	9501.01	WA	1,538	1:00	88.1%	1355	0.184%	50%	50%										100%	0.2%
Klickitat County	9501.02	WA	3,507	1:20	76.9%	2696	0.365%		75%	25%									100%	0.4%
Klickitat County	9501.03	WA	4,189	1:45	53.7%	2251	0.305%										100%		100%	0.3%
Klickitat County	9502	WA	4,383	greater than 2:00	0.0%	0	0.000%										100%		100%	0.0%
Klickitat County	9503.01	WA	3,465	greater than 2:00	0.0%	0	0.000%										100%		100%	0.0%
Klickitat County	9503.02	WA	5,396	greater than 2:00	0.0%	0	0.000%										100%		100%	0.0%
Walla Walla County	9200	WA	6,176	1:00	88.1%	5441	0.737%						100%						100%	0.7%
Walla Walla County	9201	WA	5,165	1:00	88.1%	4550	0.617%						75%				25%		100%	0.6%
Walla Walla County	9202	WA	4,715	1:15	80.0%	3774	0.512%						50%				50%		100%	0.5%
Walla Walla County	9203.01	WA	3,243	1:15	80.0%	2596	0.352%						50%				50%		100%	0.4%
Walla Walla County	9203.02	WA	5,434	1:15	80.0%	4350	0.590%						50%				50%		100%	0.6%
Walla Walla County	9204	WA	2,640	1:15	80.0%	2113	0.286%						50%				50%		100%	0.3%
Walla Walla County	9205	WA	2,959	1:15	80.0%	2368	0.321%						50%				50%		100%	0.3%
Walla Walla County	9206	WA	6,205	1:15	80.0%	4967	0.673%						50%				50%		100%	0.7%
Walla Walla County	9207.01	WA	3,545	1:15	80.0%	2838	0.385%						50%				50%		100%	0.4%
Walla Walla County	9207.02	WA	4,293	1:15	80.0%	3436	0.466%						50%				50%		100%	0.5%
Walla Walla County	9208.01	WA	4,945	1:15	80.0%	3958	0.536%						50%				50%		100%	0.5%
Walla Walla County	9208.02	WA	3,223	1:15	80.0%	2580	0.350%						50%				50%		100%	0.3%
Walla Walla County	9209.01	WA	4,134	1:15	80.0%	3309	0.449%						50%				50%		100%	0.4%
Walla Walla County	9209.02	WA	5,491	1:15	80.0%	4395	0.596%						50%				50%		100%	0.6%
Yakima County	1	WA	3,072	1:15	80.0%	2459	0.333%		50%	50%									100%	0.3%
Yakima County	2	WA	5,595	1:15	80.0%	4478	0.607%		50%	50%									100%	0.6%
Yakima County	3.01	WA	2,473	1:15	80.0%	1979	0.268%		50%	50%									100%	0.3%
Yakima County	3.02	WA	2,283	1:15	80.0%	1827	0.248%		50%	50%									100%	0.2%
Yakima County	4.01	WA	5,958	1:15	80.0%	4769	0.646%		50%	50%									100%	0.6%
Yakima County	4.02	WA	2,407	1:15	80.0%	1927	0.261%		50%	50%									100%	0.3%
Yakima County	5	WA	4,599	1:15	80.0%	3681	0.499%		50%	50%									100%	0.5%
Yakima County	6	WA	5,696	1:15	80.0%	4559	0.618%		50%	50%									100%	0.6%
Yakima County	7	WA	7,077	1:15	80.0%	5665	0.768%		50%	50%									100%	0.8%
Yakima County	8	WA	4,484	1:15	80.0%	3589	0.486%		50%	50%									100%	0.5%
Yakima County	9.02	WA	4,507	1:20	76.9%	3464	0.470%		50%	50%									100%	0.5%
Yakima County	9.03	WA	4,008	1:20	76.9%	3081	0.418%		50%	50%									100%	0.4%
Yakima County	9.04	WA	3,332	1:20	76.9%	2561	0.347%		50%	50%									100%	0.3%
Yakima County	10	WA	6,499	1:20	76.9%	4995	0.677%		50%	50%									100%	0.7%
Yakima County	11	WA	7,361	1:15	80.0%	5892	0.799%		50%	50%									100%	0.8%
Yakima County	12.01	WA	4,723	1:15	80.0%	3780	0.512%		50%	50%									100%	0.5%
Yakima County	12.02	WA	7,051	1:15	80.0%	5644	0.765%		50%	50%									100%	0.8%
Yakima County	13	WA	2,653	1:10	82.9%	2201	0.298%		50%	50%									100%	0.3%
Yakima County	14	WA	4,099	1:10	82.9%	3400	0.461%		50%	50%									100%	0.5%
Yakima County	15.02	WA	2,658	1:10	82.9%	2205	0.299%		50%	50%									100%	0.3%
Yakima County	15.03	WA	4,558	1:10	82.9%	3781	0.512%		50%	50%									100%	0.5%
Yakima County	15.04	WA	2,894	1:10	82.9%	2401	0.325%		50%	50%									100%	0.3%
Yakima County	16.01	WA	2,537	1:15	80.0%	2031	0.275%		50%	50%									100%	0.3%
Yakima County	16.02	WA	8,633	1:15	80.0%	6910	0.937%		50%	50%									100%	0.9%
Yakima County	17.01	WA	3,654	1:10	82.9%	3031	0.411%		25%	50%	25%								100%	0.4%
Yakima County	17.02	WA	6,565	1:10	82.9%	5446	0.738%		50%	50%									100%	0.7%
Yakima County	18.01	WA	4,419	40 Mins	96.5%	4264	0.578%		50%	50%									100%	0.6%
Yakima County	18.02	WA	2,933	40 Mins	96.5%	2830	0.384%		75%	25%									100%	0.4%
Yakima County	19.01	WA	3,680	40 Mins	96.5%	3551	0.481%		50%	50%									100%	0.5%
Yakima County	19.02	WA	6,678	40 Mins	96.5%	6443	0.873%		50%	50%									100%	0.9%
Yakima County	20.03	WA	5,057	45 Mins	94.6%	4783	0.648%		50%	50%									100%	0.6%
Yakima County	20.04	WA	4,734	45 Mins	94.6%	4477	0.607%		50%	50%									100%	0.6%
Yakima County	20.05	WA	2,544	45 Mins	94.6%	2406	0.326%		50%	50%									100%	0.3%

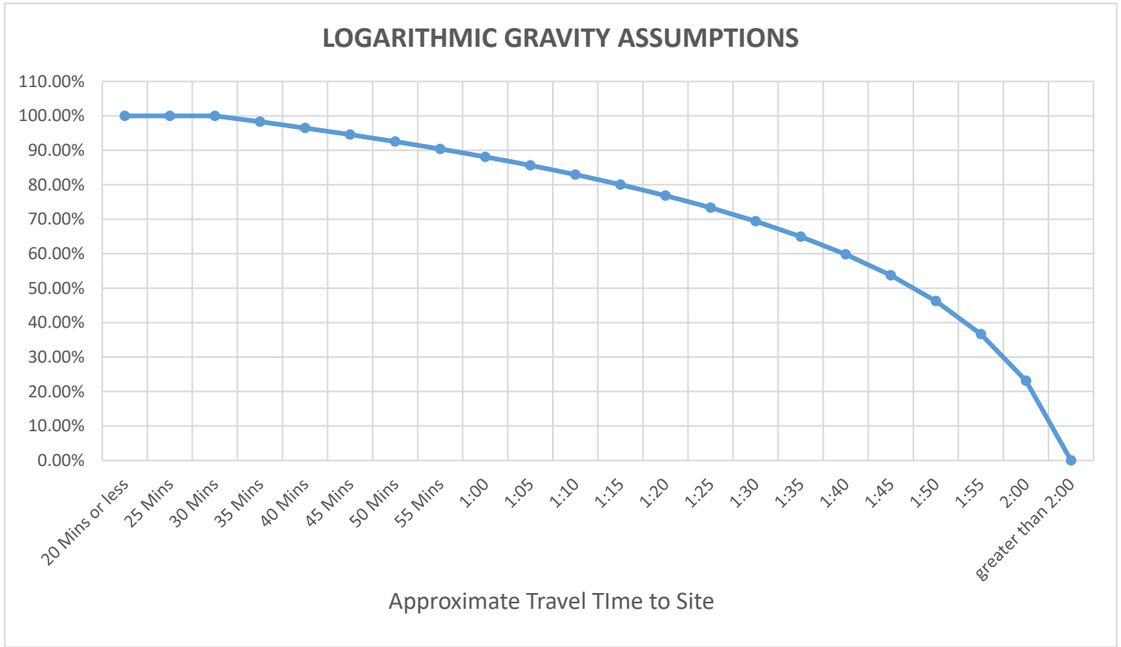
Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

Horse Heaven Wind & Solar Project
Worker Population Gravity Model

								LAYDOWN YARD #2 - LOCAL TRAVEL ROUTES												
								To/From West		To/From North						To/From South				
County	Census Tract	State	Total Population	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Population in Drive Time Zone	% of Total Population	Sellards Road	Route 221	Weber Canyon Road	S. Clodfelter Road	I-82	Route 395	S. Olympia Street	Route 397	Bofer Canyon Road	S. Plymouth Road	Roue 221	100% CHECK	Total
Yakima County	20.06	WA	6,934	45 Mins	94.6%	6558	0.889%		50%	50%									100%	0.9%
Yakima County	21.01	WA	2,468	45 Mins	94.6%	2334	0.316%		50%	50%									100%	0.3%
Yakima County	21.03	WA	2,709	45 Mins	94.6%	2562	0.347%		50%	50%									100%	0.3%
Yakima County	21.04	WA	5,099	50 Mins	92.6%	4719	0.640%		50%	50%									100%	0.6%
Yakima County	22.01	WA	5,153	55 Mins	90.4%	4658	0.631%		50%	50%									100%	0.6%
Yakima County	22.02	WA	2,017	1:00	88.1%	1777	0.241%		50%	50%									100%	0.2%
Yakima County	27.01	WA	3,466	40 Mins	96.5%	3344	0.453%	100%											100%	0.5%
Yakima County	28.01	WA	5,627	1:20	76.9%	4325	0.586%		50%	50%									100%	0.6%
Yakima County	28.03	WA	5,809	1:20	76.9%	4465	0.605%		50%	50%									100%	0.6%
Yakima County	28.04	WA	3,607	1:20	76.9%	2772	0.376%		50%	50%									100%	0.4%
Yakima County	29	WA	7,131	1:30	69.4%	4950	0.671%		50%	50%									100%	0.7%
Yakima County	30.02	WA	4,085	1:30	69.4%	2836	0.384%		50%	50%									100%	0.4%
Yakima County	30.03	WA	1,724	greater than 2:00	0.0%	0	0.000%		50%	50%									100%	0.0%
Yakima County	30.04	WA	2,644	1:40	59.8%	1581	0.214%		50%	50%									100%	0.2%
Yakima County	31	WA	5,297	1:15	80.0%	4240	0.575%		50%	50%									100%	0.6%
Yakima County	32	WA	7,012	1:15	80.0%	5613	0.761%		50%	50%									100%	0.8%
Yakima County	34	WA	5,228	1:15	80.0%	4185	0.567%		50%	50%									100%	0.6%
Yakima County	9400.01	WA	6,534	1:10	82.9%	5420	0.735%		50%	50%									100%	0.7%
Yakima County	9400.02	WA	4,762	1:00	88.1%	4195	0.569%		75%	25%									100%	0.6%
Yakima County	9400.03	WA	3,292	1:15	80.0%	2635	0.357%		75%	25%									100%	0.4%
Yakima County	9400.05	WA	4,776	1:00	88.1%	4207	0.570%		75%	25%									100%	0.6%
Yakima County	9400.06	WA	4,758	1:00	88.1%	4192	0.568%		75%	25%									100%	0.6%
Yakima County	9400.07	WA	3,449	1:10	82.9%	2861	0.388%		75%	25%									100%	0.4%
Yakima County	9400.08	WA	2,149	1:10	82.9%	1783	0.242%		75%	25%									100%	0.2%
		Total	919,798			737,776	100.00%	0.55%	17.54%	17.09%	21.16%	1.57%	22.50%	2.70%	0.87%	0.00%	16.01%	0.00%	100%	100.00%
							Use	1%	18%	17%	21%	1%	22%	3%	1%	0%	16%	0%	100%	

Data Source: Tetra Tech; American Community Survey - US Census
Note: Benton County Census Tract 116 was not included in this analysis because the Project Site is located within its border.
Note: Populations from the east travel to and from the site via routes from the North & South.

LOGARITHMIC GRAVITY ASSUMPTIONS	
Travel time to Site (approx.)	Adjustment Factor (0-100%)
20 Mins or less	100.00%
25 Mins	100.00%
30 Mins	100.00%
35 Mins	98.29%
40 Mins	96.48%
45 Mins	94.57%
50 Mins	92.55%
55 Mins	90.40%
1:00	88.09%
1:05	85.62%
1:10	82.95%
1:15	80.04%
1:20	76.86%
1:25	73.35%
1:30	69.41%
1:35	64.96%
1:40	59.81%
1:45	53.72%
1:50	46.28%
1:55	36.67%
2:00	23.14%
greater than 2:00	0.00%



APPENDIX G: AUXILIARY LANE WARRANT ANALYSIS

ATTACHMENT 2 - AUXILIARY TURN LANE WARRANT ANALYSIS

TRAFFIC VOLUME INPUTS

Auxiliary Lane Warrant Analysis
Traffic Volume Inputs

Horse Heaven Wind Farm
Benton County, Washington

2023 Existing Conditions - Weekday Morning Peak Hour

	Route 221 at Sellards Road		Route 221 at Route 14		Route 14 at S. Plymouth Road		Webber Canyon Road at Badger Road	
	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound	Northbound	Southbound
Left Turning Movement	0	37	12	1	1	11	0	15
Through Movement	23	150	8	95	35	332	29	41
Right Turning Movement	9	0	0	134	1	30	2	0
For Left Turn Warrant:								
Total Design Hour Volume (DHV)	219		250		413		87	
% of Left Turns in Combined Volume	0%	17%	5%	0%	0%	3%	0%	17%
For Right Turn Warrant:								
Right Turning Movement	9	0	0	134	1	30	2	0
Combined Through + Right Turn Volume	32	150	8	229	36	362	31	41

2023 Existing Conditions - Weekday Afternoon Peak Hour

	Route 221 at Sellards Road		Route 221 at Route 14		Route 14 at S. Plymouth Road		Webber Canyon Road at Badger Road	
	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound	Northbound	Southbound
Left Turning Movement	1	39	52	0	9	28	0	53
Through Movement	143	55	64	22	280	98	73	35
Right Turning Movement	42	2	3	52	8	99	8	0
For Left Turn Warrant:								
Total Design Hour Volume (DHV)	282		193		522		169	
% of Left Turns in Combined Volume	0%	14%	27%	0%	2%	5%	0%	31%
For Right Turn Warrant:								
Right Turning Movement	42	2	3	52	8	99	8	0
Combined Through + Right Turn Volume	185	57	67	74	288	197	81	35

2025 Phase 1 to Laydown Yard 2 - Weekday Morning Peak Hour

	Route 221 at Sellards Road		Route 221 at Route 14		Route 14 at S. Plymouth Road		Webber Canyon Road at Badger Road	
	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound	Northbound	Southbound
Left Turning Movement	0	108	12	1	1	11	0	15
Through Movement	23	153	8	97	36	342	32	108
Right Turning Movement	9	0	0	137	1	93	2	0
For Left Turn Warrant:								
Total Design Hour Volume (DHV)	293		255		484		157	
% of Left Turns in Combined Volume	0%	37%	5%	0%	0%	2%	0%	10%
For Right Turn Warrant:								
Right Turning Movement	9	0	0	137	1	93	2	0
Combined Through + Right Turn Volume	32	153	8	234	37	435	34	108

2025 Phase 1 to Laydown Yard 2 - Weekday Afternoon Peak Hour

	Route 221 at Sellards Road		Route 221 at Route 14		Route 14 at S. Plymouth Road		Webber Canyon Road at Badger Road	
	Northbound	Southbound	Eastbound	Westbound	Eastbound	Westbound	Northbound	Southbound
Left Turning Movement	0	3	53	0	9	29	0	54
Through Movement	284	114	65	22	286	100	140	38
Right Turning Movement	8	0	3	53	8	103	8	0
For Left Turn Warrant:								
Total Design Hour Volume (DHV)	409		196		535		240	
% of Left Turns in Combined Volume	0%	1%	27%	0%	2%	5%	0%	23%
For Right Turn Warrant:								
Right Turning Movement	8	0	3	53	8	103	8	0
Combined Through + Right Turn Volume	292	114	68	75	294	203	148	38
Notes: Speed Limit Along Roadways	65 MPH		65 MPH		55 MPH		50 MPH	

Source: Tetra Tech

ATTACHMENT 2 - AUXILIARY TURN LANE WARRANT ANALYSIS

LEFT TURN LANE WARRANTS

2023 Existing - Morning Peak Hour
Route 14 at S Plymouth Road

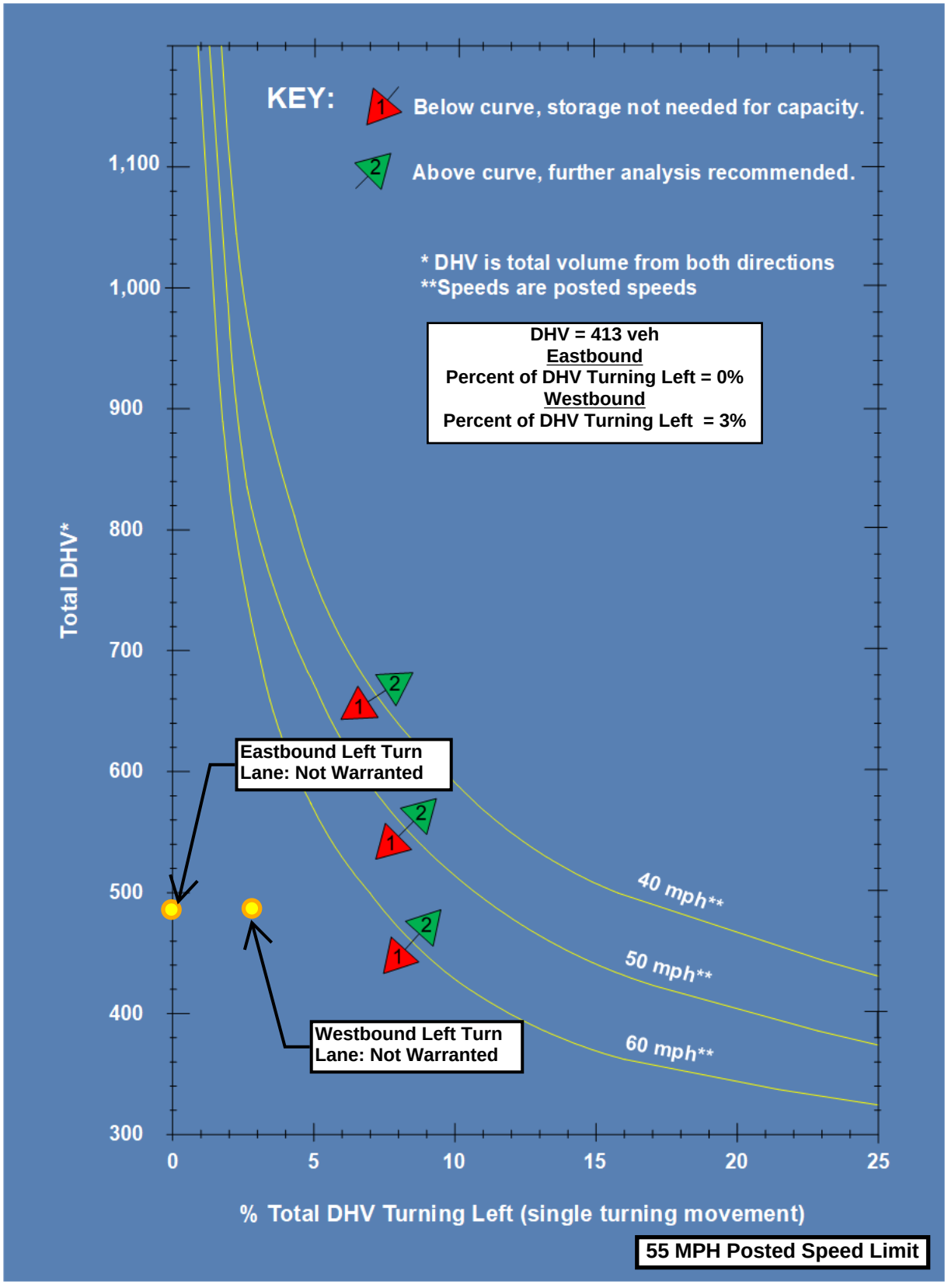


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2023 Existing - Evening Peak Hour
Route 14 at S Plymouth Road

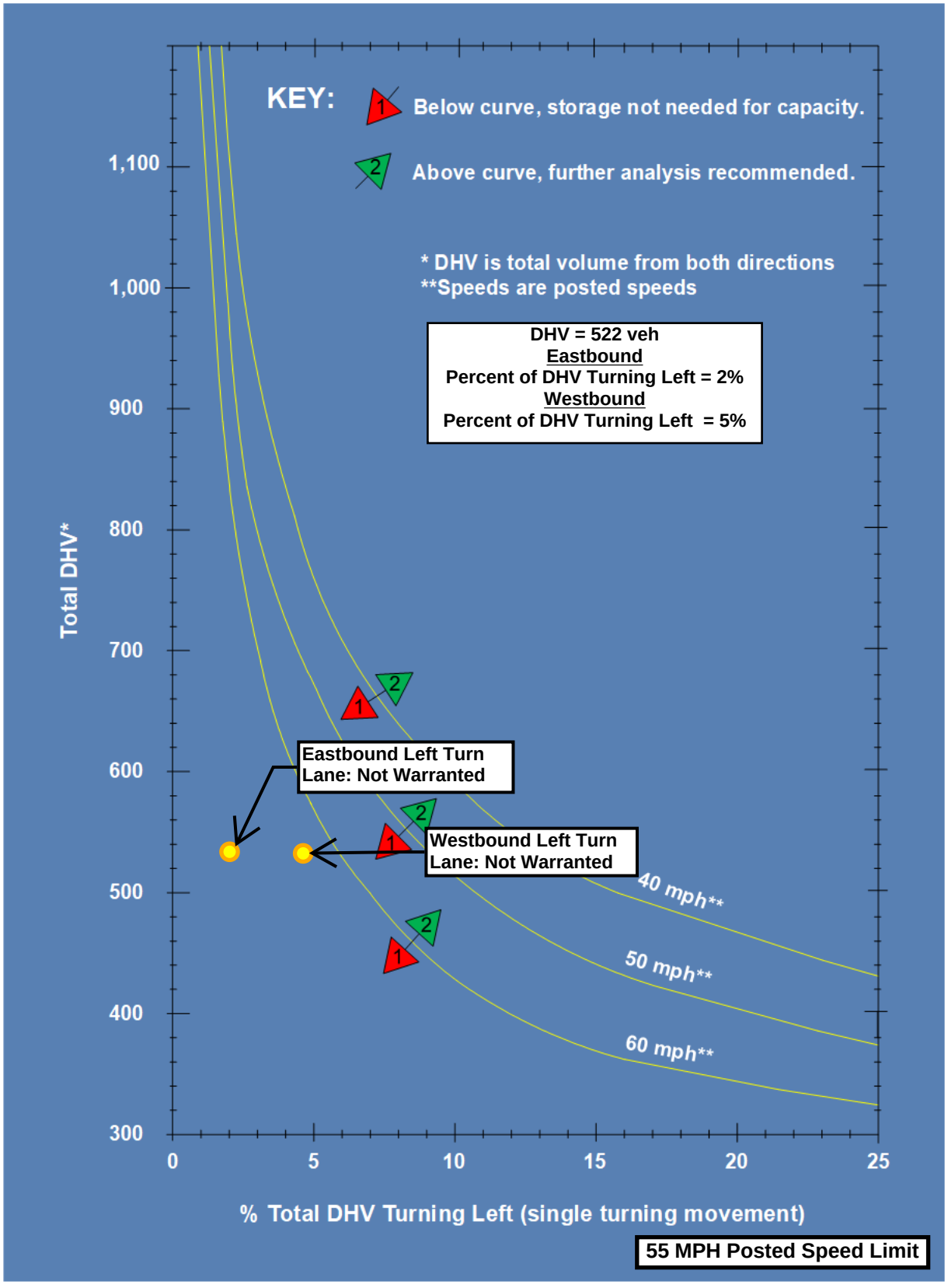


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2025 Phase 1 to Laydown Yard 2 - Morning Peak Hour
Route 14 at S Plymouth Road

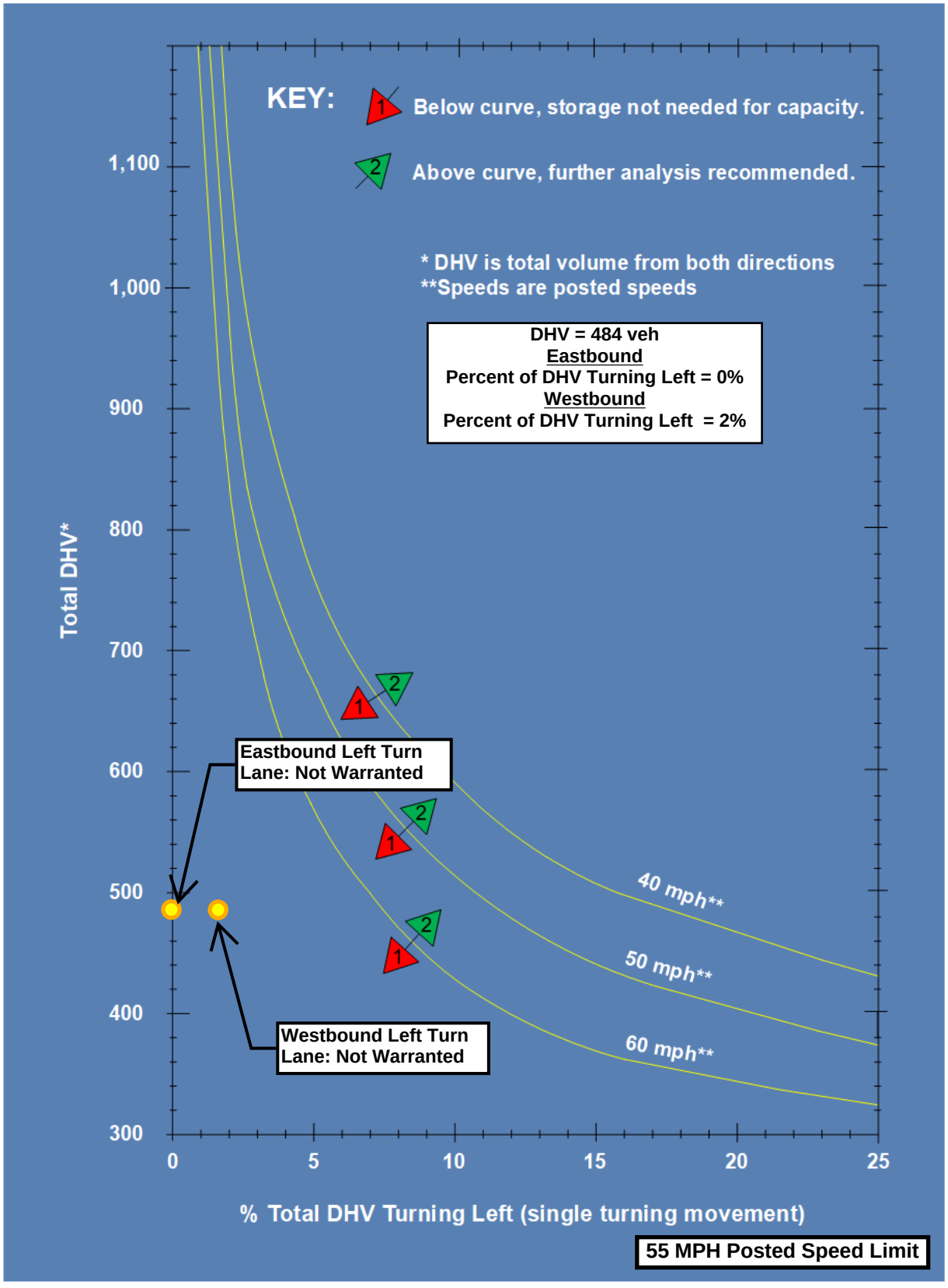


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2025 Phase 1 to Laydown Yard 2 - Evening Peak Hour
Route 14 at S Plymouth Road

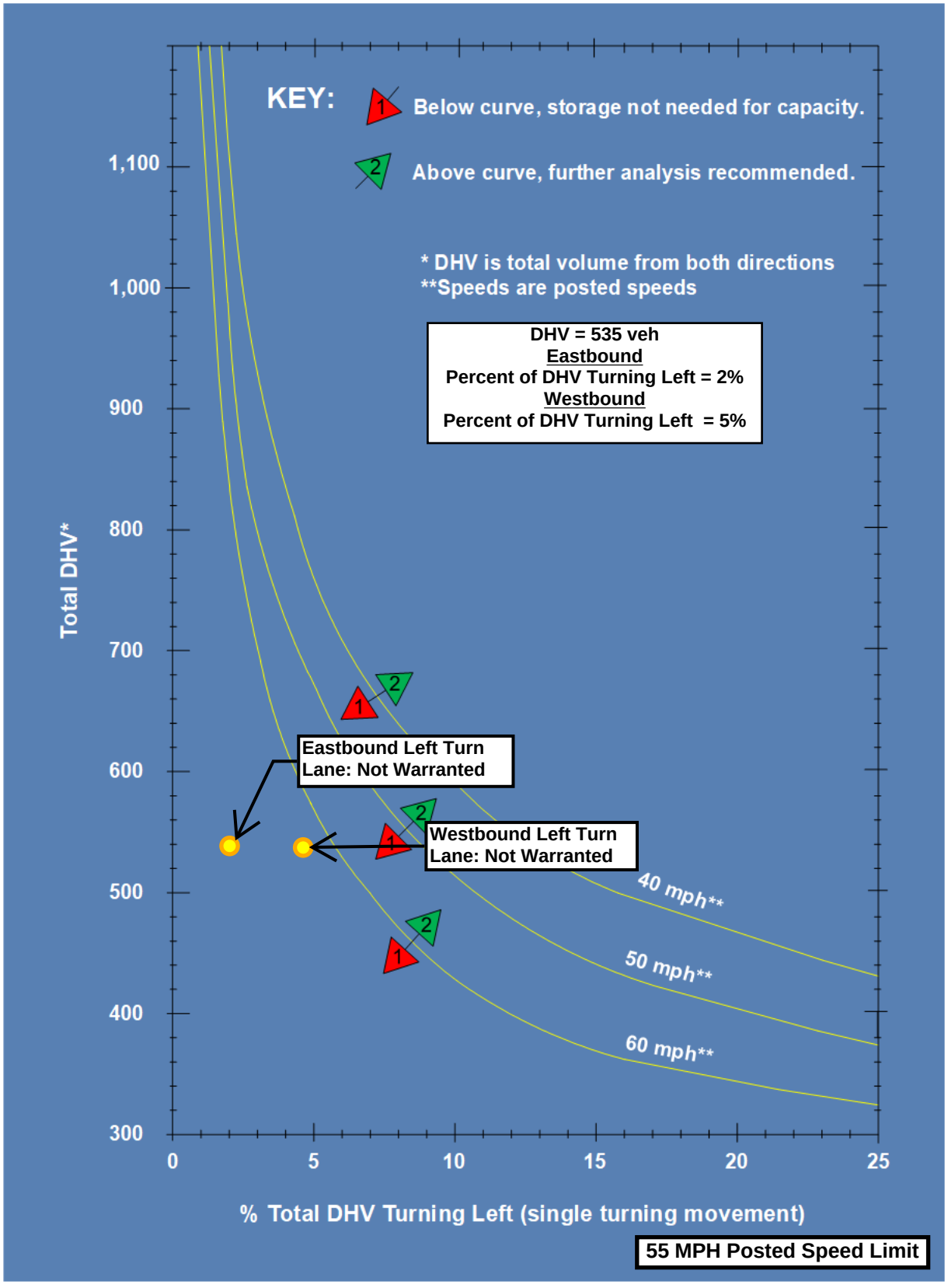


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2023 Existing - Morning Peak Hour
Route 221 at Route 14

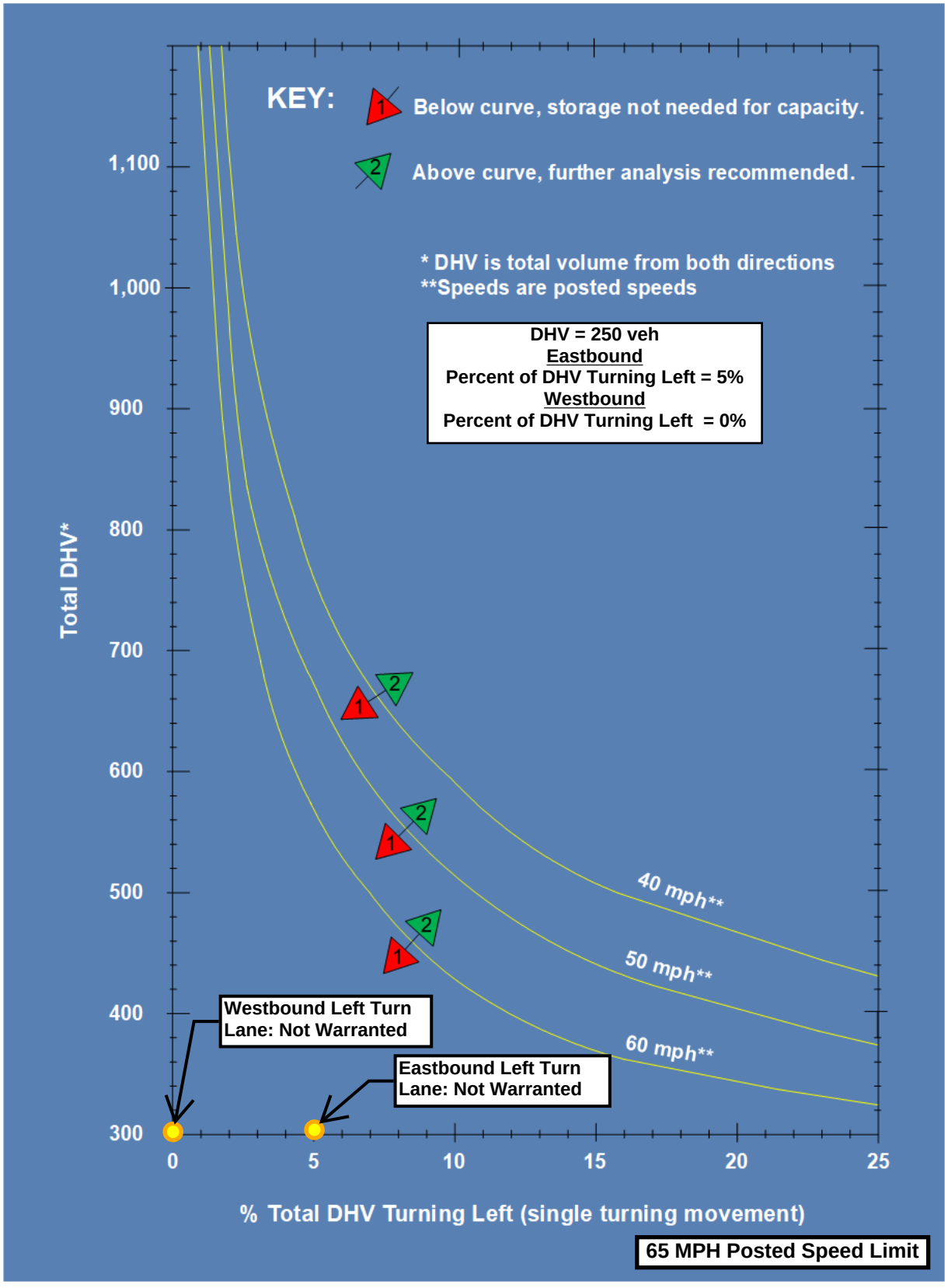


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2023 Existing - Evening Peak Hour
Route 221 at Route 14

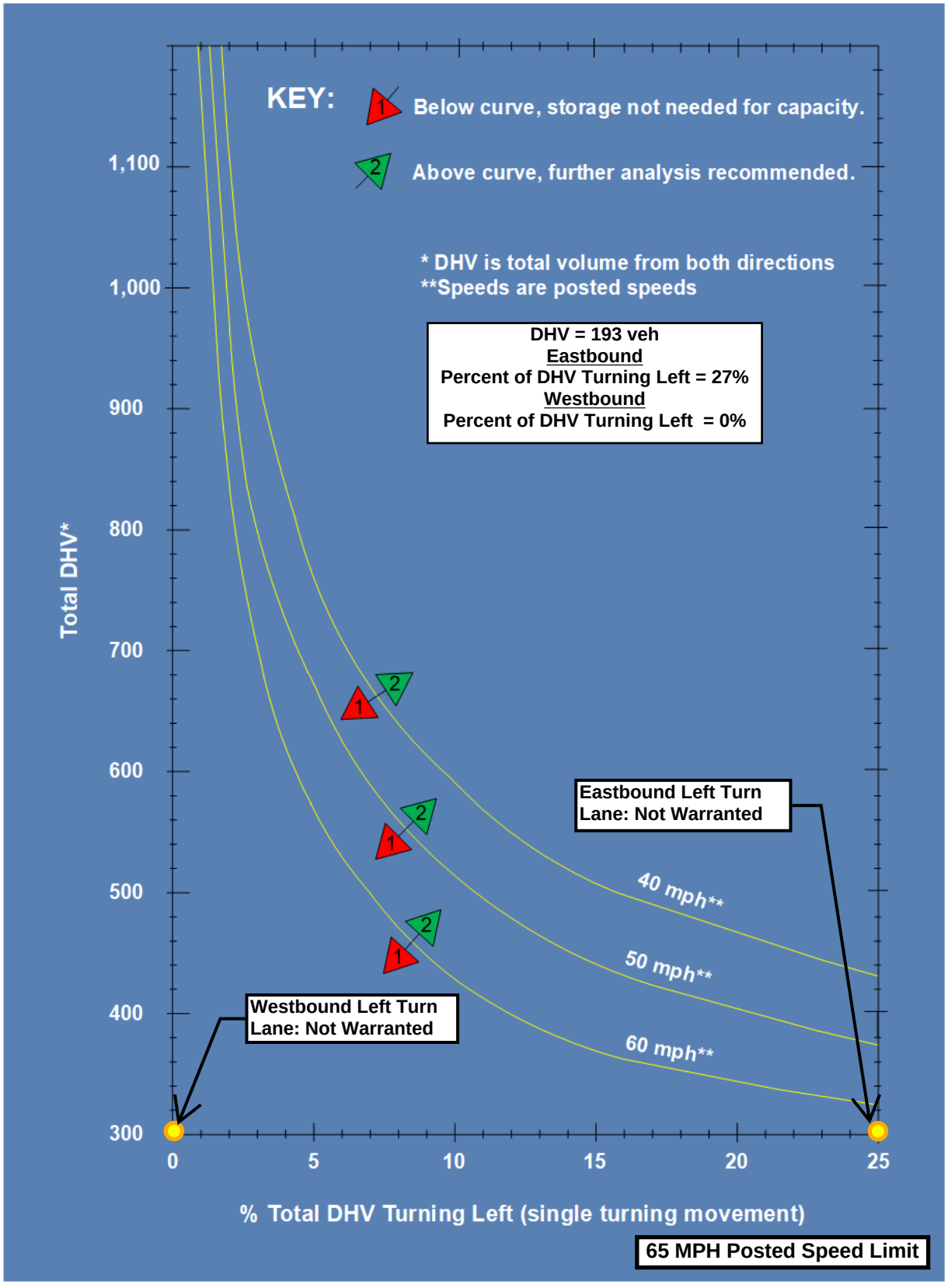


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2025 Phase 1 to Laydown Yard 2 - Morning Peak Hour
Route 221 at Route 14

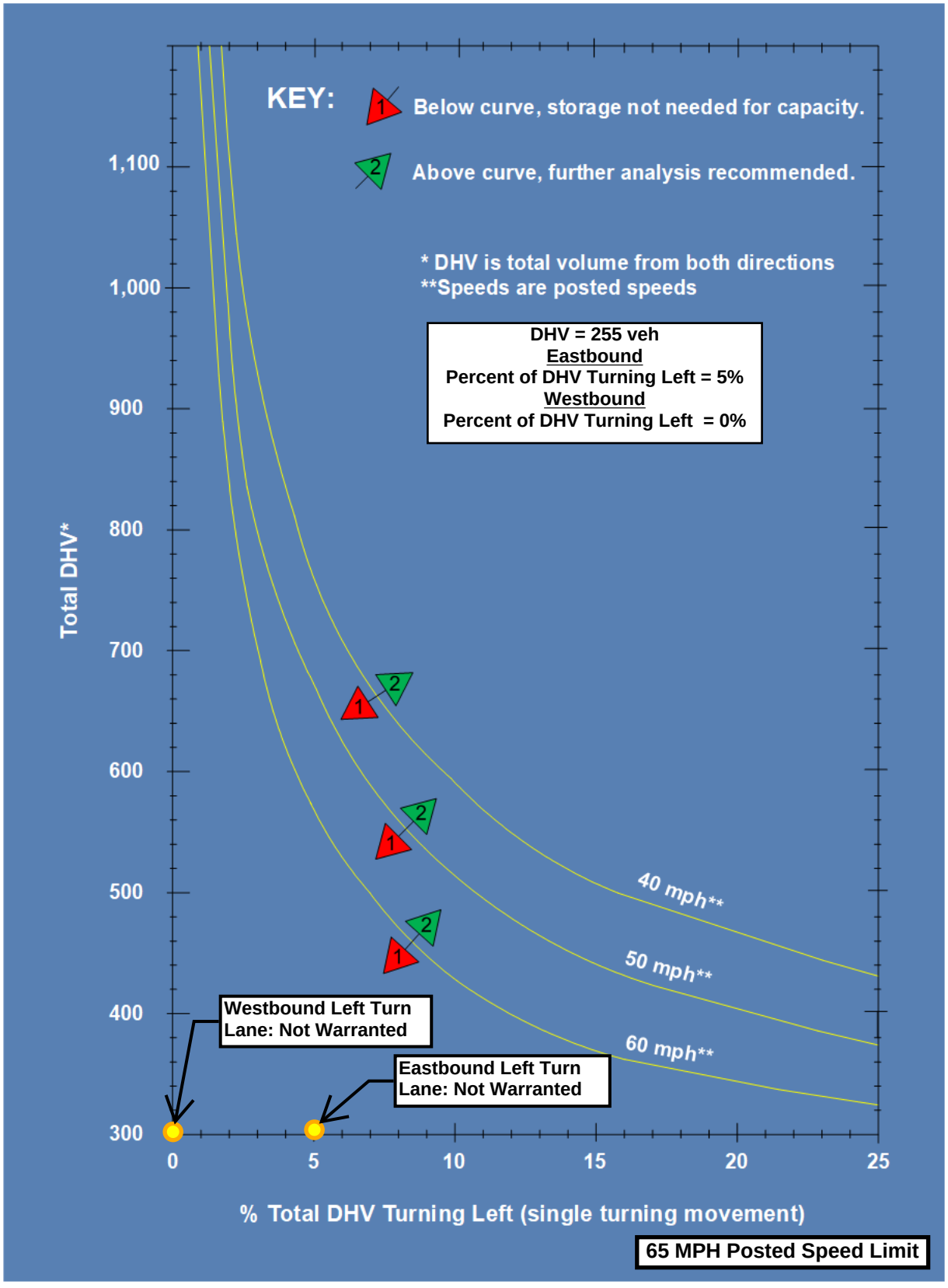


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2025 Phase 1 to Laydown Yard 2 - Evening Peak Hour
Route 221 at Route 14

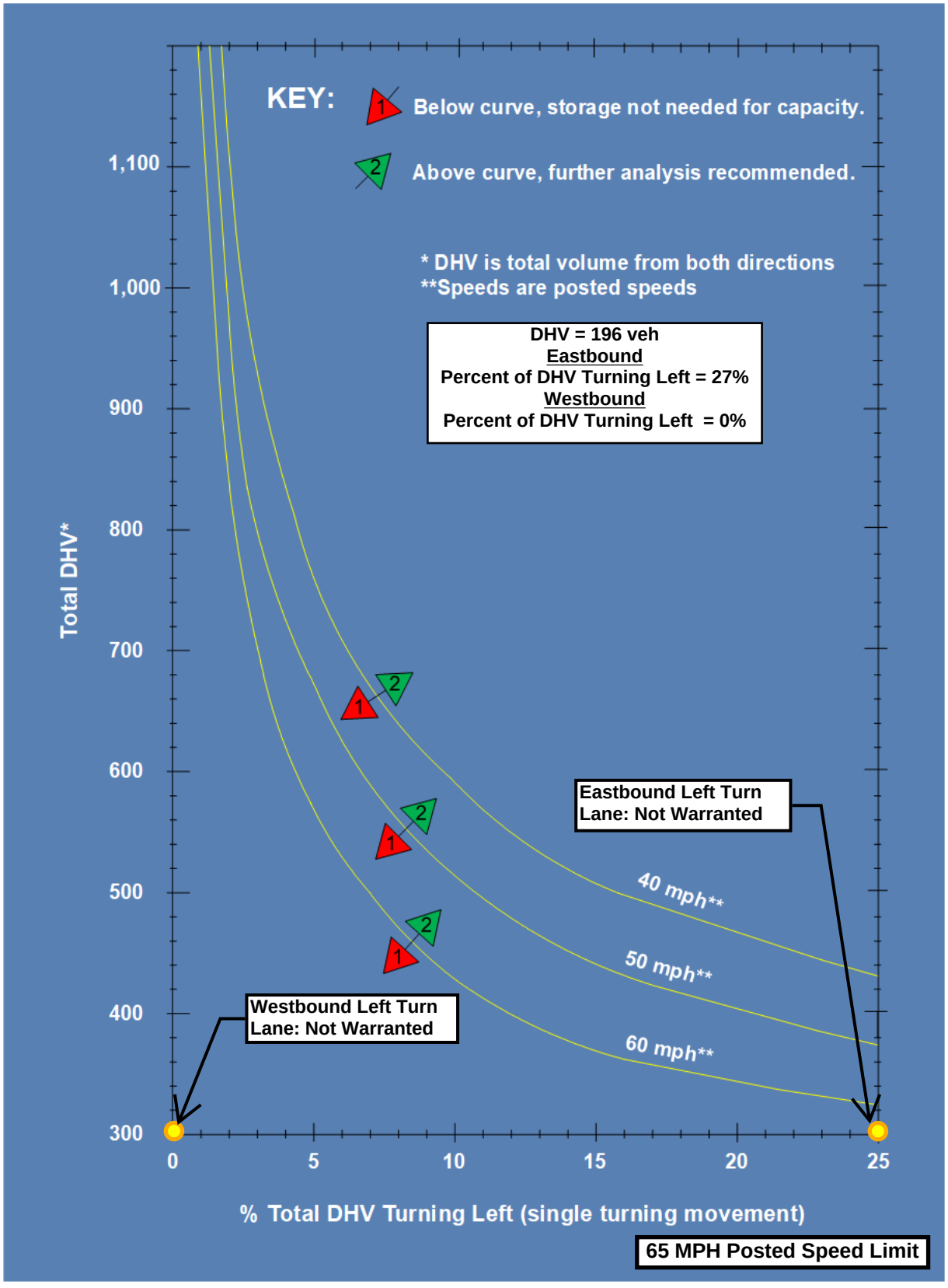


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2023 Existing - Morning Peak Hour
Route 221 at Sellards Road

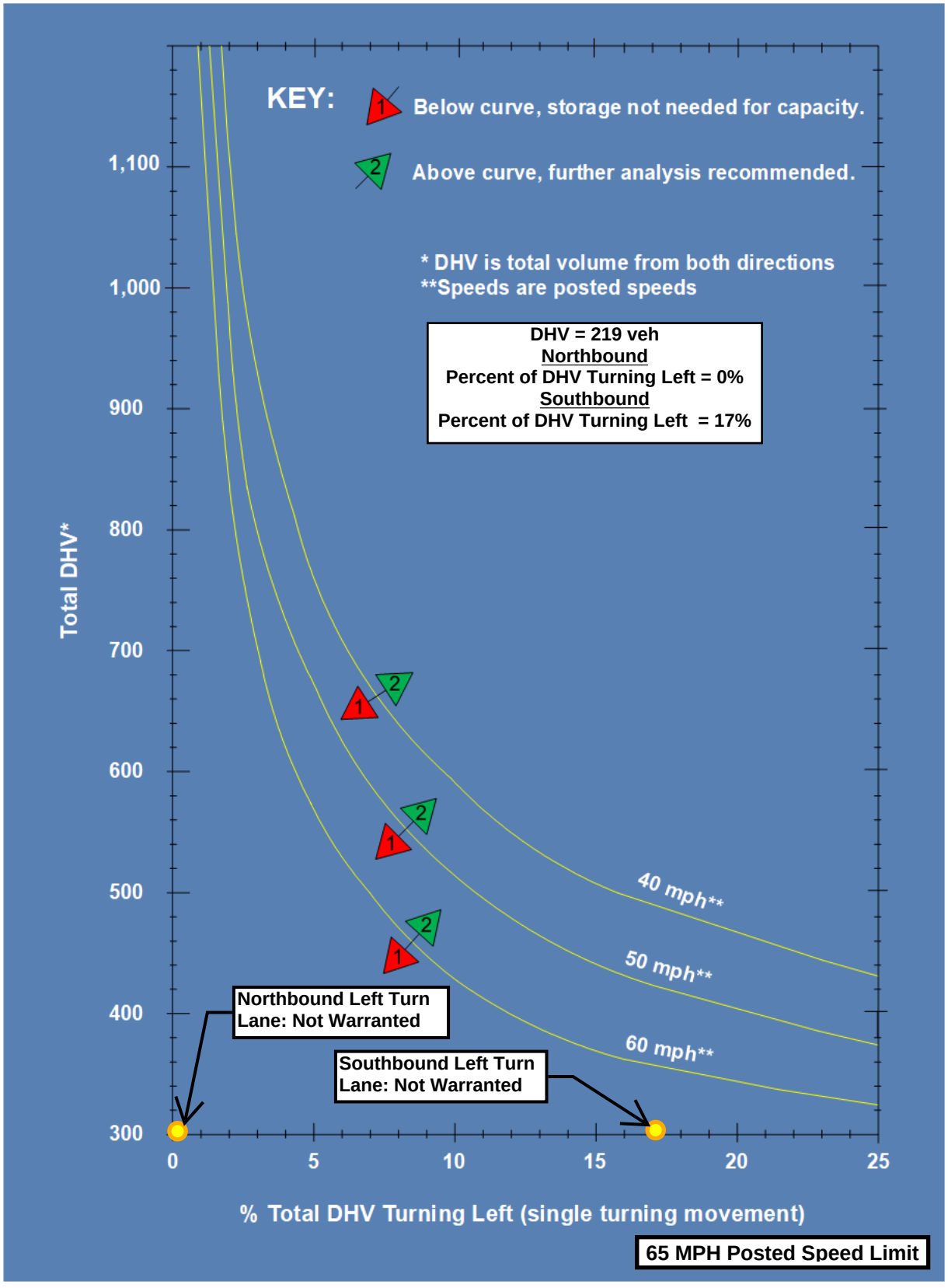


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2023 Existing - Evening Peak Hour
Route 221 at Sellards Road

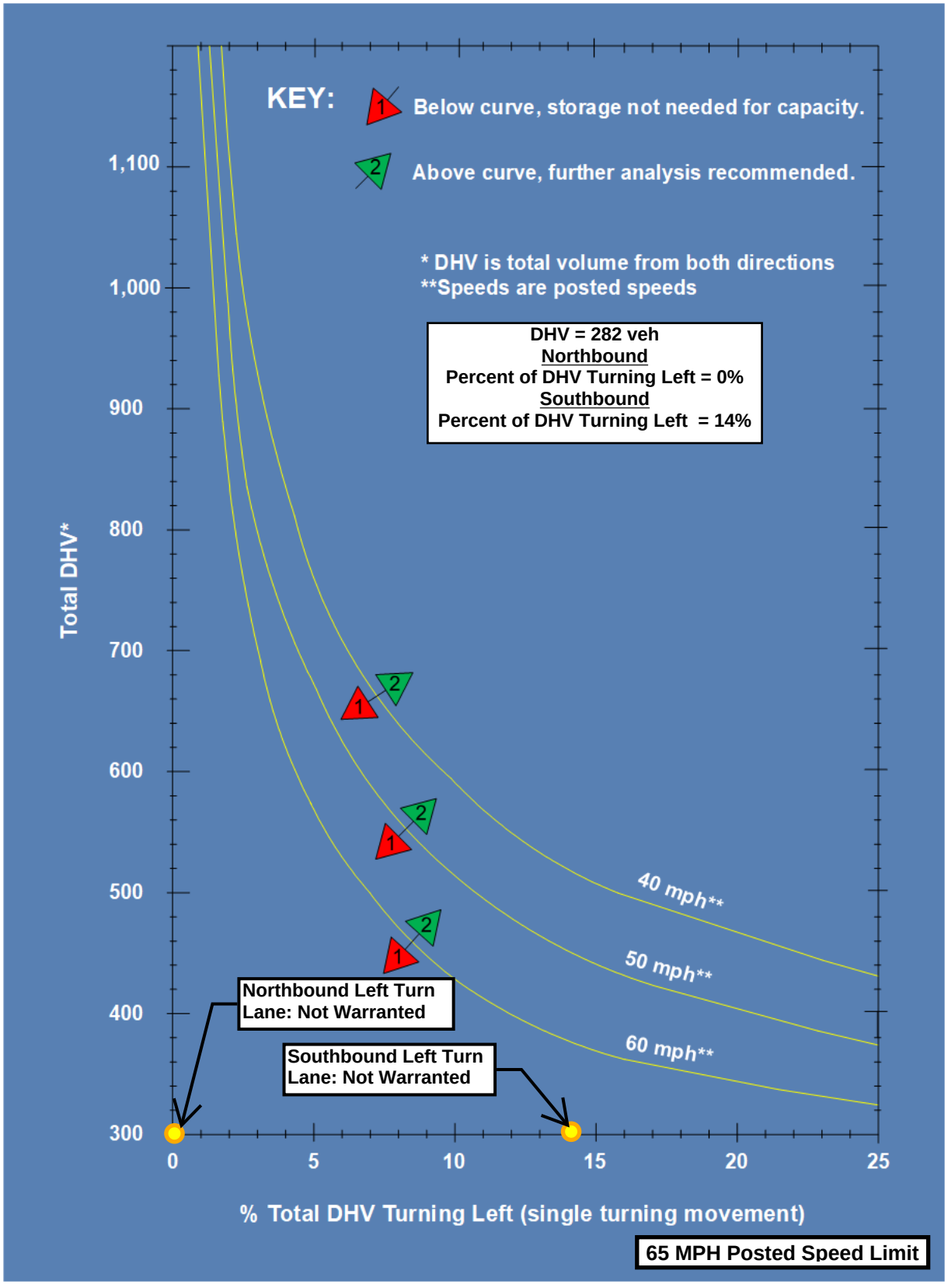


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2025 Phase 1 to Laydown Yard 2 - Morning Peak Hour
Route 221 at Sellards Road

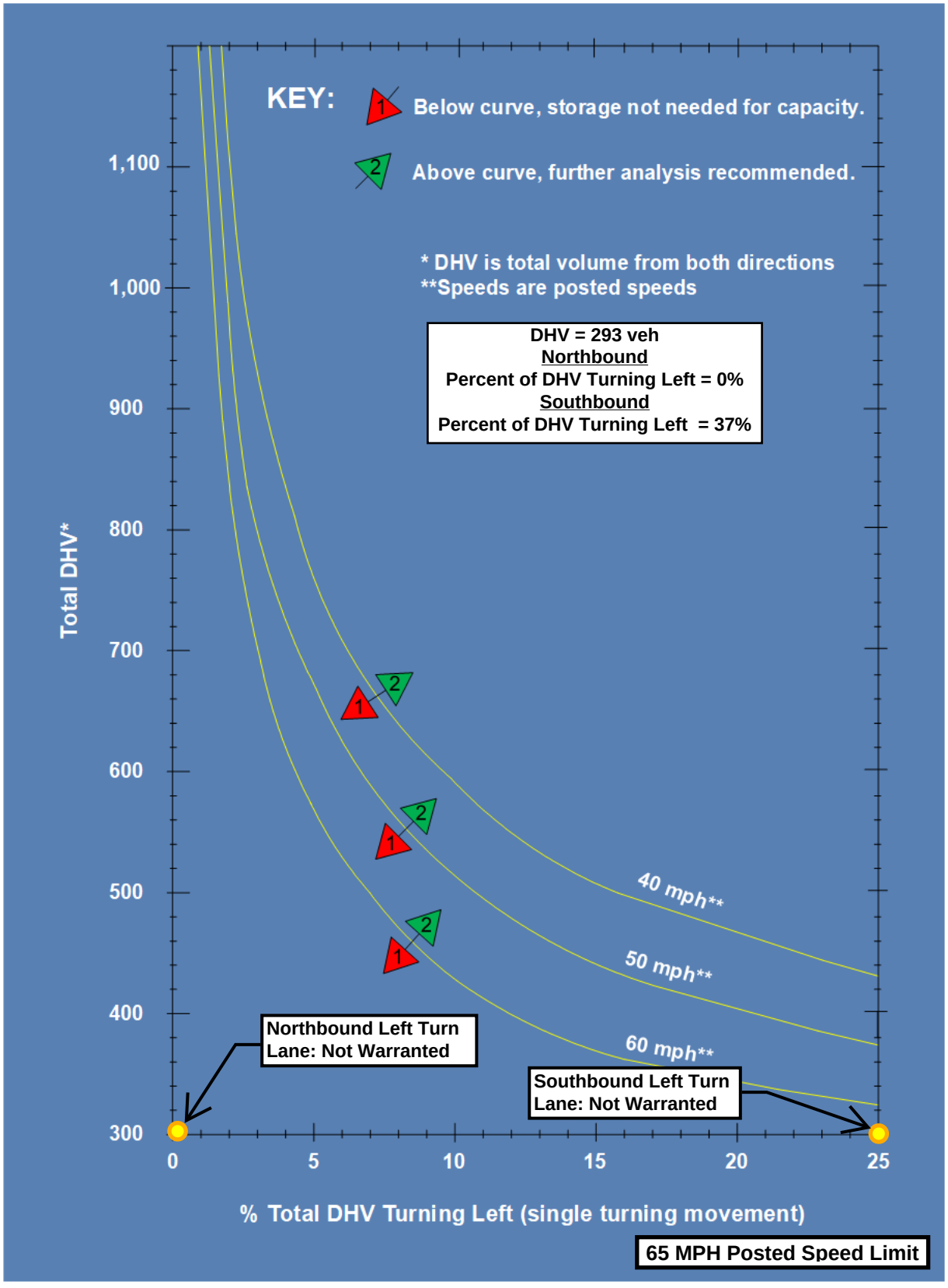


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2025 Phase 1 to Laydown Yard 2 - Evening Peak Hour
Route 221 at Sellards Road

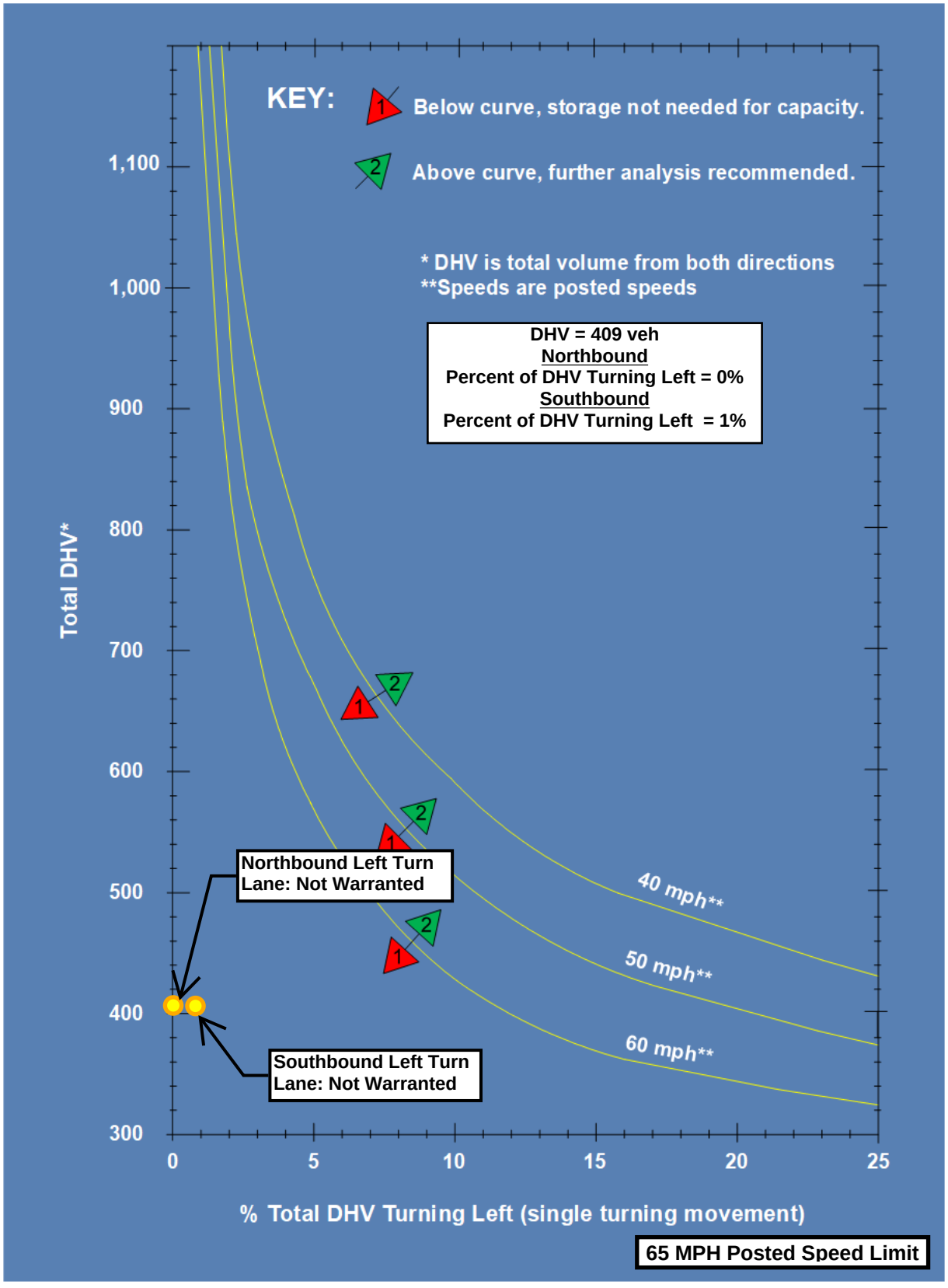


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2023 Existing - Morning Peak Hour
Webber Canyon Road at Badger Road

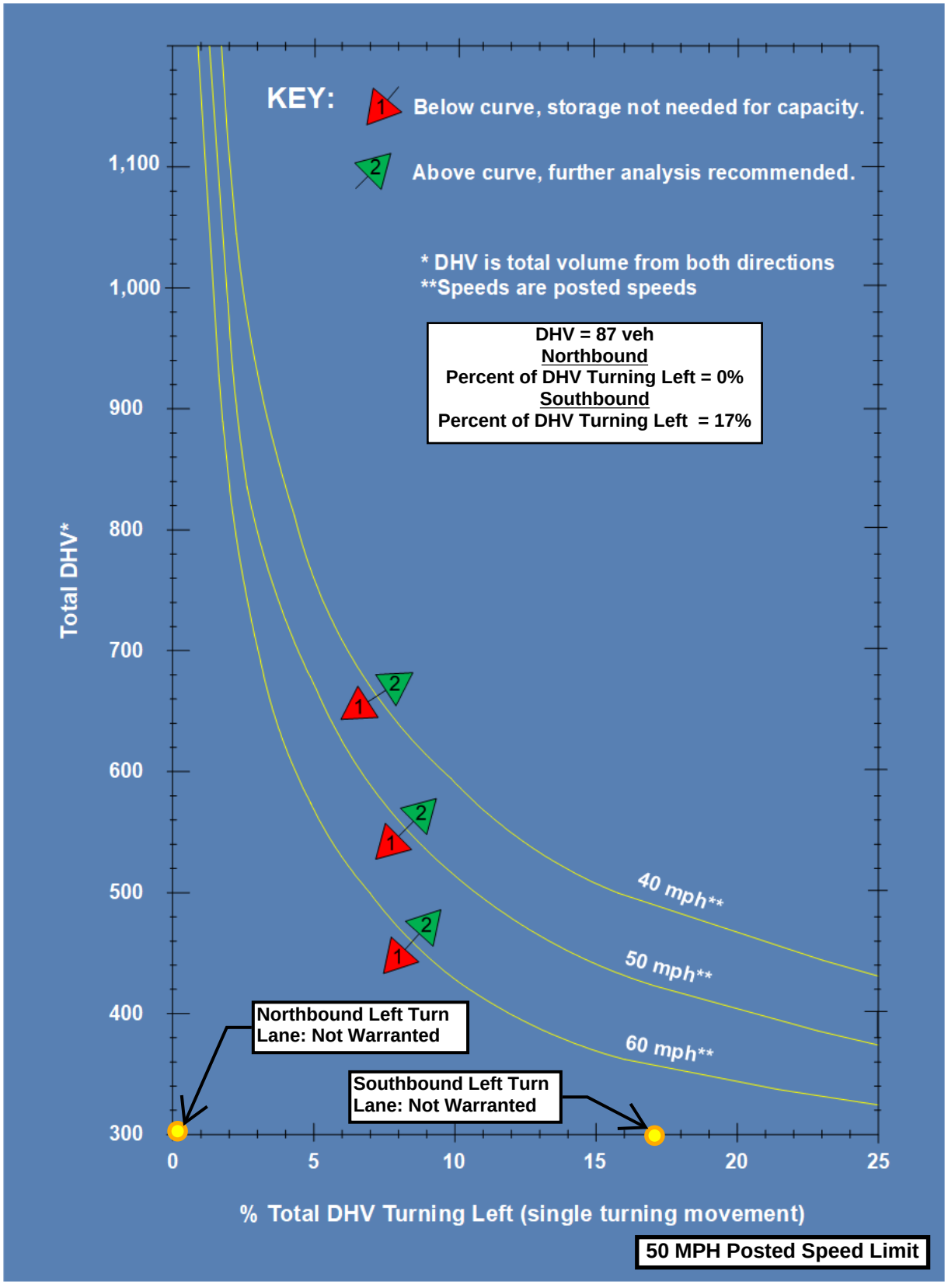


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2023 Existing - Evening Peak Hour
Webber Canyon Road at Badger Road

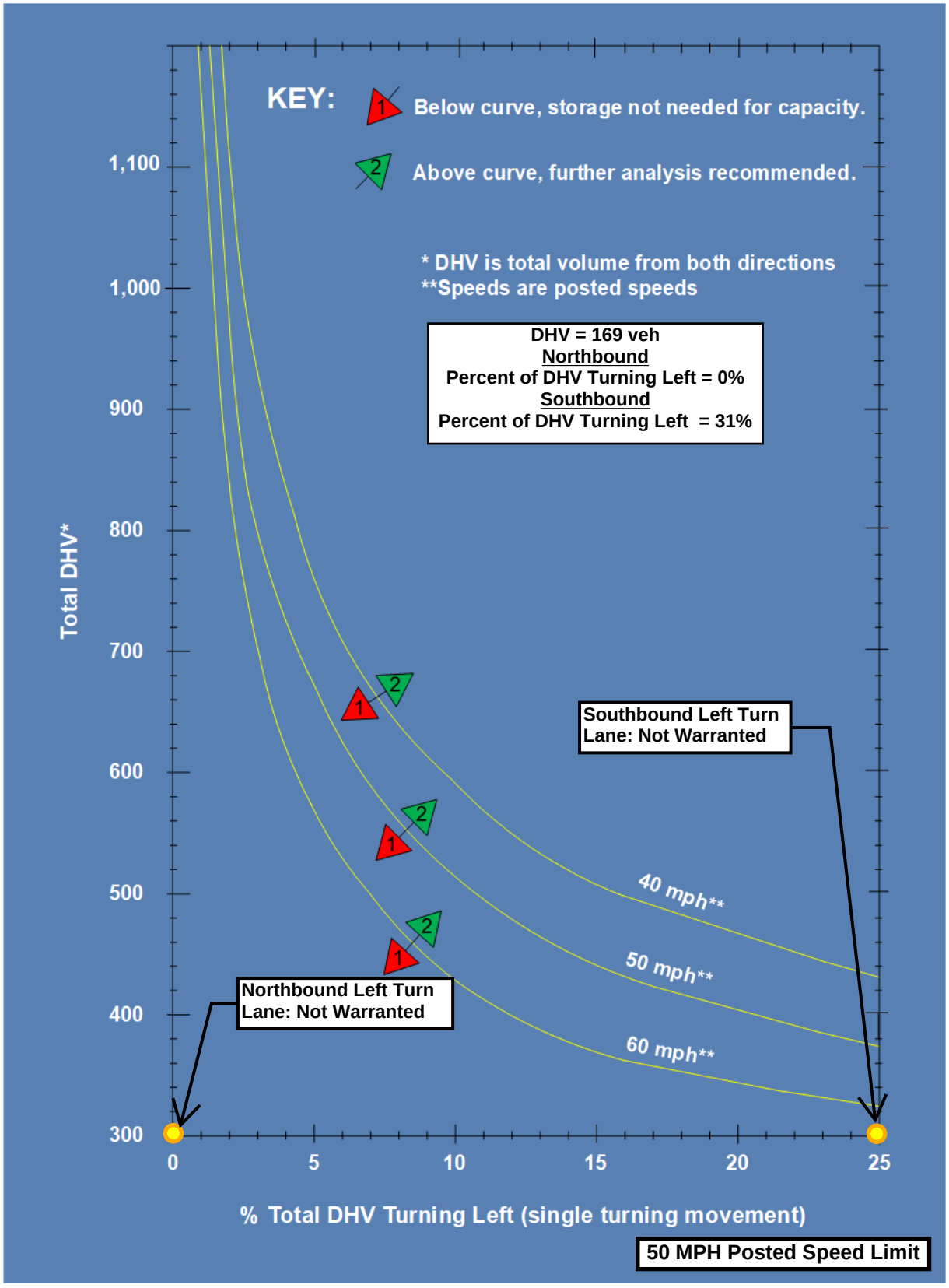


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2025 Phase 1 to Laydown Yard 2 - Morning Peak Hour
Webber Canyon Road at Badger Road

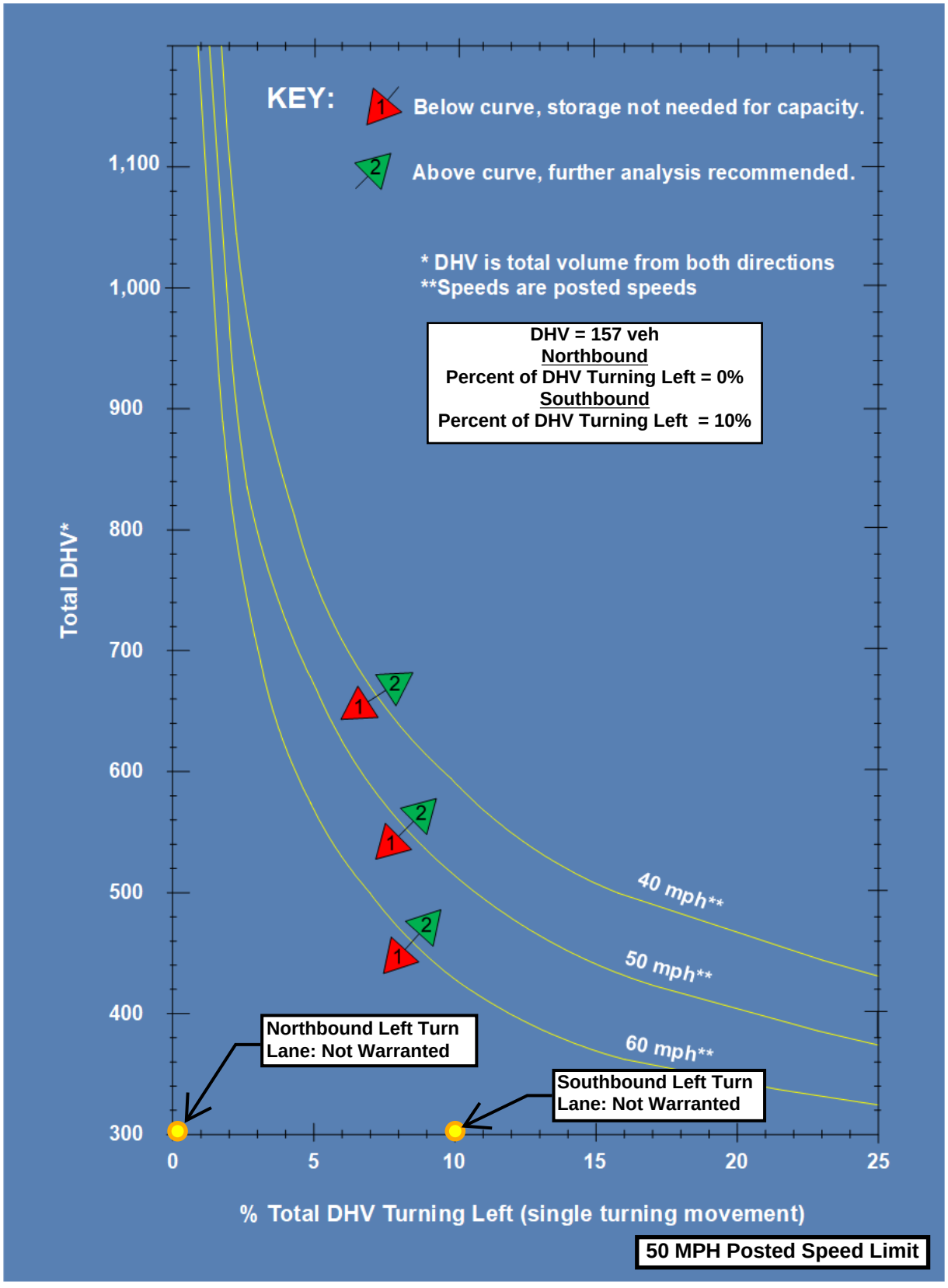


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

2025 Phase 1 to Laydown Yard 2 - Evening Peak Hour
Webber Canyon Road at Badger Road

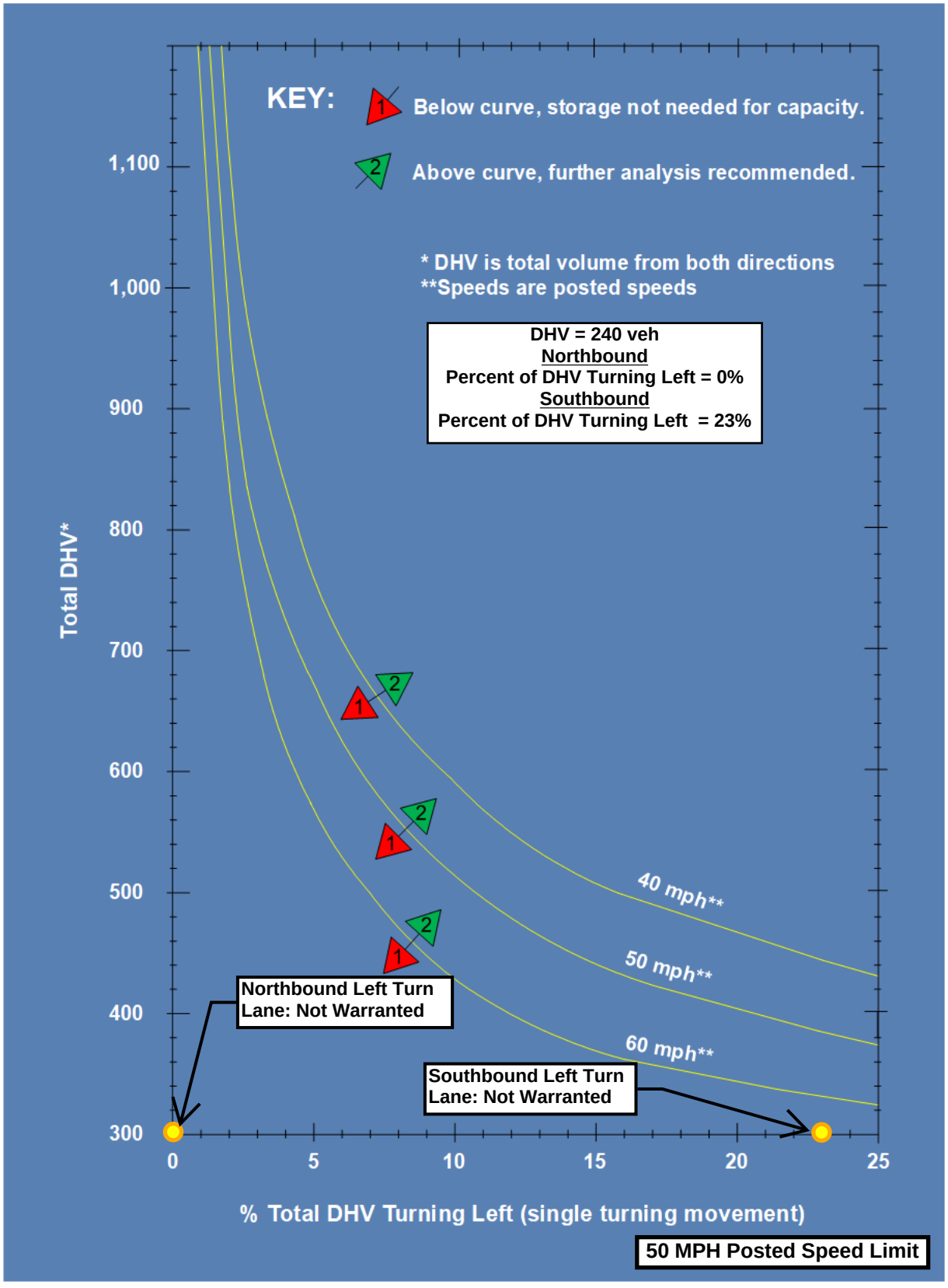


Exhibit 1310-7 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

ATTACHMENT 2 - AUXILIARY TURN LANE WARRANT ANALYSIS

RIGHT TURN LANE WARRANTS

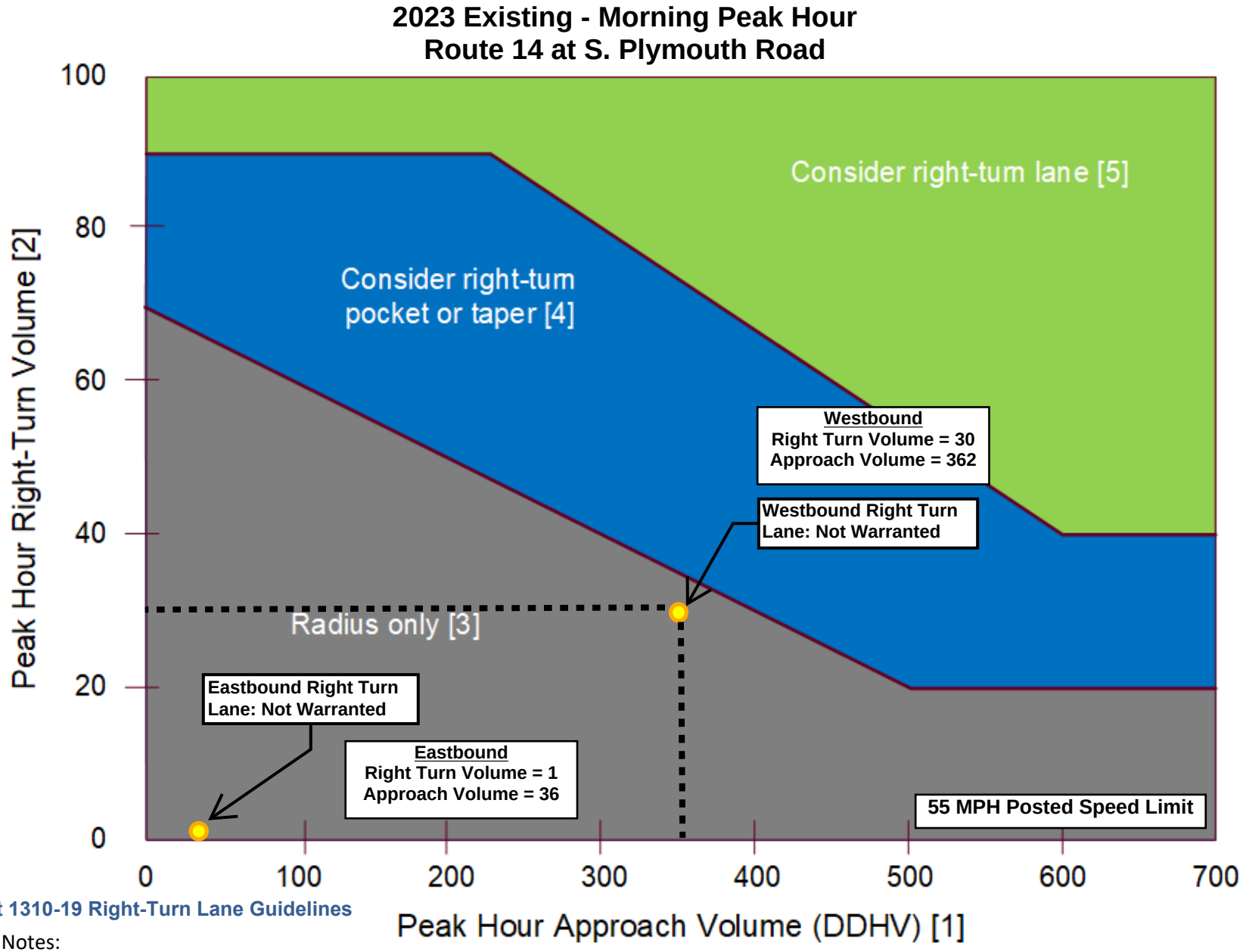


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

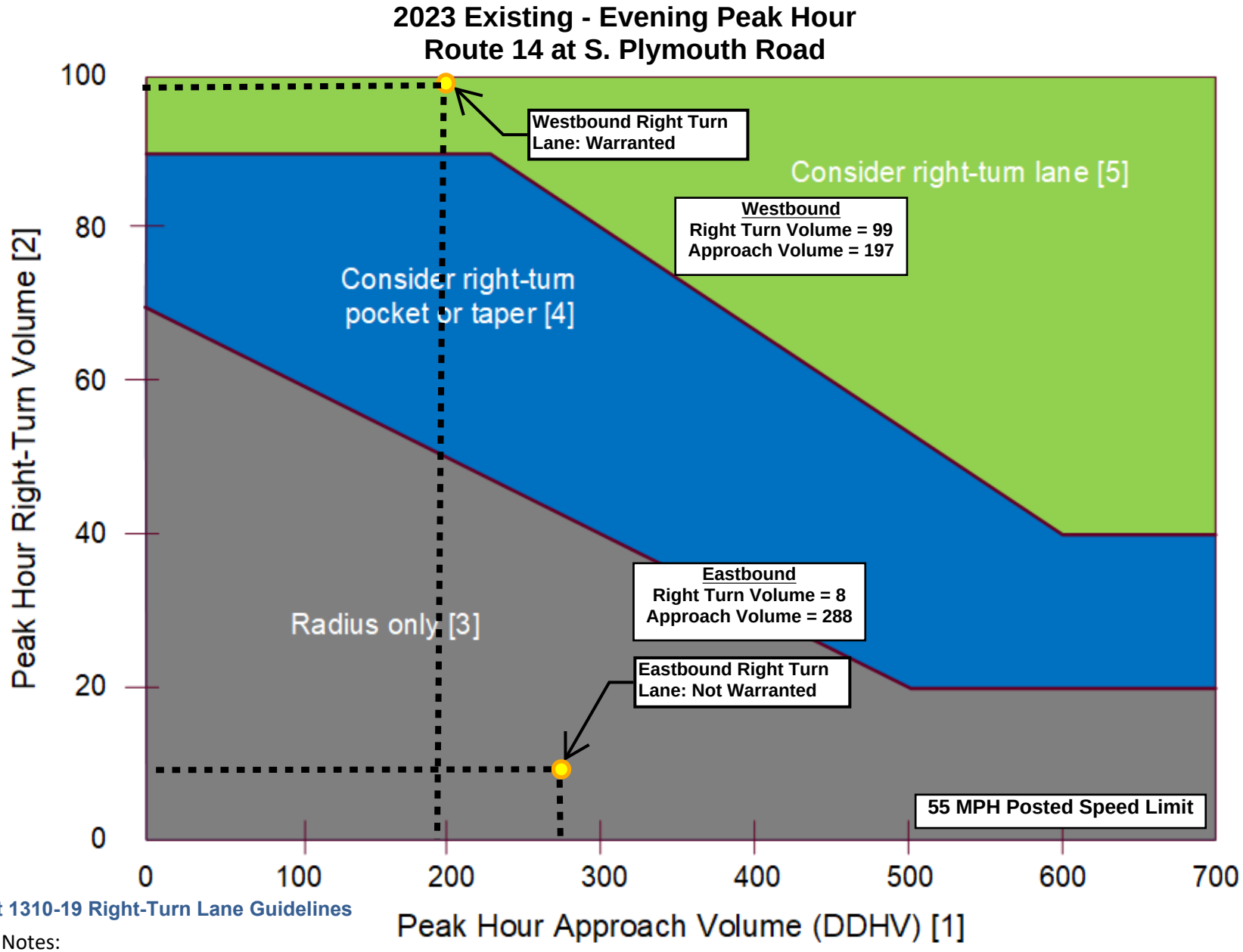


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

2025 Phase 1 to Laydown Yard 2 - Morning Peak Hour
Route 14 at S. Plymouth Road

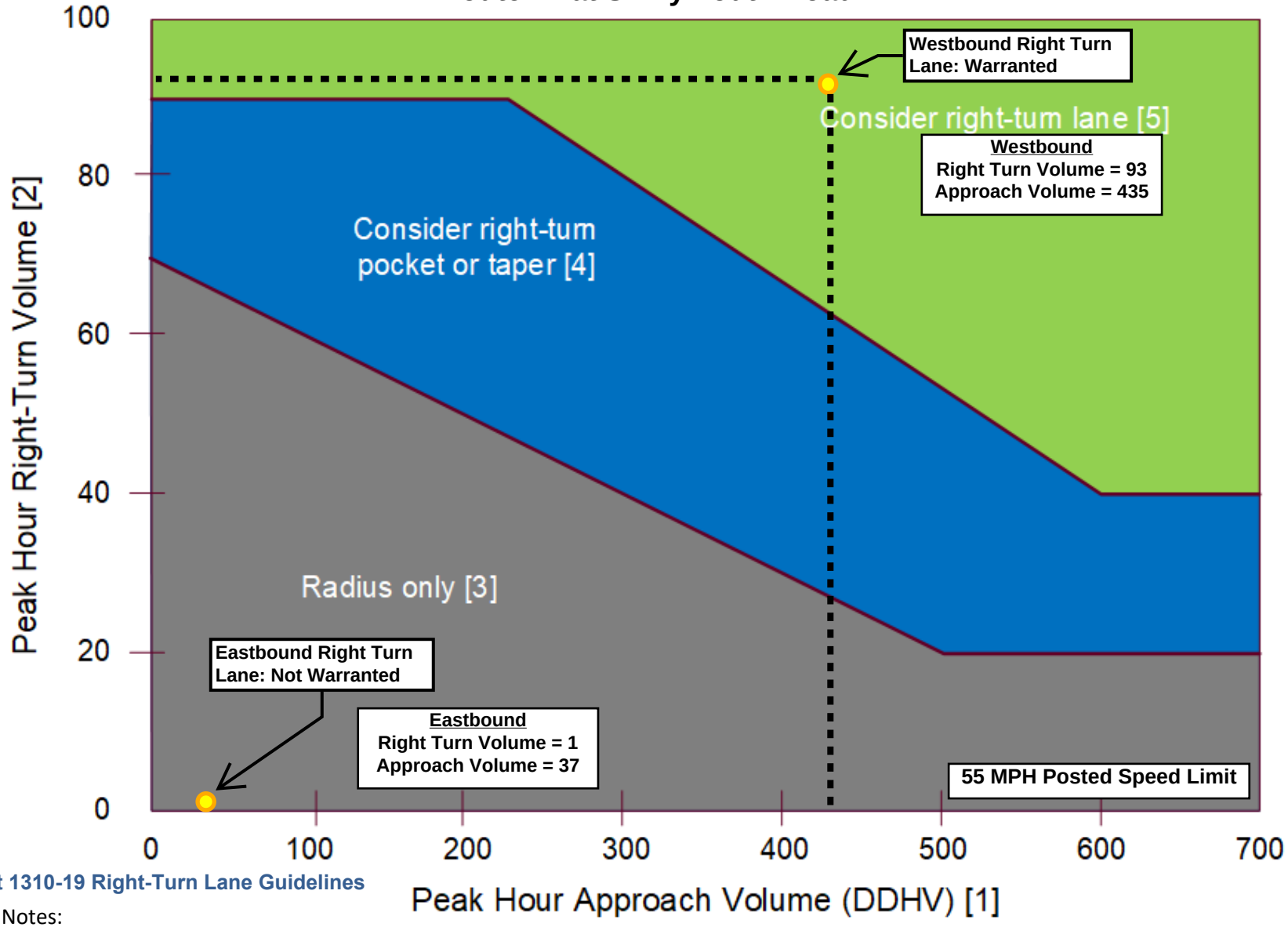


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

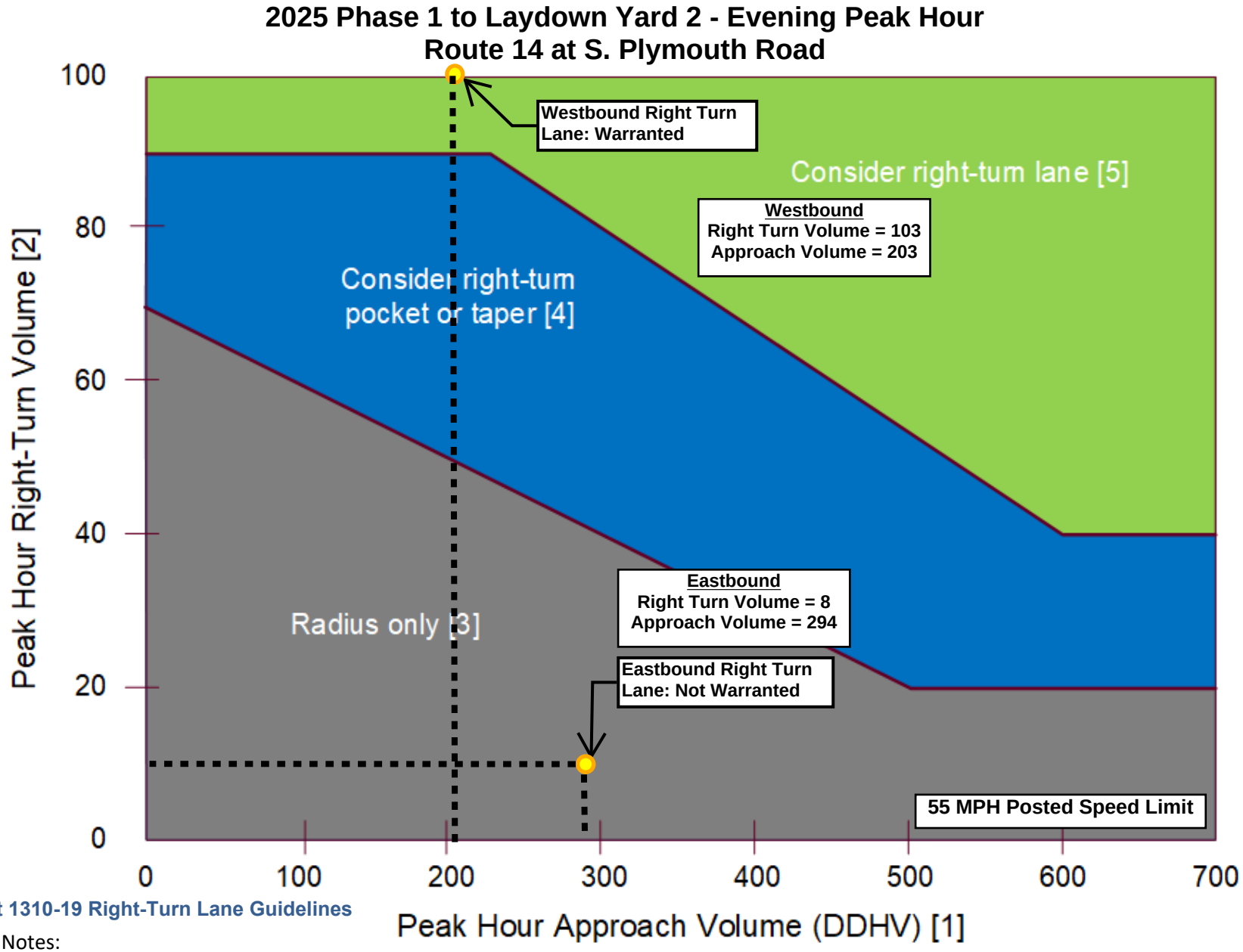


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

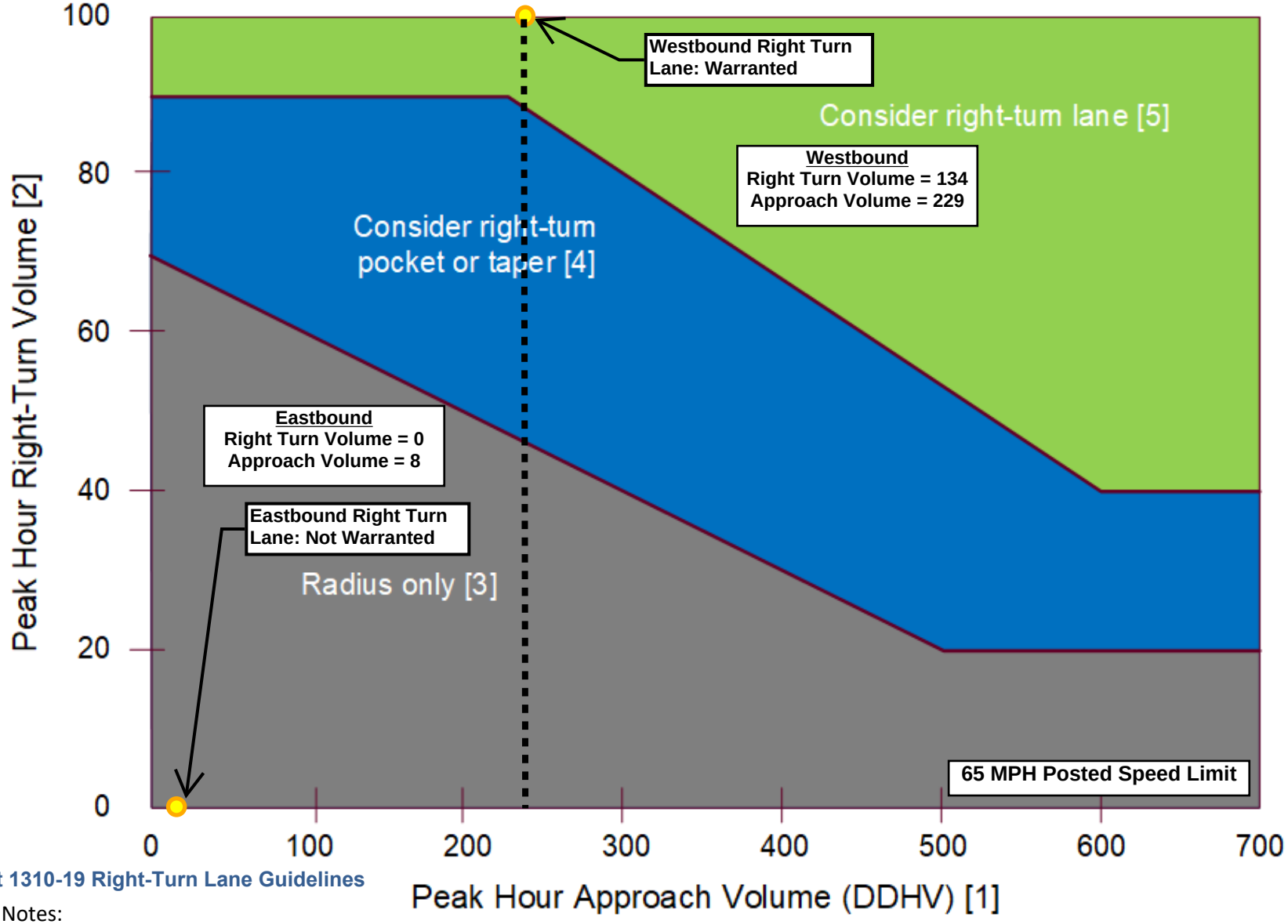


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

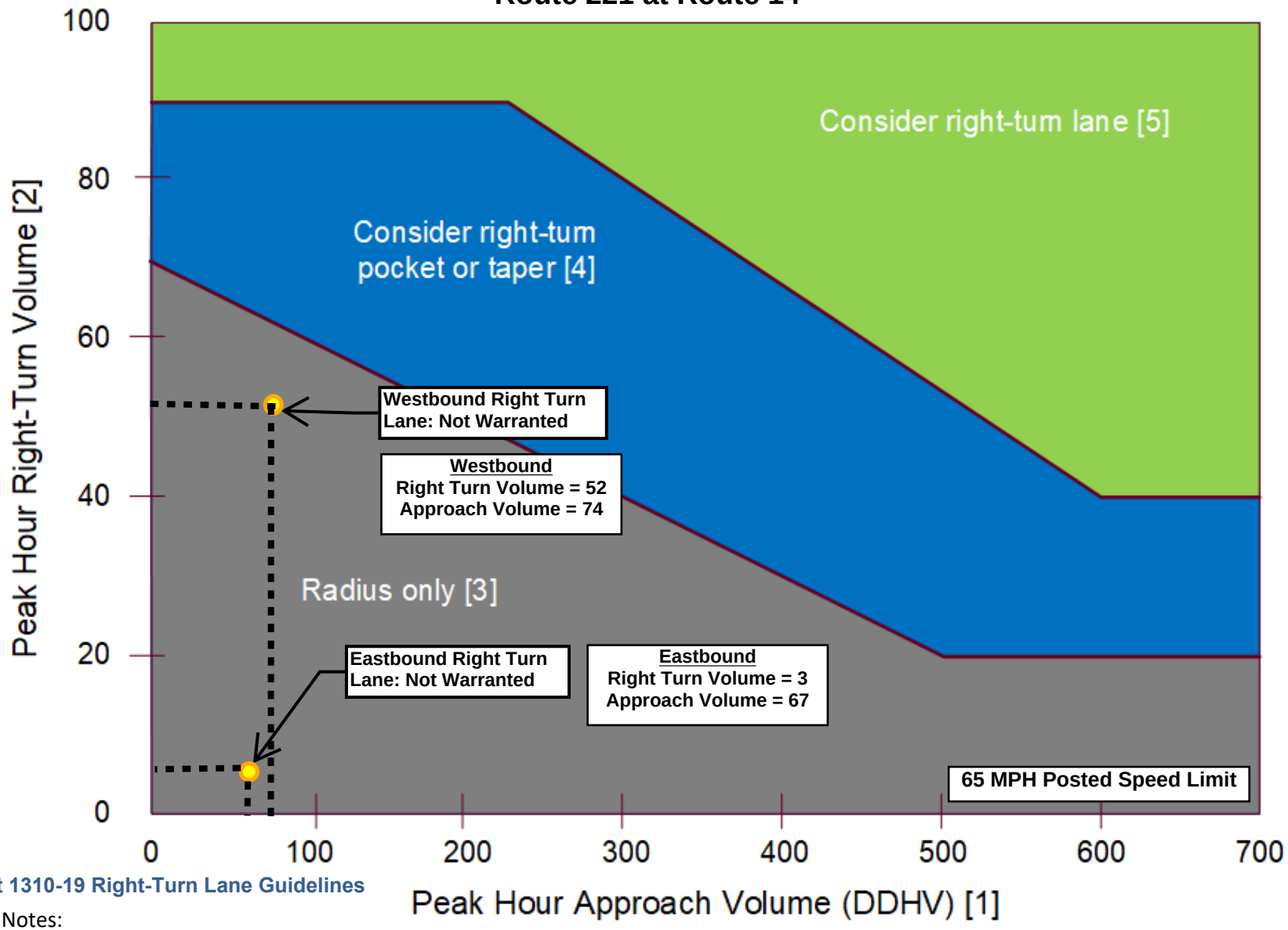


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

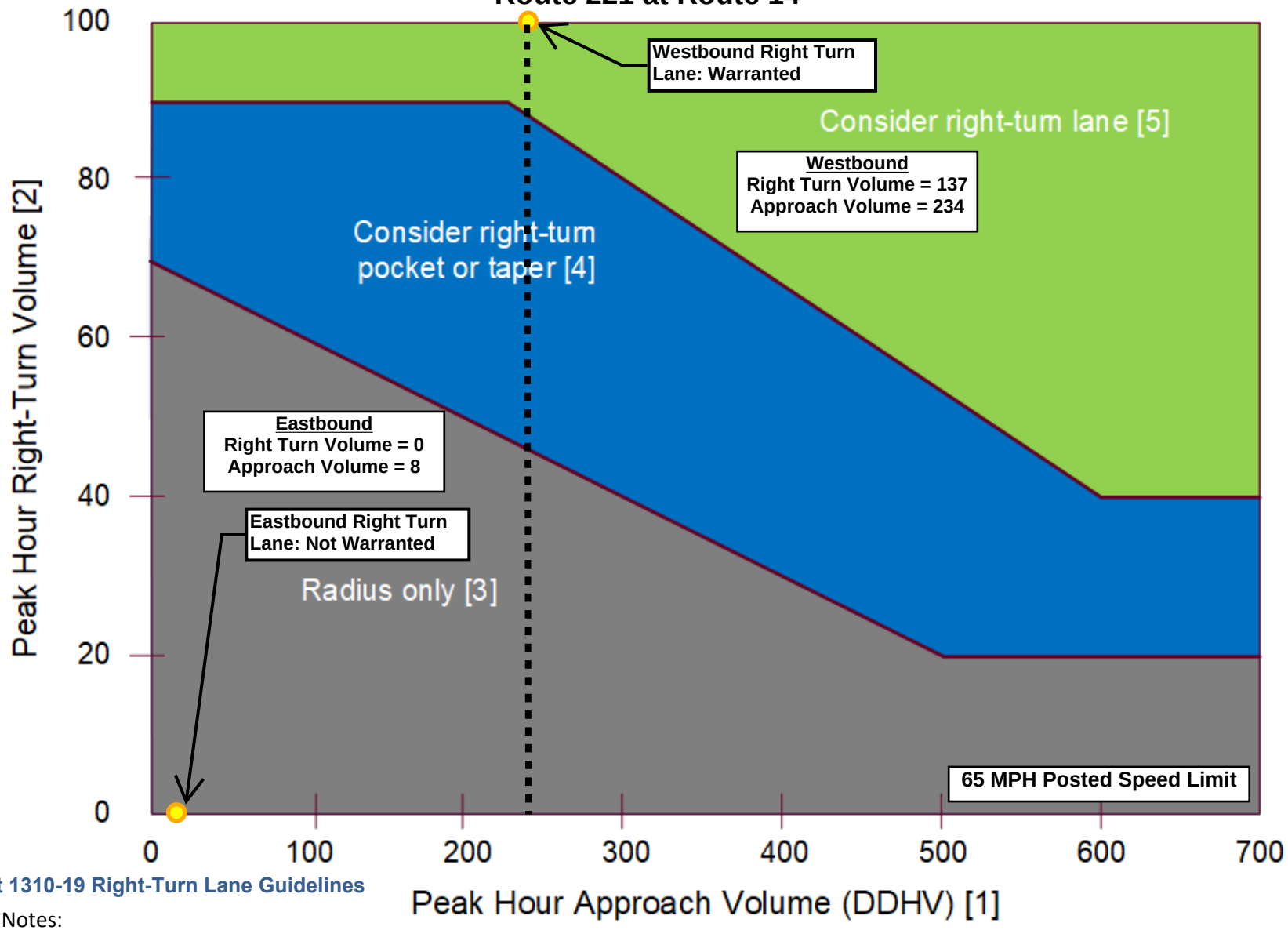


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

2025 Phase 1 to Laydown Yard 2 - Evening Peak Hour
Route 221 at Route 14

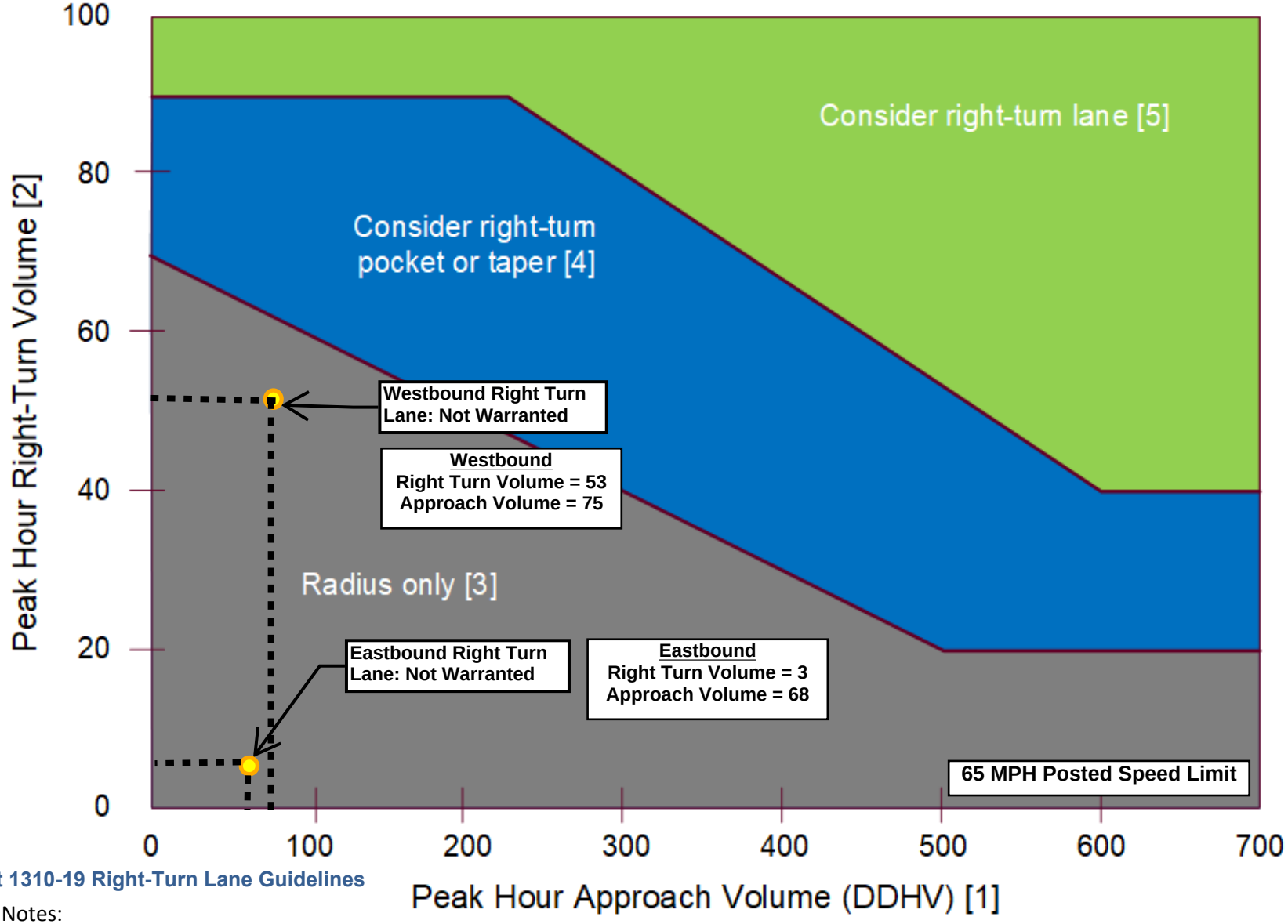


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

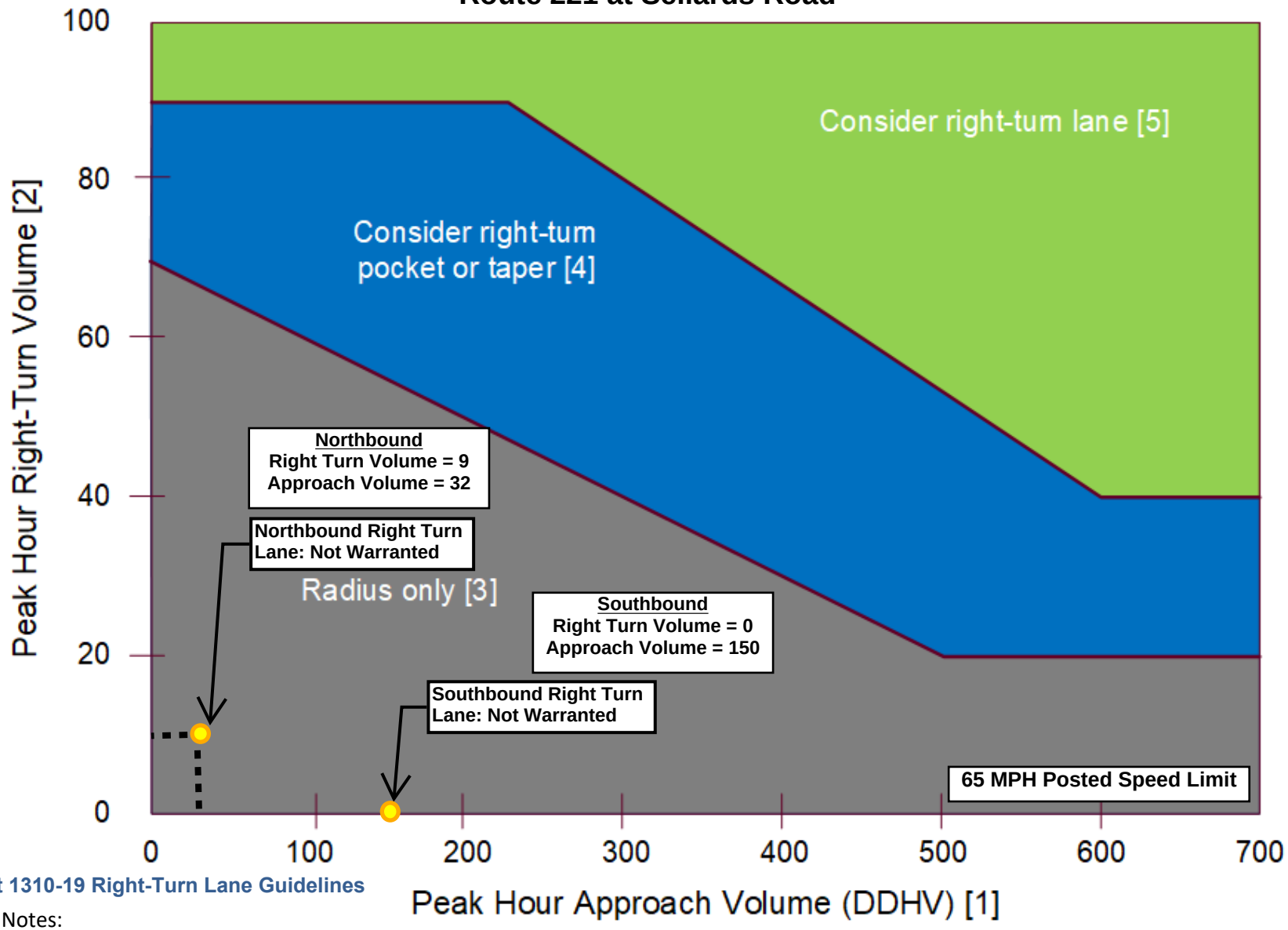


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

2023 Existing - Evening Peak Hour
Route 221 at Sellards Road

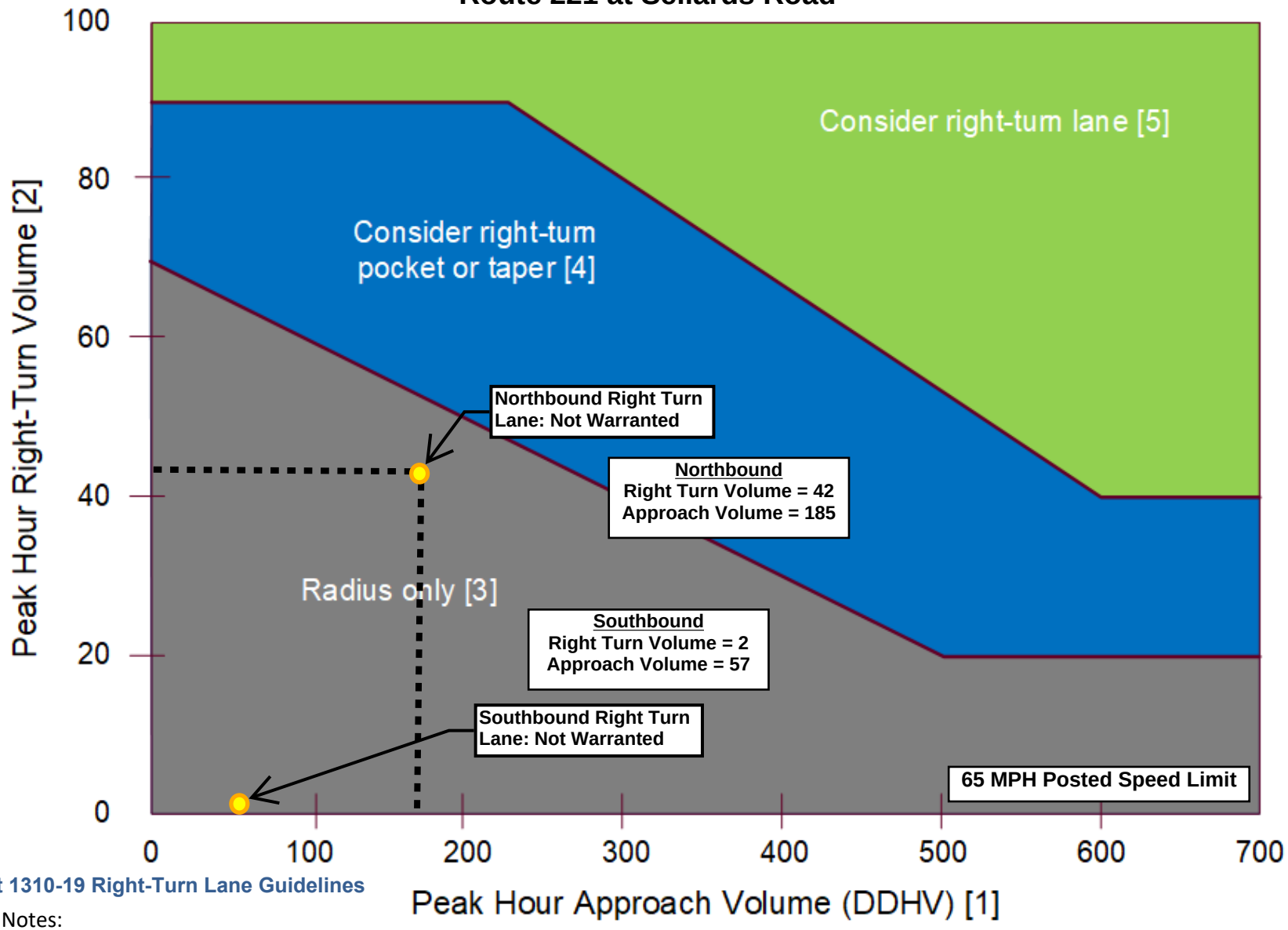


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

2025 Phase 1 to Laydown Yard 2 - Morning Peak Hour
Route 221 at Sellards Road

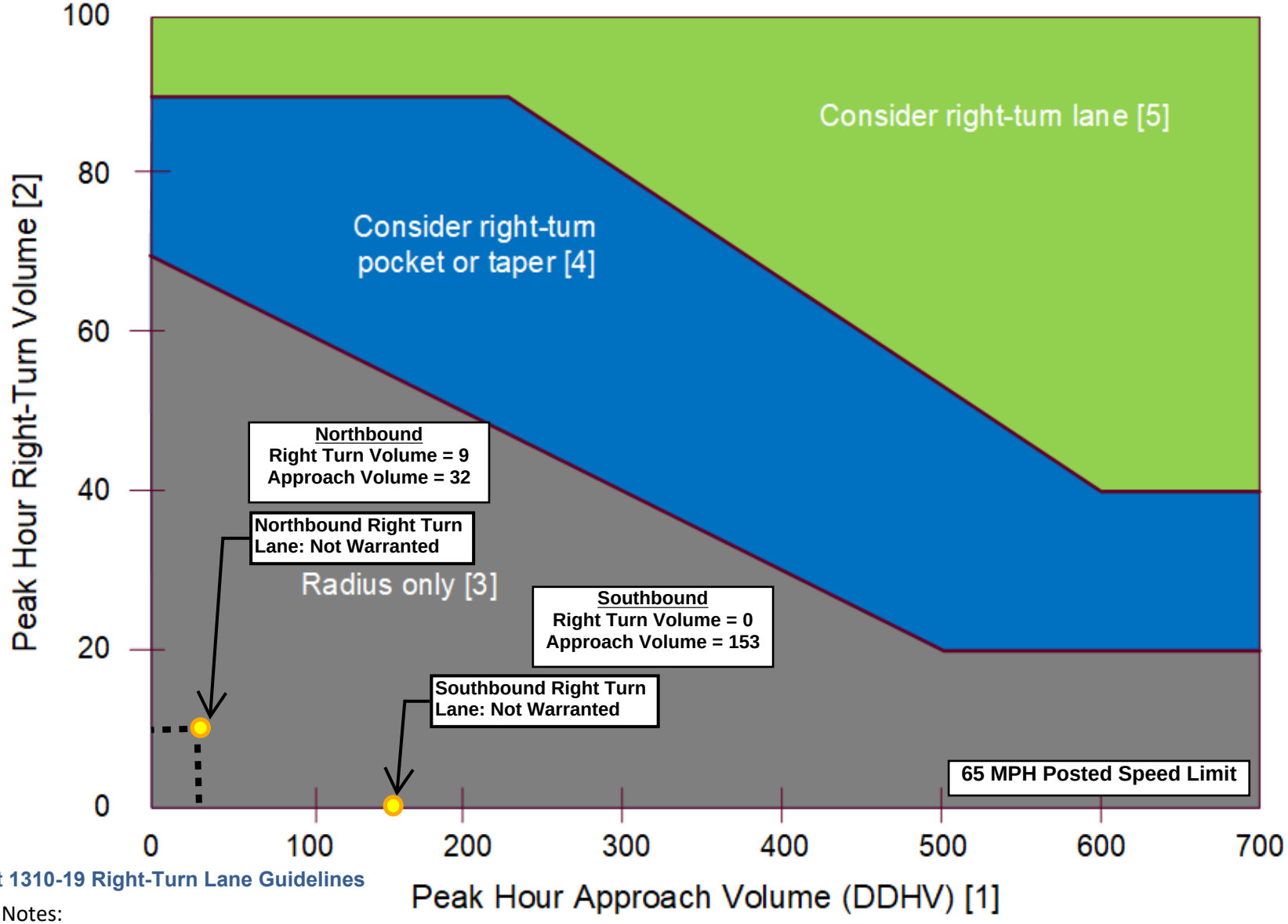


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

2025 Phase 1 to Laydown Yard 2 - Evening Peak Hour
Route 221 at Sellards Road

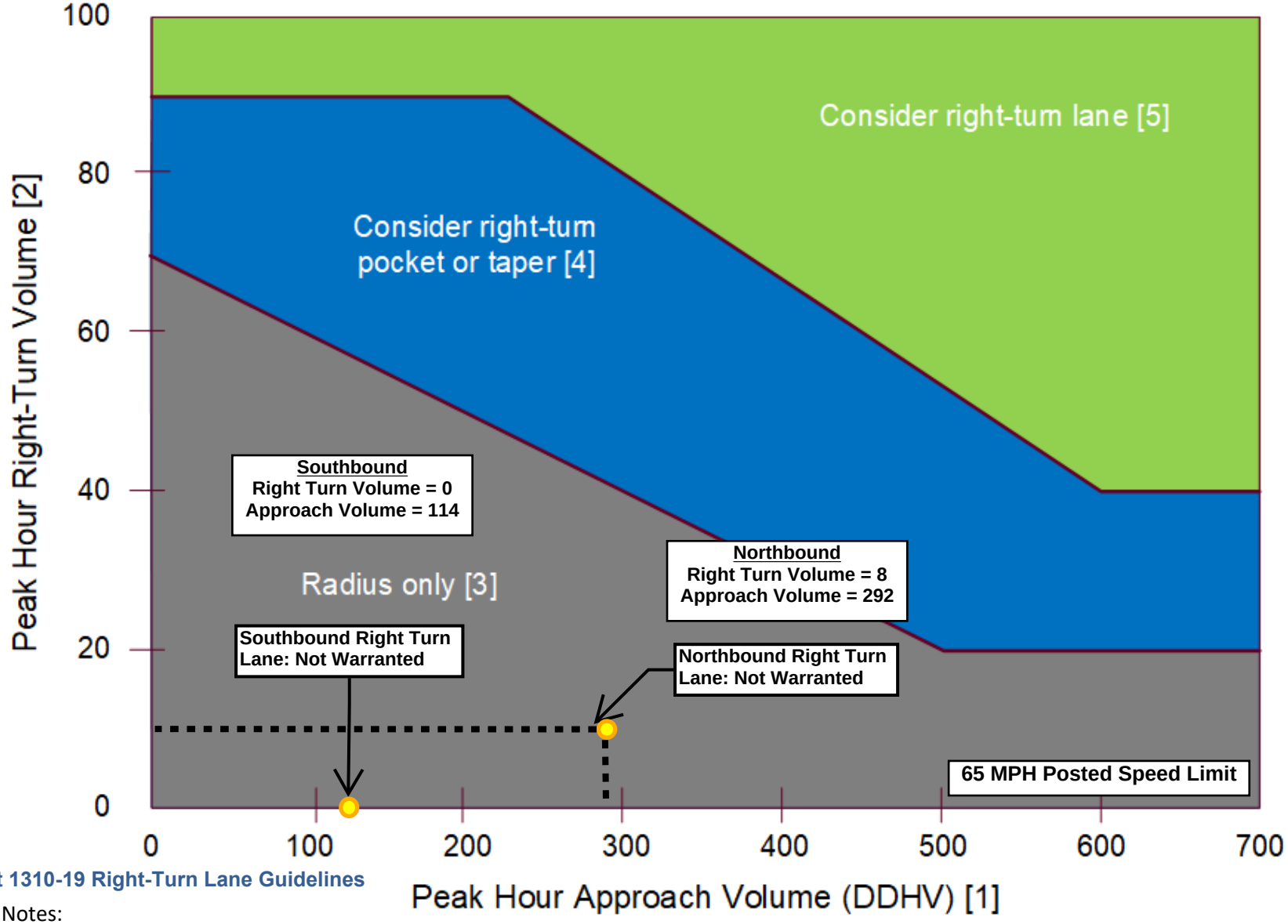


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

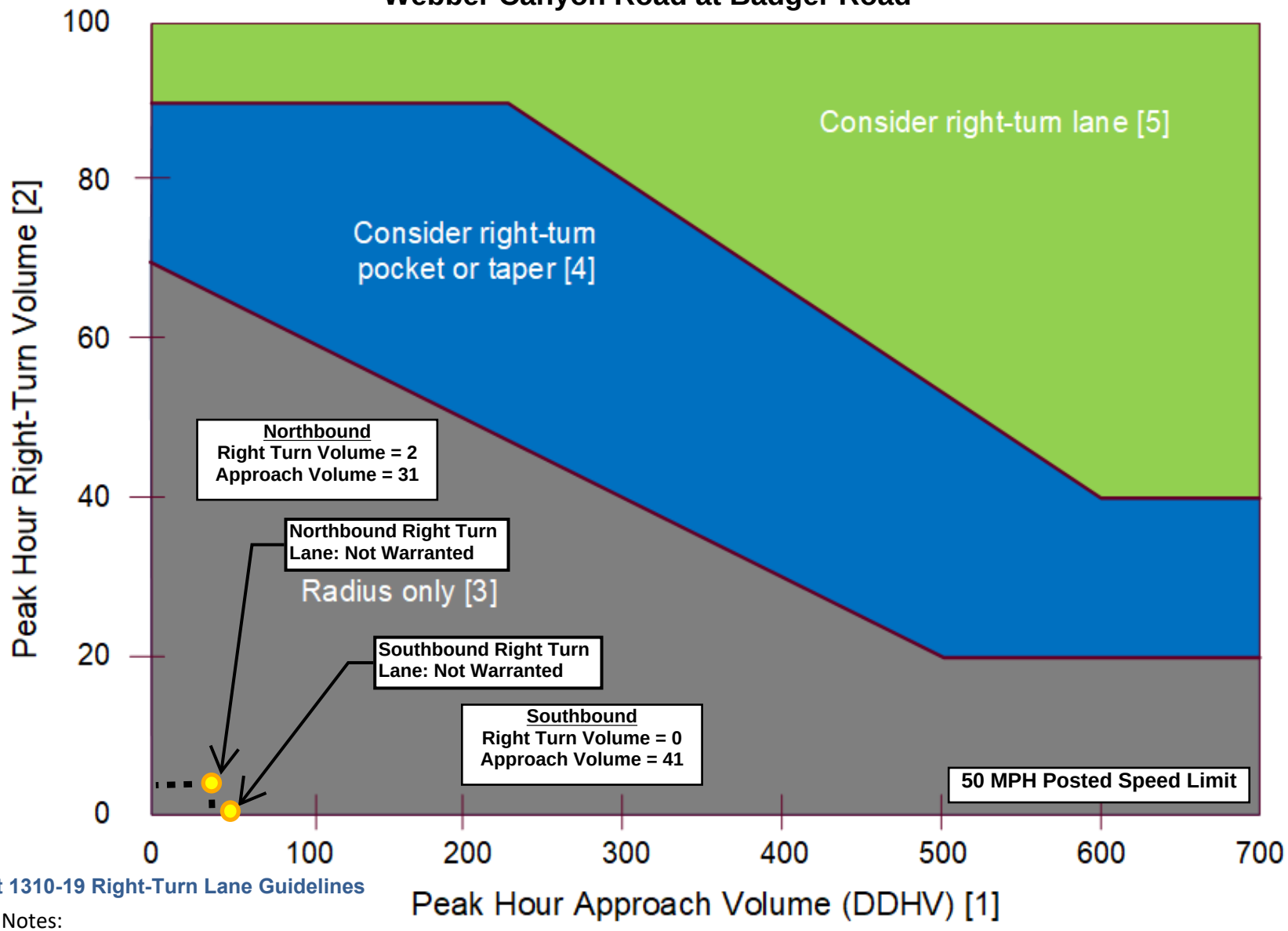


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

2023 Existing - Evening Peak Hour
Webber Canyon Road at Badger Road

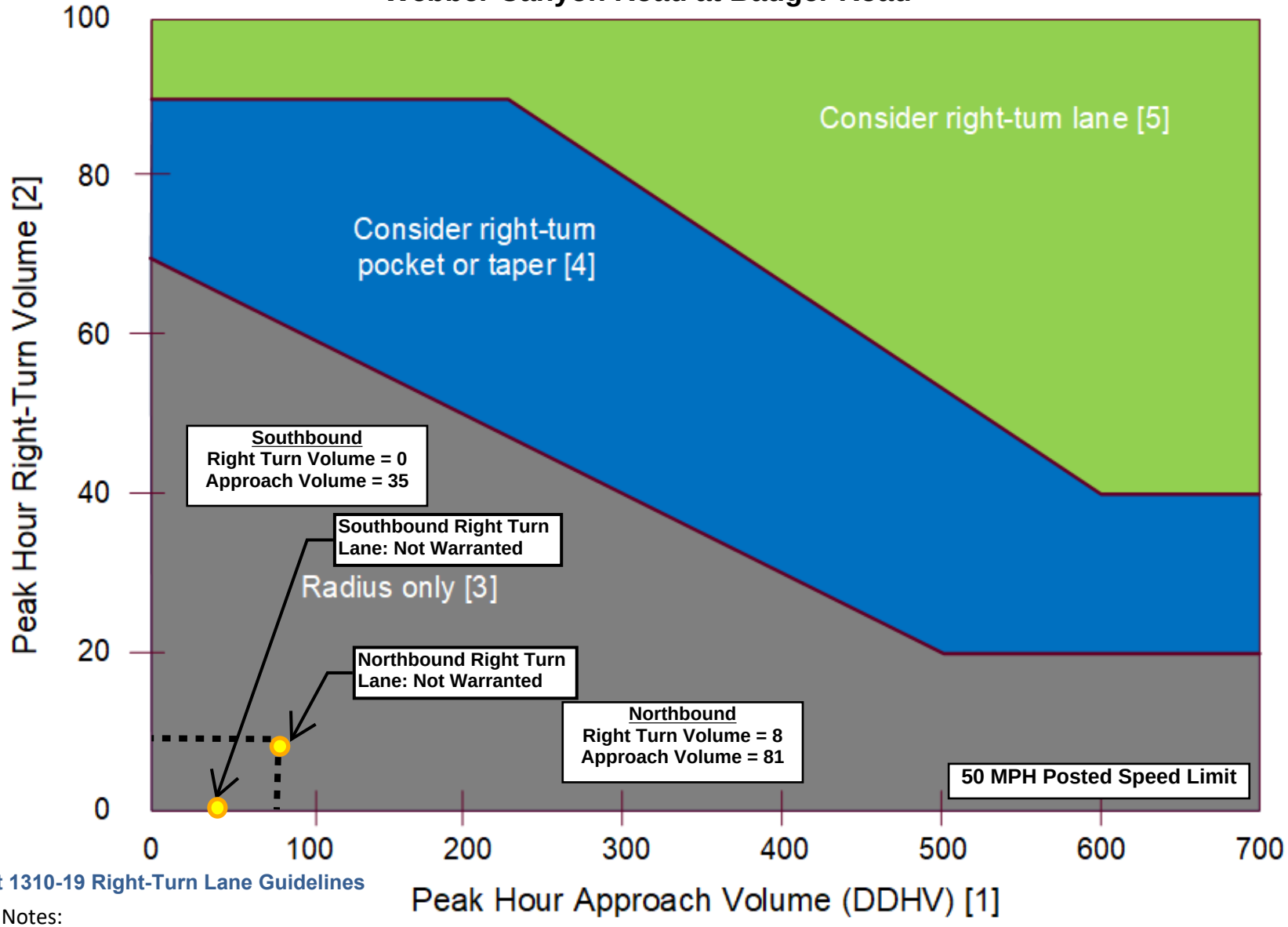


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

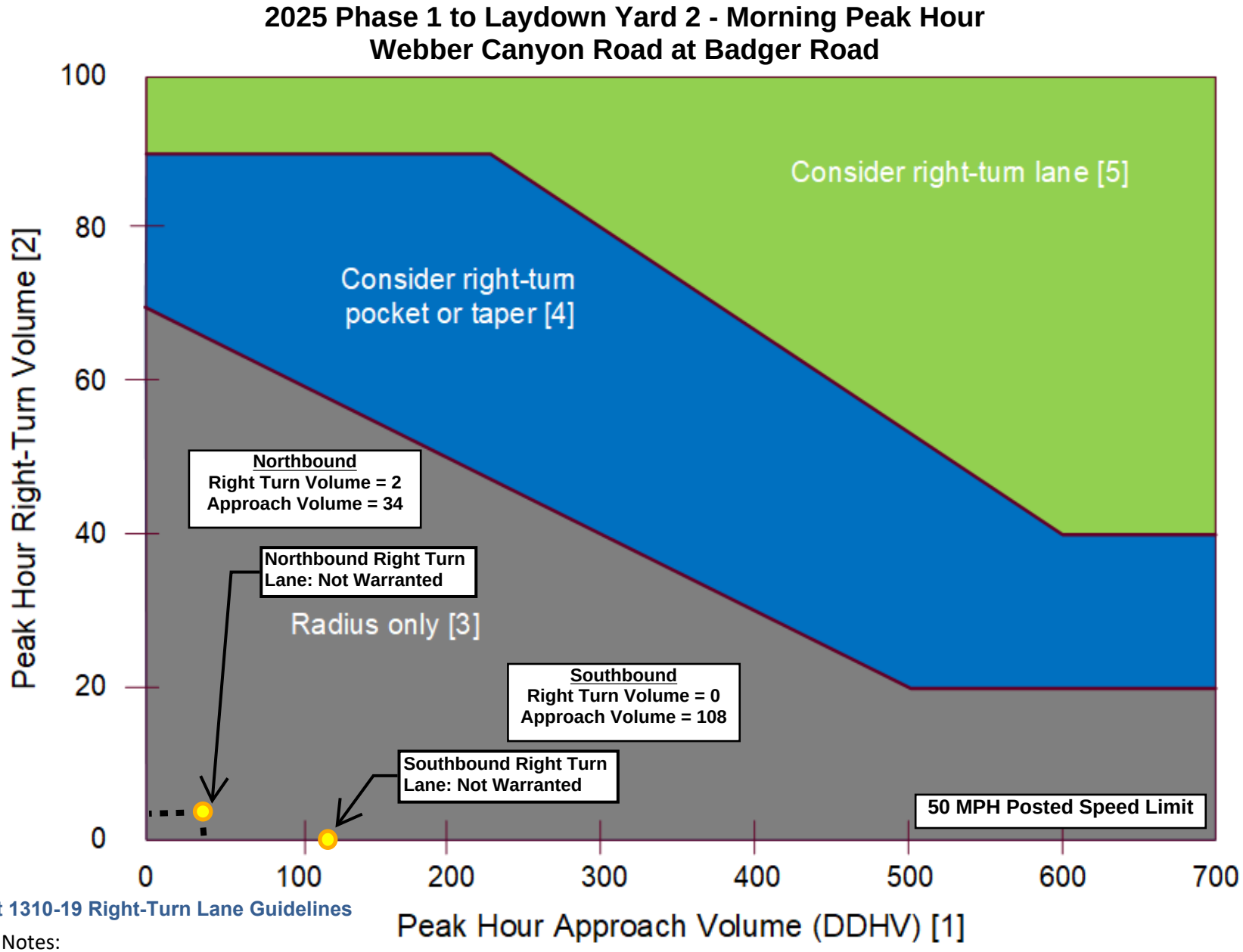


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:

- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

2025 Phase 1 to Laydown Yard 2 - Evening Peak Hour
Webber Canyon Road at Badger Road

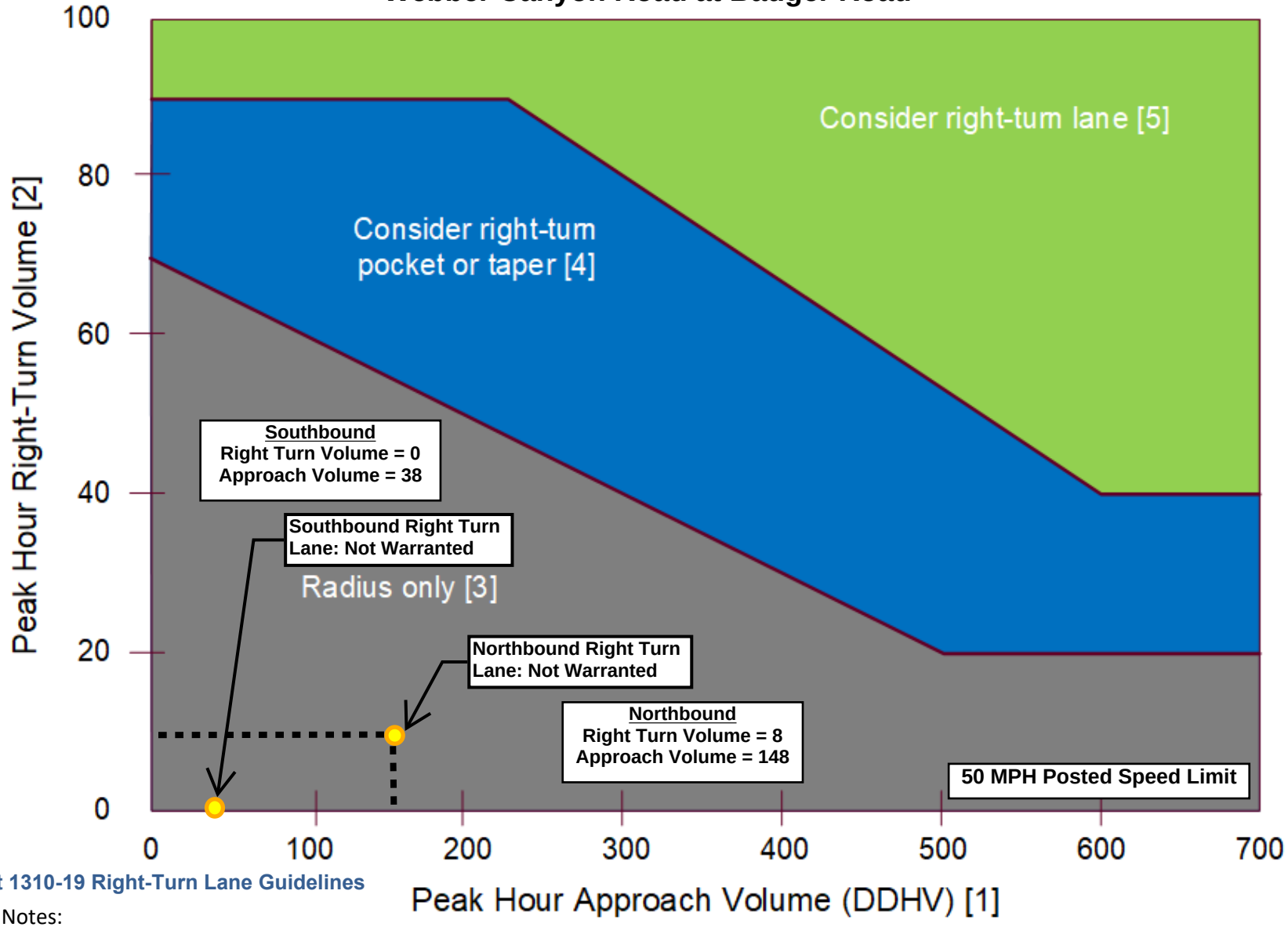


Exhibit 1310-19 Right-Turn Lane Guidelines

Notes:

[1] For two-lane highways, use the peak hour DDHV (through + right-turn). For multilane, highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).

[2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
- The posted speed is 45 mph or below
- The right-turn volume is greater than 40 VPH
- The peak hour approach volume (DDHV) is less than 300 VPH

[3] For right-turn corner design, see Exhibit 1310-6.

[4] For right-turn pocket or taper design, see Exhibit 1310-20.

[5] For right-turn lane design, see Exhibit 1310-21.

APPENDIX H: ROADWAY SEGMENT CAPACITY WORKSHEET

ROADWAY SEGMENT CAPACITY ANALYSIS WORKSHEETS

HCS Summary Badger Canyon Road

2023 Existing Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Badger Canyon Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	2
Peak Hour Factor	0.50	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.38472	Speed Power Coefficient (p)	0.65994
PF Slope Coefficient (m)	-1.12663	PF Power Coefficient (p)	0.77902
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.5
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Badger Canyon Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	1
Peak Hour Factor	0.67	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.4
Speed Slope Coefficient (m)	2.35926	Speed Power Coefficient (p)	0.66206
PF Slope Coefficient (m)	-1.12231	PF Power Coefficient (p)	0.78001
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	3.5
Segment Travel Time, minutes	1.49	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Badger Canyon Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	8
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.39938	Speed Power Coefficient (p)	0.64460
PF Slope Coefficient (m)	-1.14011	PF Power Coefficient (p)	0.77498
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.6
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Badger Canyon Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	32
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.42870	Speed Power Coefficient (p)	0.61537
PF Slope Coefficient (m)	-1.16653	PF Power Coefficient (p)	0.76733
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.7
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 1

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Badger Canyon Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	2
Peak Hour Factor	0.50	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.38472	Speed Power Coefficient (p)	0.65994
PF Slope Coefficient (m)	-1.12663	PF Power Coefficient (p)	0.77902
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.5
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Badger Canyon Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	1
Peak Hour Factor	0.67	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.4
Speed Slope Coefficient (m)	2.35926	Speed Power Coefficient (p)	0.66206
PF Slope Coefficient (m)	-1.12231	PF Power Coefficient (p)	0.78001
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	3.5
Segment Travel Time, minutes	1.49	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Badger Canyon Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	8
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.39938	Speed Power Coefficient (p)	0.64460
PF Slope Coefficient (m)	-1.14011	PF Power Coefficient (p)	0.77498
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.6
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Badger Canyon Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	32
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.42870	Speed Power Coefficient (p)	0.61537
PF Slope Coefficient (m)	-1.16653	PF Power Coefficient (p)	0.76733
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.7
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Badger Canyon Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	2
Peak Hour Factor	0.50	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.38472	Speed Power Coefficient (p)	0.65994
PF Slope Coefficient (m)	-1.12663	PF Power Coefficient (p)	0.77902
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.5
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Badger Canyon Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	1
Peak Hour Factor	0.67	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.4
Speed Slope Coefficient (m)	2.35926	Speed Power Coefficient (p)	0.66206
PF Slope Coefficient (m)	-1.12231	PF Power Coefficient (p)	0.78001
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	3.5
Segment Travel Time, minutes	1.49	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Badger Canyon Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	8
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.39938	Speed Power Coefficient (p)	0.64460
PF Slope Coefficient (m)	-1.14011	PF Power Coefficient (p)	0.77498
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.6
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Badger Canyon Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	32
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.42870	Speed Power Coefficient (p)	0.61537
PF Slope Coefficient (m)	-1.16653	PF Power Coefficient (p)	0.76733
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.7
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 No Build Condition

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Badger Canyon Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	2
Peak Hour Factor	0.50	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.38472	Speed Power Coefficient (p)	0.65994
PF Slope Coefficient (m)	-1.12663	PF Power Coefficient (p)	0.77902
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.5
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Badger Canyon Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	1
Peak Hour Factor	0.67	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.4
Speed Slope Coefficient (m)	2.35926	Speed Power Coefficient (p)	0.66206
PF Slope Coefficient (m)	-1.12231	PF Power Coefficient (p)	0.78001
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	3.5
Segment Travel Time, minutes	1.49	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Badger Canyon Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	8
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.39938	Speed Power Coefficient (p)	0.64460
PF Slope Coefficient (m)	-1.14011	PF Power Coefficient (p)	0.77498
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.6
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Badger Canyon Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	32
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.42870	Speed Power Coefficient (p)	0.61537
PF Slope Coefficient (m)	-1.16653	PF Power Coefficient (p)	0.76733
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.7
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 Build - Phase 2 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph2 to LY2 Badger Canyon Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	2
Peak Hour Factor	0.50	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.38472	Speed Power Coefficient (p)	0.65994
PF Slope Coefficient (m)	-1.12663	PF Power Coefficient (p)	0.77902
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.5
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Ph2 to LY 2 Badger Canyon Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	1
Peak Hour Factor	0.67	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.4
Speed Slope Coefficient (m)	2.35926	Speed Power Coefficient (p)	0.66206
PF Slope Coefficient (m)	-1.12231	PF Power Coefficient (p)	0.78001
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	3.5
Segment Travel Time, minutes	1.49	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Ph2 to LY2 Badger Canyon Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	8
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.39938	Speed Power Coefficient (p)	0.64460
PF Slope Coefficient (m)	-1.14011	PF Power Coefficient (p)	0.77498
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.6
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Ph 2 to LY2 Badger Canyon Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	32
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.42870	Speed Power Coefficient (p)	0.61537
PF Slope Coefficient (m)	-1.16653	PF Power Coefficient (p)	0.76733
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.7
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 No Build Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build - Badger Canyon Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	2
Peak Hour Factor	0.50	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.38472	Speed Power Coefficient (p)	0.65994
PF Slope Coefficient (m)	-1.12663	PF Power Coefficient (p)	0.77902
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.5
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build - Badger Canyon Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	1
Peak Hour Factor	0.67	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.4
Speed Slope Coefficient (m)	2.35926	Speed Power Coefficient (p)	0.66206
PF Slope Coefficient (m)	-1.12231	PF Power Coefficient (p)	0.78001
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	3.5
Segment Travel Time, minutes	1.49	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build - Badger Canyon Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	8
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.39938	Speed Power Coefficient (p)	0.64460
PF Slope Coefficient (m)	-1.14011	PF Power Coefficient (p)	0.77498
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.6
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build - Badger Canyon Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	0
Speed Limit, mi/h	40	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	32
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	40.8
Speed Slope Coefficient (m)	2.42870	Speed Power Coefficient (p)	0.61537
PF Slope Coefficient (m)	-1.16653	PF Power Coefficient (p)	0.76733
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	1.7
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Summary Bofer Canyon Road

2023 Existing Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Bofer Canyon Road Northbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	1
Peak Hour Factor	0.94	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.71618
PF Slope Coefficient (m)	-1.05274	PF Power Coefficient (p)	0.81129
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	0.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Bofer Canyon Road Northbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	8	Opposing Demand Flow Rate, veh/h	0
Peak Hour Factor	0.63	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.73607
PF Slope Coefficient (m)	-1.04027	PF Power Coefficient (p)	0.81504
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	2.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Bofer Canyon Road Southbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	0
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.73607
PF Slope Coefficient (m)	-1.04027	PF Power Coefficient (p)	0.81504
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	1.1
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Bofer Canyon Road Southbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	5
Peak Hour Factor	0.94	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.69241
PF Slope Coefficient (m)	-1.06805	PF Power Coefficient (p)	0.80682
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	0.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 1

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Bofer Canyon Road Northbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	66	Opposing Demand Flow Rate, veh/h	3
Peak Hour Factor	0.94	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.70199
PF Slope Coefficient (m)	-1.06182	PF Power Coefficient (p)	0.80862
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	11.1
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	16	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Bofer Canyon Road Northbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	11	Opposing Demand Flow Rate, veh/h	98
Peak Hour Factor	0.63	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.56920
PF Slope Coefficient (m)	-1.15650	PF Power Coefficient (p)	0.78340
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	3.3
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Bofer Canyon Road Southbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	12	Opposing Demand Flow Rate, veh/h	248
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.49663
PF Slope Coefficient (m)	-1.21976	PF Power Coefficient (p)	0.76846
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	4.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Bofer Canyon Road Southbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	66	Opposing Demand Flow Rate, veh/h	7
Peak Hour Factor	0.94	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.68473
PF Slope Coefficient (m)	-1.07309	PF Power Coefficient (p)	0.80537
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	11.3
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	16	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Bofer Canyon Road Northbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	1
Peak Hour Factor	0.94	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.71618
PF Slope Coefficient (m)	-1.05274	PF Power Coefficient (p)	0.81129
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	0.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Bofer Canyon Road Northbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	8	Opposing Demand Flow Rate, veh/h	0
Peak Hour Factor	0.63	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.73607
PF Slope Coefficient (m)	-1.04027	PF Power Coefficient (p)	0.81504
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	2.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Bofer Canyon Road Southbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	0
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.73607
PF Slope Coefficient (m)	-1.04027	PF Power Coefficient (p)	0.81504
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	1.1
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Bofer Canyon Road Southbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	5
Peak Hour Factor	0.94	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.69241
PF Slope Coefficient (m)	-1.06805	PF Power Coefficient (p)	0.80682
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	0.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 No Build Condition

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Bofer Canyon Road Northbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	1
Peak Hour Factor	0.94	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.71618
PF Slope Coefficient (m)	-1.05274	PF Power Coefficient (p)	0.81129
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	0.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Bofer Canyon Road Northbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	8	Opposing Demand Flow Rate, veh/h	0
Peak Hour Factor	0.63	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.73607
PF Slope Coefficient (m)	-1.04027	PF Power Coefficient (p)	0.81504
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	2.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Bofer Canyon Road Southbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	0
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.73607
PF Slope Coefficient (m)	-1.04027	PF Power Coefficient (p)	0.81504
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	1.1
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Bofer Canyon Road Southbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	5
Peak Hour Factor	0.94	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.69241
PF Slope Coefficient (m)	-1.06805	PF Power Coefficient (p)	0.80682
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	0.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 Build - Phase 2 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Ph2 to LY2 Bofer Canyon Road Northbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	1
Peak Hour Factor	0.94	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.71618
PF Slope Coefficient (m)	-1.05274	PF Power Coefficient (p)	0.81129
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	0.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Bofer Canyon Road Northbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	8	Opposing Demand Flow Rate, veh/h	0
Peak Hour Factor	0.63	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.73607
PF Slope Coefficient (m)	-1.04027	PF Power Coefficient (p)	0.81504
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	2.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Ph2 to LY2 Bofer Canyon Road Southbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	0
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.73607
PF Slope Coefficient (m)	-1.04027	PF Power Coefficient (p)	0.81504
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	1.1
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Bofer Canyon Road Southbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	5
Peak Hour Factor	0.94	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.69241
PF Slope Coefficient (m)	-1.06805	PF Power Coefficient (p)	0.80682
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	0.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 No Build Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build - Bofer Canyon Road Northbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	1
Peak Hour Factor	0.94	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.71618
PF Slope Coefficient (m)	-1.05274	PF Power Coefficient (p)	0.81129
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	0.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build - Bofer Canyon Road Northbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	8	Opposing Demand Flow Rate, veh/h	0
Peak Hour Factor	0.63	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.73607
PF Slope Coefficient (m)	-1.04027	PF Power Coefficient (p)	0.81504
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	2.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build - Bofer Canyon Road Southbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	0
Peak Hour Factor	0.25	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.73607
PF Slope Coefficient (m)	-1.04027	PF Power Coefficient (p)	0.81504
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	1.1
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build - Bofer Canyon Road Southbound (North of Coffin Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	16	Shoulder Width, ft	0
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	0	Opposing Demand Flow Rate, veh/h	5
Peak Hour Factor	0.94	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	55.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.69241
PF Slope Coefficient (m)	-1.06805	PF Power Coefficient (p)	0.80682
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.2

Vehicle Results

Average Speed, mi/h	55.2	Percent Followers, %	0.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2023 Existing Conditions

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Interstate 82 Eastbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	79.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1056	Heavy Vehicle Adjustment Factor (f_{HV})	0.843
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	666
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	34	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	66	Volume-to-Capacity Ratio (v/c)	0.28
Passenger Car Equivalent (E_T)	2.86		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	79.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	8.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	79.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	Jmaes Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	I-82 Eastbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	79.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	767	Heavy Vehicle Adjustment Factor (f_{HV})	0.751
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	543
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	14	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	86	Volume-to-Capacity Ratio (v/c)	0.23
Passenger Car Equivalent (E_T)	2.33		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	79.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	6.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	79.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	I-82 Westbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	78.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	236	Heavy Vehicle Adjustment Factor (f_{HV})	0.659
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	190
Total Trucks, %	39.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	16	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	84	Volume-to-Capacity Ratio (v/c)	0.08
Passenger Car Equivalent (E_T)	2.33		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	78.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	2.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	78.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	I-82 Westbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	78.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1420	Heavy Vehicle Adjustment Factor (f_{HV})	0.796
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	949
Total Trucks, %	17.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	34	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	66	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (E_T)	2.51		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	77.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	78.0		

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 1

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Interstate 82 Eastbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	79.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1077	Heavy Vehicle Adjustment Factor (f_{HV})	0.843
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	680
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	34	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	66	Final Adjusted Capacity (c_{adj}), pc/h/ln	2400
Passenger Car Equivalent (E_T)	2.86	Volume-to-Capacity Ratio (v/c)	0.28

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	79.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	8.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	79.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	Jmaes Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 I-82 Eastbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	79.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	782	Heavy Vehicle Adjustment Factor (f_{HV})	0.751
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	554
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	14	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	86	Final Adjusted Capacity (c_{adj}), pc/h/ln	2400
Passenger Car Equivalent (E_T)	2.33	Volume-to-Capacity Ratio (v/c)	0.23

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	79.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	7.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	79.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 I-82 Westbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	78.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	241	Heavy Vehicle Adjustment Factor (f_{HV})	0.659
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	194
Total Trucks, %	39.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	16	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	84	Final Adjusted Capacity (c_{adj}), pc/h/ln	2400
Passenger Car Equivalent (E_T)	2.33	Volume-to-Capacity Ratio (v/c)	0.08

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	78.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	2.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	78.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 I-82 Westbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	78.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1449	Heavy Vehicle Adjustment Factor (f_{HV})	0.796
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	968
Total Trucks, %	17.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	34	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	66	Final Adjusted Capacity (c_{adj}), pc/h/ln	2400
Passenger Car Equivalent (E_T)	2.51	Volume-to-Capacity Ratio (v/c)	0.40

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	77.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	78.0		

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 2

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Interstate 82 Eastbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	79.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1077	Heavy Vehicle Adjustment Factor (f_{HV})	0.843
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	680
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	34	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	66	Final Adjusted Capacity (c_{adj}), pc/h/ln	2400
Passenger Car Equivalent (E_T)	2.86	Volume-to-Capacity Ratio (v/c)	0.28

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	79.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	8.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	79.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 I-82 Westbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	78.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1449	Heavy Vehicle Adjustment Factor (f_{HV})	0.796
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	968
Total Trucks, %	17.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	34	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	66	Final Adjusted Capacity (c_{adj}), pc/h/ln	2400
Passenger Car Equivalent (E_T)	2.51	Volume-to-Capacity Ratio (v/c)	0.40

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	77.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	78.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	Jmaes Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 I-82 Eastbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	79.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	782	Heavy Vehicle Adjustment Factor (f_{HV})	0.751
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	554
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	14	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	86	Final Adjusted Capacity (c_{adj}), pc/h/ln	2400
Passenger Car Equivalent (E_T)	2.33	Volume-to-Capacity Ratio (v/c)	0.23

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	79.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	7.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	79.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 I-82 Westbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	78.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	241	Heavy Vehicle Adjustment Factor (f_{HV})	0.659
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	194
Total Trucks, %	39.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	16	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	84	Final Adjusted Capacity (c_{adj}), pc/h/ln	2400
Passenger Car Equivalent (E_T)	2.33	Volume-to-Capacity Ratio (v/c)	0.08

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	78.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	2.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	78.0		

Copyright © 2023 University of Florida. All Rights Reserved.

2025 No Build Condition

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Interstate 82 Eastbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	79.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1077	Heavy Vehicle Adjustment Factor (f_{HV})	0.843
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	680
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	34	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	66	Final Adjusted Capacity (c_{adj}), pc/h/ln	2400
Passenger Car Equivalent (E_T)	2.86	Volume-to-Capacity Ratio (v/c)	0.28

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	79.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	8.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	79.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	Jmaes Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build I-82 Eastbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	79.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	782	Heavy Vehicle Adjustment Factor (f_{HV})	0.751
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	554
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	14	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	86	Final Adjusted Capacity (c_{adj}), pc/h/ln	2400
Passenger Car Equivalent (E_T)	2.33	Volume-to-Capacity Ratio (v/c)	0.23

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	79.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	7.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	79.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build I-82 Westbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	78.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	241	Heavy Vehicle Adjustment Factor (f_{HV})	0.659
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	194
Total Trucks, %	39.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	16	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	84	Final Adjusted Capacity (c_{adj}), pc/h/ln	2400
Passenger Car Equivalent (E_T)	2.33	Volume-to-Capacity Ratio (v/c)	0.08

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	78.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	2.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	78.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build I-82 Westbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	78.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1449	Heavy Vehicle Adjustment Factor (f_{HV})	0.796
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	968
Total Trucks, %	17.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	34	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	66	Final Adjusted Capacity (c_{adj}), pc/h/ln	2400
Passenger Car Equivalent (E_T)	2.51	Volume-to-Capacity Ratio (v/c)	0.40

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	77.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	78.0		

Copyright © 2023 University of Florida. All Rights Reserved.

2026 Build - Phase 2 to Laydown Yard 2

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	PH2 to LY2 Interstate 82 Eastbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	79.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1088	Heavy Vehicle Adjustment Factor (f_{HV})	0.843
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	686
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	34	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	66	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (E_T)	2.86		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	79.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	8.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	79.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	Jmaes Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 I-82 Eastbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	79.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	790	Heavy Vehicle Adjustment Factor (f_{HV})	0.751
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	560
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	14	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	86	Volume-to-Capacity Ratio (v/c)	0.23
Passenger Car Equivalent (E_T)	2.33		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	79.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	7.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	79.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	PH2 to LY2 I-82 Westbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	78.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	243	Heavy Vehicle Adjustment Factor (f_{HV})	0.659
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	196
Total Trucks, %	39.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	16	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	84	Volume-to-Capacity Ratio (v/c)	0.08
Passenger Car Equivalent (E_T)	2.33		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	78.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	2.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	78.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 I-82 Westbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	78.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1463	Heavy Vehicle Adjustment Factor (f_{HV})	0.796
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	978
Total Trucks, %	17.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	34	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	66	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (E_T)	2.51		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	77.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	78.0		

Copyright © 2023 University of Florida. All Rights Reserved.

2026 No Build Conditions

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build - Interstate 82 Eastbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	79.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1088	Heavy Vehicle Adjustment Factor (f_{HV})	0.843
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	686
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	34	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	66	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (E_T)	2.86		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	79.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	8.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	79.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	Jmaes Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build I-82 Eastbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	79.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	790	Heavy Vehicle Adjustment Factor (f_{HV})	0.751
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	560
Total Trucks, %	25.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	14	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	86	Volume-to-Capacity Ratio (v/c)	0.23
Passenger Car Equivalent (E_T)	2.33		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	79.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	7.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	79.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build - I-82 Westbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	78.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	243	Heavy Vehicle Adjustment Factor (f_{HV})	0.659
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	196
Total Trucks, %	39.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	16	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	84	Volume-to-Capacity Ratio (v/c)	0.08
Passenger Car Equivalent (E_T)	2.33		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	78.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	2.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	78.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Basic Freeway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build - I-82 Westbound (North of Coffin Road)	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	2	Terrain Type	Specific Grade
Segment Length (L), ft	-	Percent Grade, %	2.70
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	1.00
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	78.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs, CAF_{CAV}	1.000

Demand and Capacity

Demand Volume (V), veh/h	1463	Heavy Vehicle Adjustment Factor (f_{HV})	0.796
Peak Hour Factor (PHF)	0.94	Flow Rate (v_p), pc/h/ln	978
Total Trucks, %	17.00	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	34	Adjusted Capacity (c_{adj}), pc/h/ln	2400
Tractor-Trailers (TT), %	66	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (E_T)	2.51		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	77.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	12.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	78.0		

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Summary Locust Grove Road

2023 Existing Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Locust Grove Road Eastbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	20	Opposing Demand Flow Rate, veh/h	60
Peak Hour Factor	0.60	Total Trucks, %	25.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	54.5
Speed Slope Coefficient (m)	3.19384	Speed Power Coefficient (p)	0.59501
PF Slope Coefficient (m)	-1.17940	PF Power Coefficient (p)	0.81248
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.5

Vehicle Results

Average Speed, mi/h	54.5	Percent Followers, %	4.8
Segment Travel Time, minutes	1.10	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Locust Grove Road Eastbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	60	Opposing Demand Flow Rate, veh/h	12
Peak Hour Factor	0.85	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	54.6
Speed Slope Coefficient (m)	3.15452	Speed Power Coefficient (p)	0.63822
PF Slope Coefficient (m)	-1.14094	PF Power Coefficient (p)	0.82360
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.6

Vehicle Results

Average Speed, mi/h	54.6	Percent Followers, %	10.6
Segment Travel Time, minutes	1.10	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	13	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Locust Grove Road Westbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	68	Opposing Demand Flow Rate, veh/h	23
Peak Hour Factor	0.53	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.0
Speed Slope Coefficient (m)	3.18814	Speed Power Coefficient (p)	0.62444
PF Slope Coefficient (m)	-1.15331	PF Power Coefficient (p)	0.81945
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.0

Vehicle Results

Average Speed, mi/h	55.0	Percent Followers, %	12.0
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Locust Grove Road Westbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	81
Peak Hour Factor	0.63	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.0
Speed Slope Coefficient (m)	3.23389	Speed Power Coefficient (p)	0.58333
PF Slope Coefficient (m)	-1.19019	PF Power Coefficient (p)	0.80869
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.0

Vehicle Results

Average Speed, mi/h	55.0	Percent Followers, %	4.1
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 1

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Locust Grove Road Eastbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	27	Opposing Demand Flow Rate, veh/h	62
Peak Hour Factor	0.60	Total Trucks, %	25.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	54.5
Speed Slope Coefficient (m)	3.19495	Speed Power Coefficient (p)	0.59400
PF Slope Coefficient (m)	-1.18032	PF Power Coefficient (p)	0.81222
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.5

Vehicle Results

Average Speed, mi/h	54.5	Percent Followers, %	6.0
Segment Travel Time, minutes	1.10	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	4	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Locust Grove Road Eastbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	61	Opposing Demand Flow Rate, veh/h	16
Peak Hour Factor	0.85	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	54.6
Speed Slope Coefficient (m)	3.16103	Speed Power Coefficient (p)	0.63165
PF Slope Coefficient (m)	-1.14673	PF Power Coefficient (p)	0.82189
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.6

Vehicle Results

Average Speed, mi/h	54.6	Percent Followers, %	10.9
Segment Travel Time, minutes	1.10	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	13	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Locust Grove Road Westbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	70	Opposing Demand Flow Rate, veh/h	30
Peak Hour Factor	0.53	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.0
Speed Slope Coefficient (m)	3.19577	Speed Power Coefficient (p)	0.61699
PF Slope Coefficient (m)	-1.15993	PF Power Coefficient (p)	0.81751
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.0

Vehicle Results

Average Speed, mi/h	55.0	Percent Followers, %	12.3
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Locust Grove Road Westbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	22	Opposing Demand Flow Rate, veh/h	83
Peak Hour Factor	0.63	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.0
Speed Slope Coefficient (m)	3.23480	Speed Power Coefficient (p)	0.58252
PF Slope Coefficient (m)	-1.19092	PF Power Coefficient (p)	0.80848
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.0

Vehicle Results

Average Speed, mi/h	55.0	Percent Followers, %	5.3
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	4	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Locust Grove Road Eastbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	25	Opposing Demand Flow Rate, veh/h	235
Peak Hour Factor	0.60	Total Trucks, %	25.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	54.5
Speed Slope Coefficient (m)	3.27246	Speed Power Coefficient (p)	0.52998
PF Slope Coefficient (m)	-1.23895	PF Power Coefficient (p)	0.79513
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.5

Vehicle Results

Average Speed, mi/h	54.5	Percent Followers, %	6.4
Segment Travel Time, minutes	1.10	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	4	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Locust Grove Road Eastbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	184	Opposing Demand Flow Rate, veh/h	15
Peak Hour Factor	0.85	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	54.6
Speed Slope Coefficient (m)	3.15950	Speed Power Coefficient (p)	0.63318
PF Slope Coefficient (m)	-1.14538	PF Power Coefficient (p)	0.82229
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.0

Vehicle Results

Average Speed, mi/h	54.0	Percent Followers, %	24.7
Segment Travel Time, minutes	1.11	Follower Density (FD), followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	39	0.01	0.8	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Locust Grove Road Westbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	266	Opposing Demand Flow Rate, veh/h	28
Peak Hour Factor	0.53	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.0
Speed Slope Coefficient (m)	3.19396	Speed Power Coefficient (p)	0.61875
PF Slope Coefficient (m)	-1.15837	PF Power Coefficient (p)	0.81797
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.9

Vehicle Results

Average Speed, mi/h	53.9	Percent Followers, %	32.4
Segment Travel Time, minutes	1.11	Follower Density (FD), followers/mi/ln	1.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	35	0.01	1.6	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Locust Grove Road Westbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	21	Opposing Demand Flow Rate, veh/h	248
Peak Hour Factor	0.63	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.0
Speed Slope Coefficient (m)	3.30374	Speed Power Coefficient (p)	0.52689
PF Slope Coefficient (m)	-1.24182	PF Power Coefficient (p)	0.79354
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.0

Vehicle Results

Average Speed, mi/h	55.0	Percent Followers, %	5.6
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 No Build Condition

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Locust Grove Road Eastbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	20	Opposing Demand Flow Rate, veh/h	62
Peak Hour Factor	0.60	Total Trucks, %	25.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	54.5
Speed Slope Coefficient (m)	3.19495	Speed Power Coefficient (p)	0.59400
PF Slope Coefficient (m)	-1.18032	PF Power Coefficient (p)	0.81222
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.5

Vehicle Results

Average Speed, mi/h	54.5	Percent Followers, %	4.8
Segment Travel Time, minutes	1.10	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Locust Grove Road Eastbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	61	Opposing Demand Flow Rate, veh/h	12
Peak Hour Factor	0.85	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	54.6
Speed Slope Coefficient (m)	3.15452	Speed Power Coefficient (p)	0.63822
PF Slope Coefficient (m)	-1.14094	PF Power Coefficient (p)	0.82360
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.6

Vehicle Results

Average Speed, mi/h	54.6	Percent Followers, %	10.8
Segment Travel Time, minutes	1.10	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	13	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Locust Grove Road Westbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	70	Opposing Demand Flow Rate, veh/h	23
Peak Hour Factor	0.53	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.0
Speed Slope Coefficient (m)	3.18814	Speed Power Coefficient (p)	0.62444
PF Slope Coefficient (m)	-1.15331	PF Power Coefficient (p)	0.81945
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.0

Vehicle Results

Average Speed, mi/h	55.0	Percent Followers, %	12.2
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Locust Grove Road Westbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	83
Peak Hour Factor	0.63	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.0
Speed Slope Coefficient (m)	3.23480	Speed Power Coefficient (p)	0.58252
PF Slope Coefficient (m)	-1.19092	PF Power Coefficient (p)	0.80848
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.0

Vehicle Results

Average Speed, mi/h	55.0	Percent Followers, %	4.1
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 Build - Phase 2 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Ph2 to LY2 Locust Grove Road Eastbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	23	Opposing Demand Flow Rate, veh/h	222
Peak Hour Factor	0.60	Total Trucks, %	25.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	54.5
Speed Slope Coefficient (m)	3.26788	Speed Power Coefficient (p)	0.53338
PF Slope Coefficient (m)	-1.23580	PF Power Coefficient (p)	0.79608
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.5

Vehicle Results

Average Speed, mi/h	54.5	Percent Followers, %	6.0
Segment Travel Time, minutes	1.10	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	4	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Locust Grove Road Eastbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	175	Opposing Demand Flow Rate, veh/h	14
Peak Hour Factor	0.85	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	54.6
Speed Slope Coefficient (m)	3.15791	Speed Power Coefficient (p)	0.63478
PF Slope Coefficient (m)	-1.14397	PF Power Coefficient (p)	0.82271
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.0

Vehicle Results

Average Speed, mi/h	54.0	Percent Followers, %	23.9
Segment Travel Time, minutes	1.11	Follower Density (FD), followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	37	0.01	0.8	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Ph2 to LY2 Locust Grove Road Westbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	251	Opposing Demand Flow Rate, veh/h	26
Peak Hour Factor	0.53	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.15

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.0
Speed Slope Coefficient (m)	3.19209	Speed Power Coefficient (p)	0.62057
PF Slope Coefficient (m)	-1.15675	PF Power Coefficient (p)	0.81844
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.0

Vehicle Results

Average Speed, mi/h	54.0	Percent Followers, %	31.1
Segment Travel Time, minutes	1.11	Follower Density (FD), followers/mi/ln	1.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	33	0.01	1.4	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Locust Grove Road Westbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	19	Opposing Demand Flow Rate, veh/h	237
Peak Hour Factor	0.63	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.0
Speed Slope Coefficient (m)	3.30004	Speed Power Coefficient (p)	0.52960
PF Slope Coefficient (m)	-1.23932	PF Power Coefficient (p)	0.79429
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.0

Vehicle Results

Average Speed, mi/h	55.0	Percent Followers, %	5.2
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 No Build Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build - Locust Grove Road Eastbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	20	Opposing Demand Flow Rate, veh/h	62
Peak Hour Factor	0.60	Total Trucks, %	25.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	54.5
Speed Slope Coefficient (m)	3.19495	Speed Power Coefficient (p)	0.59400
PF Slope Coefficient (m)	-1.18032	PF Power Coefficient (p)	0.81222
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.5

Vehicle Results

Average Speed, mi/h	54.5	Percent Followers, %	4.8
Segment Travel Time, minutes	1.10	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Locust Grove Road Eastbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	62	Opposing Demand Flow Rate, veh/h	12
Peak Hour Factor	0.85	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	54.6
Speed Slope Coefficient (m)	3.15452	Speed Power Coefficient (p)	0.63822
PF Slope Coefficient (m)	-1.14094	PF Power Coefficient (p)	0.82360
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	54.6

Vehicle Results

Average Speed, mi/h	54.6	Percent Followers, %	11.0
Segment Travel Time, minutes	1.10	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	13	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Locust Grove Road Westbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	50	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	70	Opposing Demand Flow Rate, veh/h	23
Peak Hour Factor	0.53	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	55.0
Speed Slope Coefficient (m)	3.18814	Speed Power Coefficient (p)	0.62444
PF Slope Coefficient (m)	-1.15331	PF Power Coefficient (p)	0.81945
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	55.0

Vehicle Results

Average Speed, mi/h	55.0	Percent Followers, %	12.2
Segment Travel Time, minutes	1.09	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Locust Grove Road Westbound (between Nicosin Road and I-82)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	53	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	81
Peak Hour Factor	0.63	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.4
Speed Slope Coefficient (m)	3.41925	Speed Power Coefficient (p)	0.58333
PF Slope Coefficient (m)	-1.17850	PF Power Coefficient (p)	0.81900
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.4

Vehicle Results

Average Speed, mi/h	58.4	Percent Followers, %	3.9
Segment Travel Time, minutes	1.03	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Summary Nine Canyon Road

2023 Existing Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Nine Canyon Road Northbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	72
Peak Hour Factor	0.25	Total Trucks, %	100.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	29.2
Speed Slope Coefficient (m)	39.40648	Speed Power Coefficient (p)	0.71045
PF Slope Coefficient (m)	-0.99171	PF Power Coefficient (p)	0.95225
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	29.2

Vehicle Results

Average Speed, mi/h	29.2	Percent Followers, %	0.5
Segment Travel Time, minutes	2.05	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Nine Canyon Road Northbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	17
Peak Hour Factor	0.58	Total Trucks, %	14.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	50.8
Speed Slope Coefficient (m)	9.73165	Speed Power Coefficient (p)	0.99097
PF Slope Coefficient (m)	-1.20761	PF Power Coefficient (p)	0.93895
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	50.8

Vehicle Results

Average Speed, mi/h	50.8	Percent Followers, %	3.6
Segment Travel Time, minutes	1.18	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	4	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Nine Canyon Road Southbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	32	Opposing Demand Flow Rate, veh/h	2
Peak Hour Factor	0.56	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	48.8
Speed Slope Coefficient (m)	10.43144	Speed Power Coefficient (p)	1.05827
PF Slope Coefficient (m)	-1.14465	PF Power Coefficient (p)	0.96662
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	48.8

Vehicle Results

Average Speed, mi/h	48.8	Percent Followers, %	4.0
Segment Travel Time, minutes	1.23	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Nine Canyon Road Southbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	22
Peak Hour Factor	0.63	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	46.8
Speed Slope Coefficient (m)	11.00270	Speed Power Coefficient (p)	0.99232
PF Slope Coefficient (m)	-1.17557	PF Power Coefficient (p)	0.96202
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	46.8

Vehicle Results

Average Speed, mi/h	46.8	Percent Followers, %	2.2
Segment Travel Time, minutes	1.28	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 1

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Nine Canyon Road Northbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	72
Peak Hour Factor	0.25	Total Trucks, %	100.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	29.2
Speed Slope Coefficient (m)	39.40648	Speed Power Coefficient (p)	0.71045
PF Slope Coefficient (m)	-0.99171	PF Power Coefficient (p)	0.95225
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	29.2

Vehicle Results

Average Speed, mi/h	29.2	Percent Followers, %	0.5
Segment Travel Time, minutes	2.05	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Nine Canyon Road Northbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	17
Peak Hour Factor	0.58	Total Trucks, %	14.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	50.8
Speed Slope Coefficient (m)	9.73165	Speed Power Coefficient (p)	0.99097
PF Slope Coefficient (m)	-1.20761	PF Power Coefficient (p)	0.93895
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	50.8

Vehicle Results

Average Speed, mi/h	50.8	Percent Followers, %	3.6
Segment Travel Time, minutes	1.18	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	4	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Nine Canyon Road Southbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	32	Opposing Demand Flow Rate, veh/h	2
Peak Hour Factor	0.56	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	48.8
Speed Slope Coefficient (m)	10.43144	Speed Power Coefficient (p)	1.05827
PF Slope Coefficient (m)	-1.14465	PF Power Coefficient (p)	0.96662
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	48.8

Vehicle Results

Average Speed, mi/h	48.8	Percent Followers, %	4.0
Segment Travel Time, minutes	1.23	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Nine Canyon Road Southbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	22
Peak Hour Factor	0.63	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	46.8
Speed Slope Coefficient (m)	11.00270	Speed Power Coefficient (p)	0.99232
PF Slope Coefficient (m)	-1.17557	PF Power Coefficient (p)	0.96202
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	46.8

Vehicle Results

Average Speed, mi/h	46.8	Percent Followers, %	2.2
Segment Travel Time, minutes	1.28	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Nine Canyon Road Northbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	72
Peak Hour Factor	0.25	Total Trucks, %	100.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	29.2
Speed Slope Coefficient (m)	39.40648	Speed Power Coefficient (p)	0.71045
PF Slope Coefficient (m)	-0.99171	PF Power Coefficient (p)	0.95225
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	29.2

Vehicle Results

Average Speed, mi/h	29.2	Percent Followers, %	0.5
Segment Travel Time, minutes	2.05	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Nine Canyon Road Northbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	17
Peak Hour Factor	0.58	Total Trucks, %	14.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	50.8
Speed Slope Coefficient (m)	9.73165	Speed Power Coefficient (p)	0.99097
PF Slope Coefficient (m)	-1.20761	PF Power Coefficient (p)	0.93895
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	50.8

Vehicle Results

Average Speed, mi/h	50.8	Percent Followers, %	3.6
Segment Travel Time, minutes	1.18	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	4	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Nine Canyon Road Southbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	32	Opposing Demand Flow Rate, veh/h	2
Peak Hour Factor	0.56	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	48.8
Speed Slope Coefficient (m)	10.43144	Speed Power Coefficient (p)	1.05827
PF Slope Coefficient (m)	-1.14465	PF Power Coefficient (p)	0.96662
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	48.8

Vehicle Results

Average Speed, mi/h	48.8	Percent Followers, %	4.0
Segment Travel Time, minutes	1.23	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Nine Canyon Road Southbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	22
Peak Hour Factor	0.63	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	46.8
Speed Slope Coefficient (m)	11.00270	Speed Power Coefficient (p)	0.99232
PF Slope Coefficient (m)	-1.17557	PF Power Coefficient (p)	0.96202
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	46.8

Vehicle Results

Average Speed, mi/h	46.8	Percent Followers, %	2.2
Segment Travel Time, minutes	1.28	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 No Build Condition

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Nine Canyon Road Northbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	72
Peak Hour Factor	0.25	Total Trucks, %	100.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	29.2
Speed Slope Coefficient (m)	39.40648	Speed Power Coefficient (p)	0.71045
PF Slope Coefficient (m)	-0.99171	PF Power Coefficient (p)	0.95225
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	29.2

Vehicle Results

Average Speed, mi/h	29.2	Percent Followers, %	0.5
Segment Travel Time, minutes	2.05	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Nine Canyon Road Northbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	17
Peak Hour Factor	0.58	Total Trucks, %	14.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	50.8
Speed Slope Coefficient (m)	9.73165	Speed Power Coefficient (p)	0.99097
PF Slope Coefficient (m)	-1.20761	PF Power Coefficient (p)	0.93895
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	50.8

Vehicle Results

Average Speed, mi/h	50.8	Percent Followers, %	3.6
Segment Travel Time, minutes	1.18	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	4	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Nine Canyon Road Southbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	32	Opposing Demand Flow Rate, veh/h	2
Peak Hour Factor	0.56	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	48.8
Speed Slope Coefficient (m)	10.43144	Speed Power Coefficient (p)	1.05827
PF Slope Coefficient (m)	-1.14465	PF Power Coefficient (p)	0.96662
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	48.8

Vehicle Results

Average Speed, mi/h	48.8	Percent Followers, %	4.0
Segment Travel Time, minutes	1.23	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Nine Canyon Road Southbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	22
Peak Hour Factor	0.63	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	46.8
Speed Slope Coefficient (m)	11.00270	Speed Power Coefficient (p)	0.99232
PF Slope Coefficient (m)	-1.17557	PF Power Coefficient (p)	0.96202
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	46.8

Vehicle Results

Average Speed, mi/h	46.8	Percent Followers, %	2.2
Segment Travel Time, minutes	1.28	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 Build - Phase 2 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Ph2 to LY2 Nine Canyon Road Northbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	76
Peak Hour Factor	0.25	Total Trucks, %	100.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	29.2
Speed Slope Coefficient (m)	39.44197	Speed Power Coefficient (p)	0.70647
PF Slope Coefficient (m)	-0.99451	PF Power Coefficient (p)	0.95037
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	29.2

Vehicle Results

Average Speed, mi/h	29.2	Percent Followers, %	0.5
Segment Travel Time, minutes	2.05	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Nine Canyon Road Northbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	17
Peak Hour Factor	0.58	Total Trucks, %	14.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	50.8
Speed Slope Coefficient (m)	9.73165	Speed Power Coefficient (p)	0.99097
PF Slope Coefficient (m)	-1.20761	PF Power Coefficient (p)	0.93895
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	50.8

Vehicle Results

Average Speed, mi/h	50.8	Percent Followers, %	3.6
Segment Travel Time, minutes	1.18	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	4	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	PH2 to LY2 Nine Canyon Road Southbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	2
Peak Hour Factor	0.56	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	48.8
Speed Slope Coefficient (m)	10.43144	Speed Power Coefficient (p)	1.05827
PF Slope Coefficient (m)	-1.14465	PF Power Coefficient (p)	0.96662
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	48.8

Vehicle Results

Average Speed, mi/h	48.8	Percent Followers, %	4.3
Segment Travel Time, minutes	1.23	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Nine Canyon Road Southbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	22
Peak Hour Factor	0.63	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	46.8
Speed Slope Coefficient (m)	11.00270	Speed Power Coefficient (p)	0.99232
PF Slope Coefficient (m)	-1.17557	PF Power Coefficient (p)	0.96202
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	46.8

Vehicle Results

Average Speed, mi/h	46.8	Percent Followers, %	2.2
Segment Travel Time, minutes	1.28	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 No Build Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build - Nine Canyon Road Northbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	4	Opposing Demand Flow Rate, veh/h	76
Peak Hour Factor	0.25	Total Trucks, %	100.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.00

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	29.2
Speed Slope Coefficient (m)	39.44197	Speed Power Coefficient (p)	0.70647
PF Slope Coefficient (m)	-0.99451	PF Power Coefficient (p)	0.95037
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	29.2

Vehicle Results

Average Speed, mi/h	29.2	Percent Followers, %	0.5
Segment Travel Time, minutes	2.05	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Nine Canyon Road Northbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	17
Peak Hour Factor	0.58	Total Trucks, %	14.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	50.8
Speed Slope Coefficient (m)	9.73165	Speed Power Coefficient (p)	0.99097
PF Slope Coefficient (m)	-1.20761	PF Power Coefficient (p)	0.93895
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	50.8

Vehicle Results

Average Speed, mi/h	50.8	Percent Followers, %	3.6
Segment Travel Time, minutes	1.18	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	4	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Nine Canyon Road Southbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	2
Peak Hour Factor	0.56	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	48.8
Speed Slope Coefficient (m)	10.43144	Speed Power Coefficient (p)	1.05827
PF Slope Coefficient (m)	-1.14465	PF Power Coefficient (p)	0.96662
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	48.8

Vehicle Results

Average Speed, mi/h	48.8	Percent Followers, %	4.3
Segment Travel Time, minutes	1.23	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	NO Build Nine Canyon Road Southbound (South of Route 397)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	3
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	16	Opposing Demand Flow Rate, veh/h	22
Peak Hour Factor	0.63	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	5	Free-Flow Speed, mi/h	46.8
Speed Slope Coefficient (m)	11.00270	Speed Power Coefficient (p)	0.99232
PF Slope Coefficient (m)	-1.17557	PF Power Coefficient (p)	0.96202
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	46.8

Vehicle Results

Average Speed, mi/h	46.8	Percent Followers, %	2.2
Segment Travel Time, minutes	1.28	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Summary Plymouth Road

2023 Existing Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Plymouth Road Northbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	59
Peak Hour Factor	0.88	Total Trucks, %	38.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	51.7
Speed Slope Coefficient (m)	3.26494	Speed Power Coefficient (p)	0.64312
PF Slope Coefficient (m)	-1.13744	PF Power Coefficient (p)	0.81845
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.7

Vehicle Results

Average Speed, mi/h	51.7	Percent Followers, %	5.2
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Plymouth Road Northbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	72	Opposing Demand Flow Rate, veh/h	79
Peak Hour Factor	0.76	Total Trucks, %	40.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	51.6
Speed Slope Coefficient (m)	3.32183	Speed Power Coefficient (p)	0.62792
PF Slope Coefficient (m)	-1.14672	PF Power Coefficient (p)	0.81647
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.6

Vehicle Results

Average Speed, mi/h	51.6	Percent Followers, %	12.6
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Plymouth Road Southbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	68	Opposing Demand Flow Rate, veh/h	28
Peak Hour Factor	0.76	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.67746
PF Slope Coefficient (m)	-1.12162	PF Power Coefficient (p)	0.81931
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.0

Vehicle Results

Average Speed, mi/h	52.0	Percent Followers, %	11.7
Segment Travel Time, minutes	1.15	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	13	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Plymouth Road Southbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	72	Opposing Demand Flow Rate, veh/h	66
Peak Hour Factor	0.83	Total Trucks, %	23.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.64481
PF Slope Coefficient (m)	-1.15171	PF Power Coefficient (p)	0.80746
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.2

Vehicle Results

Average Speed, mi/h	52.2	Percent Followers, %	12.9
Segment Travel Time, minutes	1.15	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	15	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 1

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Plymouth Road Northbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	60
Peak Hour Factor	0.88	Total Trucks, %	38.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	51.7
Speed Slope Coefficient (m)	3.26666	Speed Power Coefficient (p)	0.64228
PF Slope Coefficient (m)	-1.13810	PF Power Coefficient (p)	0.81825
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.7

Vehicle Results

Average Speed, mi/h	51.7	Percent Followers, %	5.2
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Plymouth Road Northbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	74	Opposing Demand Flow Rate, veh/h	80
Peak Hour Factor	0.76	Total Trucks, %	40.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	51.6
Speed Slope Coefficient (m)	3.32356	Speed Power Coefficient (p)	0.62709
PF Slope Coefficient (m)	-1.14738	PF Power Coefficient (p)	0.81627
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.6

Vehicle Results

Average Speed, mi/h	51.6	Percent Followers, %	12.8
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Plymouth Road Southbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	70	Opposing Demand Flow Rate, veh/h	28
Peak Hour Factor	0.76	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.67746
PF Slope Coefficient (m)	-1.12162	PF Power Coefficient (p)	0.81931
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.0

Vehicle Results

Average Speed, mi/h	52.0	Percent Followers, %	11.9
Segment Travel Time, minutes	1.15	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	13	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Plymouth Road Southbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	73	Opposing Demand Flow Rate, veh/h	67
Peak Hour Factor	0.83	Total Trucks, %	23.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.64397
PF Slope Coefficient (m)	-1.15237	PF Power Coefficient (p)	0.80727
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.2

Vehicle Results

Average Speed, mi/h	52.2	Percent Followers, %	13.1
Segment Travel Time, minutes	1.15	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	15	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Plymouth Road Northbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	94	Opposing Demand Flow Rate, veh/h	63
Peak Hour Factor	0.88	Total Trucks, %	38.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	51.7
Speed Slope Coefficient (m)	3.27006	Speed Power Coefficient (p)	0.64061
PF Slope Coefficient (m)	-1.13939	PF Power Coefficient (p)	0.81785
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.7

Vehicle Results

Average Speed, mi/h	51.7	Percent Followers, %	15.2
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	21	0.00	0.3	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Plymouth Road Northbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	76	Opposing Demand Flow Rate, veh/h	162
Peak Hour Factor	0.76	Total Trucks, %	40.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	51.6
Speed Slope Coefficient (m)	3.41166	Speed Power Coefficient (p)	0.58716
PF Slope Coefficient (m)	-1.18021	PF Power Coefficient (p)	0.80630
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.6

Vehicle Results

Average Speed, mi/h	51.6	Percent Followers, %	13.8
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	15	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Plymouth Road Southbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	72	Opposing Demand Flow Rate, veh/h	109
Peak Hour Factor	0.76	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient (m)	3.17421	Speed Power Coefficient (p)	0.61771
PF Slope Coefficient (m)	-1.16809	PF Power Coefficient (p)	0.80520
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.0

Vehicle Results

Average Speed, mi/h	52.0	Percent Followers, %	13.2
Segment Travel Time, minutes	1.15	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Plymouth Road Southbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	148	Opposing Demand Flow Rate, veh/h	70
Peak Hour Factor	0.83	Total Trucks, %	23.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.64232
PF Slope Coefficient (m)	-1.15367	PF Power Coefficient (p)	0.80688
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.7

Vehicle Results

Average Speed, mi/h	51.7	Percent Followers, %	21.9
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	31	0.01	0.6	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 No Build Condition

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Plymouth Road Northbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	60
Peak Hour Factor	0.88	Total Trucks, %	38.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	51.7
Speed Slope Coefficient (m)	3.26666	Speed Power Coefficient (p)	0.64228
PF Slope Coefficient (m)	-1.13810	PF Power Coefficient (p)	0.81825
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.7

Vehicle Results

Average Speed, mi/h	51.7	Percent Followers, %	5.2
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Plymouth Road Northbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	74	Opposing Demand Flow Rate, veh/h	80
Peak Hour Factor	0.76	Total Trucks, %	40.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	51.6
Speed Slope Coefficient (m)	3.32356	Speed Power Coefficient (p)	0.62709
PF Slope Coefficient (m)	-1.14738	PF Power Coefficient (p)	0.81627
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.6

Vehicle Results

Average Speed, mi/h	51.6	Percent Followers, %	12.8
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Plymouth Road Southbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	70	Opposing Demand Flow Rate, veh/h	28
Peak Hour Factor	0.76	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.67746
PF Slope Coefficient (m)	-1.12162	PF Power Coefficient (p)	0.81931
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.0

Vehicle Results

Average Speed, mi/h	52.0	Percent Followers, %	11.9
Segment Travel Time, minutes	1.15	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	13	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Plymouth Road Southbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	73	Opposing Demand Flow Rate, veh/h	67
Peak Hour Factor	0.83	Total Trucks, %	23.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.64397
PF Slope Coefficient (m)	-1.15237	PF Power Coefficient (p)	0.80727
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.2

Vehicle Results

Average Speed, mi/h	52.2	Percent Followers, %	13.1
Segment Travel Time, minutes	1.15	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	15	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 Build - Phase 2 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	PH2 to LY2 Plymouth Road Northbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	90	Opposing Demand Flow Rate, veh/h	64
Peak Hour Factor	0.88	Total Trucks, %	38.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	51.7
Speed Slope Coefficient (m)	3.27174	Speed Power Coefficient (p)	0.63978
PF Slope Coefficient (m)	-1.14003	PF Power Coefficient (p)	0.81765
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.7

Vehicle Results

Average Speed, mi/h	51.7	Percent Followers, %	14.7
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	20	0.00	0.3	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Plymouth Road Northbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	78	Opposing Demand Flow Rate, veh/h	157
Peak Hour Factor	0.76	Total Trucks, %	40.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	51.6
Speed Slope Coefficient (m)	3.40678	Speed Power Coefficient (p)	0.58926
PF Slope Coefficient (m)	-1.17841	PF Power Coefficient (p)	0.80684
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.6

Vehicle Results

Average Speed, mi/h	51.6	Percent Followers, %	13.9
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	15	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	PH2 to LY2 Plymouth Road Southbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	74	Opposing Demand Flow Rate, veh/h	104
Peak Hour Factor	0.76	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient (m)	3.16824	Speed Power Coefficient (p)	0.62046
PF Slope Coefficient (m)	-1.16585	PF Power Coefficient (p)	0.80587
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.0

Vehicle Results

Average Speed, mi/h	52.0	Percent Followers, %	13.3
Segment Travel Time, minutes	1.15	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Plymouth Road Southbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	143	Opposing Demand Flow Rate, veh/h	71
Peak Hour Factor	0.83	Total Trucks, %	23.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.64151
PF Slope Coefficient (m)	-1.15431	PF Power Coefficient (p)	0.80668
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.8

Vehicle Results

Average Speed, mi/h	51.8	Percent Followers, %	21.4
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	30	0.00	0.6	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 No Build Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build - Plymouth Road Northbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	25	Opposing Demand Flow Rate, veh/h	61
Peak Hour Factor	0.88	Total Trucks, %	38.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	51.7
Speed Slope Coefficient (m)	3.26837	Speed Power Coefficient (p)	0.64144
PF Slope Coefficient (m)	-1.13875	PF Power Coefficient (p)	0.81804
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.7

Vehicle Results

Average Speed, mi/h	51.7	Percent Followers, %	5.4
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	6	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build - Plymouth Road Northbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	75	Opposing Demand Flow Rate, veh/h	82
Peak Hour Factor	0.76	Total Trucks, %	40.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	51.6
Speed Slope Coefficient (m)	3.32527	Speed Power Coefficient (p)	0.62627
PF Slope Coefficient (m)	-1.14802	PF Power Coefficient (p)	0.81607
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.6

Vehicle Results

Average Speed, mi/h	51.6	Percent Followers, %	12.9
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build - Plymouth Road Southbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	71	Opposing Demand Flow Rate, veh/h	29
Peak Hour Factor	0.76	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.67595
PF Slope Coefficient (m)	-1.12275	PF Power Coefficient (p)	0.81897
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.0

Vehicle Results

Average Speed, mi/h	52.0	Percent Followers, %	12.1
Segment Travel Time, minutes	1.15	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build - Plymouth Road Southbound (North of Route 14)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	75	Opposing Demand Flow Rate, veh/h	69
Peak Hour Factor	0.83	Total Trucks, %	23.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.2
Speed Slope Coefficient (m)	3.11550	Speed Power Coefficient (p)	0.64314
PF Slope Coefficient (m)	-1.15302	PF Power Coefficient (p)	0.80707
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.2

Vehicle Results

Average Speed, mi/h	52.2	Percent Followers, %	13.2
Segment Travel Time, minutes	1.15	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	16	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Summary Route 221

2023 Existing Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Route 221 Northbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	34	Opposing Demand Flow Rate, veh/h	191
Peak Hour Factor	0.94	Total Trucks, %	41.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	70.5
Speed Slope Coefficient (m)	4.12241	Speed Power Coefficient (p)	0.54167
PF Slope Coefficient (m)	-1.14311	PF Power Coefficient (p)	0.84594
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.5

Vehicle Results

Average Speed, mi/h	70.5	Percent Followers, %	6.3
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	8	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Route 221 Northbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	213	Opposing Demand Flow Rate, veh/h	89
Peak Hour Factor	0.94	Total Trucks, %	26.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	71.0
Speed Slope Coefficient (m)	4.10403	Speed Power Coefficient (p)	0.57916
PF Slope Coefficient (m)	-1.11305	PF Power Coefficient (p)	0.85626
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	69.8

Vehicle Results

Average Speed, mi/h	69.8	Percent Followers, %	25.6
Segment Travel Time, minutes	0.86	Follower Density (FD), followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	50	0.01	0.8	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Route 221 Southbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	191	Opposing Demand Flow Rate, veh/h	34
Peak Hour Factor	0.94	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	71.6
Speed Slope Coefficient (m)	4.09901	Speed Power Coefficient (p)	0.61359
PF Slope Coefficient (m)	-1.08409	PF Power Coefficient (p)	0.86540
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.6

Vehicle Results

Average Speed, mi/h	70.6	Percent Followers, %	22.8
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	45	0.01	0.6	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Route 221 Southbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	89	Opposing Demand Flow Rate, veh/h	213
Peak Hour Factor	0.94	Total Trucks, %	39.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	70.6
Speed Slope Coefficient (m)	4.13378	Speed Power Coefficient (p)	0.53574
PF Slope Coefficient (m)	-1.14716	PF Power Coefficient (p)	0.84398
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.6

Vehicle Results

Average Speed, mi/h	70.6	Percent Followers, %	13.9
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	21	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 1

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Route 221 Northbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	35	Opposing Demand Flow Rate, veh/h	196
Peak Hour Factor	0.94	Total Trucks, %	41.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	70.5
Speed Slope Coefficient (m)	4.12400	Speed Power Coefficient (p)	0.54045
PF Slope Coefficient (m)	-1.14400	PF Power Coefficient (p)	0.84556
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.5

Vehicle Results

Average Speed, mi/h	70.5	Percent Followers, %	6.5
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	8	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Route 221 Northbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	217	Opposing Demand Flow Rate, veh/h	91
Peak Hour Factor	0.94	Total Trucks, %	26.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	71.0
Speed Slope Coefficient (m)	4.10519	Speed Power Coefficient (p)	0.57815
PF Slope Coefficient (m)	-1.11383	PF Power Coefficient (p)	0.85596
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	69.8

Vehicle Results

Average Speed, mi/h	69.8	Percent Followers, %	26.0
Segment Travel Time, minutes	0.86	Follower Density (FD), followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	51	0.01	0.8	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Route 221 Southbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	196	Opposing Demand Flow Rate, veh/h	35
Peak Hour Factor	0.94	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	71.6
Speed Slope Coefficient (m)	4.09995	Speed Power Coefficient (p)	0.61269
PF Slope Coefficient (m)	-1.08480	PF Power Coefficient (p)	0.86513
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.6

Vehicle Results

Average Speed, mi/h	70.6	Percent Followers, %	23.2
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	46	0.01	0.6	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Route 221 Southbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	91	Opposing Demand Flow Rate, veh/h	217
Peak Hour Factor	0.94	Total Trucks, %	39.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	70.6
Speed Slope Coefficient (m)	4.13529	Speed Power Coefficient (p)	0.53460
PF Slope Coefficient (m)	-1.14798	PF Power Coefficient (p)	0.84363
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.6

Vehicle Results

Average Speed, mi/h	70.6	Percent Followers, %	14.2
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	22	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Route 221 Northbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	35	Opposing Demand Flow Rate, veh/h	196
Peak Hour Factor	0.94	Total Trucks, %	41.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	70.5
Speed Slope Coefficient (m)	4.12400	Speed Power Coefficient (p)	0.54045
PF Slope Coefficient (m)	-1.14400	PF Power Coefficient (p)	0.84556
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.5

Vehicle Results

Average Speed, mi/h	70.5	Percent Followers, %	6.5
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	8	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Route 221 Northbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	217	Opposing Demand Flow Rate, veh/h	91
Peak Hour Factor	0.94	Total Trucks, %	26.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	71.0
Speed Slope Coefficient (m)	4.10519	Speed Power Coefficient (p)	0.57815
PF Slope Coefficient (m)	-1.11383	PF Power Coefficient (p)	0.85596
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	69.8

Vehicle Results

Average Speed, mi/h	69.8	Percent Followers, %	26.0
Segment Travel Time, minutes	0.86	Follower Density (FD), followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	51	0.01	0.8	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Route 221 Southbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	196	Opposing Demand Flow Rate, veh/h	35
Peak Hour Factor	0.94	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	71.6
Speed Slope Coefficient (m)	4.09995	Speed Power Coefficient (p)	0.61269
PF Slope Coefficient (m)	-1.08480	PF Power Coefficient (p)	0.86513
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.6

Vehicle Results

Average Speed, mi/h	70.6	Percent Followers, %	23.2
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	46	0.01	0.6	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Route 221 Southbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	91	Opposing Demand Flow Rate, veh/h	217
Peak Hour Factor	0.94	Total Trucks, %	39.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	70.6
Speed Slope Coefficient (m)	4.13529	Speed Power Coefficient (p)	0.53460
PF Slope Coefficient (m)	-1.14798	PF Power Coefficient (p)	0.84363
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.6

Vehicle Results

Average Speed, mi/h	70.6	Percent Followers, %	14.2
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	22	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 No Build Condition

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Route 221 Northbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	35	Opposing Demand Flow Rate, veh/h	196
Peak Hour Factor	0.94	Total Trucks, %	41.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	70.5
Speed Slope Coefficient (m)	4.12400	Speed Power Coefficient (p)	0.54045
PF Slope Coefficient (m)	-1.14400	PF Power Coefficient (p)	0.84556
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.5

Vehicle Results

Average Speed, mi/h	70.5	Percent Followers, %	6.5
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	8	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Route 221 Northbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	217	Opposing Demand Flow Rate, veh/h	91
Peak Hour Factor	0.94	Total Trucks, %	26.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	71.0
Speed Slope Coefficient (m)	4.10519	Speed Power Coefficient (p)	0.57815
PF Slope Coefficient (m)	-1.11383	PF Power Coefficient (p)	0.85596
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	69.8

Vehicle Results

Average Speed, mi/h	69.8	Percent Followers, %	26.0
Segment Travel Time, minutes	0.86	Follower Density (FD), followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	51	0.01	0.8	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Route 221 Southbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	196	Opposing Demand Flow Rate, veh/h	35
Peak Hour Factor	0.94	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	71.6
Speed Slope Coefficient (m)	4.09995	Speed Power Coefficient (p)	0.61269
PF Slope Coefficient (m)	-1.08480	PF Power Coefficient (p)	0.86513
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.6

Vehicle Results

Average Speed, mi/h	70.6	Percent Followers, %	23.2
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	46	0.01	0.6	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Route 221 Southbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	91	Opposing Demand Flow Rate, veh/h	217
Peak Hour Factor	0.94	Total Trucks, %	39.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	70.6
Speed Slope Coefficient (m)	4.13529	Speed Power Coefficient (p)	0.53460
PF Slope Coefficient (m)	-1.14798	PF Power Coefficient (p)	0.84363
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.6

Vehicle Results

Average Speed, mi/h	70.6	Percent Followers, %	14.2
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	22	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 Build - Phase 2 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	PH2 to LY2 Route 221 Northbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	35	Opposing Demand Flow Rate, veh/h	197
Peak Hour Factor	0.94	Total Trucks, %	41.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	70.5
Speed Slope Coefficient (m)	4.12439	Speed Power Coefficient (p)	0.54015
PF Slope Coefficient (m)	-1.14422	PF Power Coefficient (p)	0.84547
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.5

Vehicle Results

Average Speed, mi/h	70.5	Percent Followers, %	6.5
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	8	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Route 221 Northbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	219	Opposing Demand Flow Rate, veh/h	93
Peak Hour Factor	0.94	Total Trucks, %	26.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	71.0
Speed Slope Coefficient (m)	4.10577	Speed Power Coefficient (p)	0.57765
PF Slope Coefficient (m)	-1.11422	PF Power Coefficient (p)	0.85581
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	69.8

Vehicle Results

Average Speed, mi/h	69.8	Percent Followers, %	26.2
Segment Travel Time, minutes	0.86	Follower Density (FD), followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	52	0.01	0.8	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	PH2 to LY2 Route 221 Southbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	197	Opposing Demand Flow Rate, veh/h	35
Peak Hour Factor	0.94	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	71.6
Speed Slope Coefficient (m)	4.09995	Speed Power Coefficient (p)	0.61269
PF Slope Coefficient (m)	-1.08480	PF Power Coefficient (p)	0.86513
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.6

Vehicle Results

Average Speed, mi/h	70.6	Percent Followers, %	23.3
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	46	0.01	0.7	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Route 221 Southbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	93	Opposing Demand Flow Rate, veh/h	219
Peak Hour Factor	0.94	Total Trucks, %	39.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	70.6
Speed Slope Coefficient (m)	4.13603	Speed Power Coefficient (p)	0.53404
PF Slope Coefficient (m)	-1.14838	PF Power Coefficient (p)	0.84346
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.6

Vehicle Results

Average Speed, mi/h	70.6	Percent Followers, %	14.3
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	22	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 No Build Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Route 221 Northbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	35	Opposing Demand Flow Rate, veh/h	197
Peak Hour Factor	0.94	Total Trucks, %	41.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	70.5
Speed Slope Coefficient (m)	4.12439	Speed Power Coefficient (p)	0.54015
PF Slope Coefficient (m)	-1.14422	PF Power Coefficient (p)	0.84547
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.5

Vehicle Results

Average Speed, mi/h	70.5	Percent Followers, %	6.5
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	8	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build - Route 221 Northbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	219	Opposing Demand Flow Rate, veh/h	93
Peak Hour Factor	0.94	Total Trucks, %	26.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	71.0
Speed Slope Coefficient (m)	4.10577	Speed Power Coefficient (p)	0.57765
PF Slope Coefficient (m)	-1.11422	PF Power Coefficient (p)	0.85581
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	69.8

Vehicle Results

Average Speed, mi/h	69.8	Percent Followers, %	26.2
Segment Travel Time, minutes	0.86	Follower Density (FD), followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	52	0.01	0.8	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build - Route 221 Southbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	197	Opposing Demand Flow Rate, veh/h	35
Peak Hour Factor	0.94	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	71.6
Speed Slope Coefficient (m)	4.09995	Speed Power Coefficient (p)	0.61269
PF Slope Coefficient (m)	-1.08480	PF Power Coefficient (p)	0.86513
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.6

Vehicle Results

Average Speed, mi/h	70.6	Percent Followers, %	23.3
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	46	0.01	0.7	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Route 221 Southbound (South of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	4
Speed Limit, mi/h	65	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	93	Opposing Demand Flow Rate, veh/h	219
Peak Hour Factor	0.94	Total Trucks, %	39.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	70.6
Speed Slope Coefficient (m)	4.13603	Speed Power Coefficient (p)	0.53404
PF Slope Coefficient (m)	-1.14838	PF Power Coefficient (p)	0.84346
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	70.6

Vehicle Results

Average Speed, mi/h	70.6	Percent Followers, %	14.3
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	22	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Summary Route 397

2023 Existing Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Route 397 Eastbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	56	Opposing Demand Flow Rate, veh/h	64
Peak Hour Factor	0.75	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.8
Speed Slope Coefficient (m)	3.91462	Speed Power Coefficient (p)	0.59261
PF Slope Coefficient (m)	-1.12326	PF Power Coefficient (p)	0.84993
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.8

Vehicle Results

Average Speed, mi/h	67.8	Percent Followers, %	9.2
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Route 397 Eastbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	56	Opposing Demand Flow Rate, veh/h	44
Peak Hour Factor	0.82	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	3.88052	Speed Power Coefficient (p)	0.60579
PF Slope Coefficient (m)	-1.11357	PF Power Coefficient (p)	0.85439
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.4

Vehicle Results

Average Speed, mi/h	67.4	Percent Followers, %	9.1
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	12	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Route 397 Westbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	60	Opposing Demand Flow Rate, veh/h	53
Peak Hour Factor	0.80	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	3.89236	Speed Power Coefficient (p)	0.59979
PF Slope Coefficient (m)	-1.11818	PF Power Coefficient (p)	0.85248
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.5

Vehicle Results

Average Speed, mi/h	67.5	Percent Followers, %	9.7
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	12	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	
Project Description	Route 397 Westbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	52	Opposing Demand Flow Rate, veh/h	67
Peak Hour Factor	0.69	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	3.91091	Speed Power Coefficient (p)	0.59106
PF Slope Coefficient (m)	-1.12480	PF Power Coefficient (p)	0.84966
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.7

Vehicle Results

Average Speed, mi/h	67.7	Percent Followers, %	8.7
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 1

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Route 397 Eastbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	57	Opposing Demand Flow Rate, veh/h	71
Peak Hour Factor	0.75	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.8
Speed Slope Coefficient (m)	3.91883	Speed Power Coefficient (p)	0.58880
PF Slope Coefficient (m)	-1.12634	PF Power Coefficient (p)	0.84883
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.8

Vehicle Results

Average Speed, mi/h	67.8	Percent Followers, %	9.5
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Route 397 Eastbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	62	Opposing Demand Flow Rate, veh/h	45
Peak Hour Factor	0.82	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	3.88147	Speed Power Coefficient (p)	0.60490
PF Slope Coefficient (m)	-1.11429	PF Power Coefficient (p)	0.85413
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.4

Vehicle Results

Average Speed, mi/h	67.4	Percent Followers, %	9.9
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	13	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Route 397 Westbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	66	Opposing Demand Flow Rate, veh/h	54
Peak Hour Factor	0.80	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	3.89325	Speed Power Coefficient (p)	0.59897
PF Slope Coefficient (m)	-1.11885	PF Power Coefficient (p)	0.85224
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.5

Vehicle Results

Average Speed, mi/h	67.5	Percent Followers, %	10.5
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	13	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	
Project Description	Build Ph1 to LY1 Route 397 Westbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	54	Opposing Demand Flow Rate, veh/h	74
Peak Hour Factor	0.69	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	3.91539	Speed Power Coefficient (p)	0.58702
PF Slope Coefficient (m)	-1.12805	PF Power Coefficient (p)	0.84850
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.7

Vehicle Results

Average Speed, mi/h	67.7	Percent Followers, %	9.0
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Route 397 Eastbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	57	Opposing Demand Flow Rate, veh/h	71
Peak Hour Factor	0.75	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.8
Speed Slope Coefficient (m)	3.91883	Speed Power Coefficient (p)	0.58880
PF Slope Coefficient (m)	-1.12634	PF Power Coefficient (p)	0.84883
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.8

Vehicle Results

Average Speed, mi/h	67.8	Percent Followers, %	9.5
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Route 397 Eastbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	62	Opposing Demand Flow Rate, veh/h	45
Peak Hour Factor	0.82	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	3.88147	Speed Power Coefficient (p)	0.60490
PF Slope Coefficient (m)	-1.11429	PF Power Coefficient (p)	0.85413
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.4

Vehicle Results

Average Speed, mi/h	67.4	Percent Followers, %	9.9
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	13	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Route 397 Westbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	66	Opposing Demand Flow Rate, veh/h	54
Peak Hour Factor	0.80	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	3.89325	Speed Power Coefficient (p)	0.59897
PF Slope Coefficient (m)	-1.11885	PF Power Coefficient (p)	0.85224
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.5

Vehicle Results

Average Speed, mi/h	67.5	Percent Followers, %	10.5
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	13	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	
Project Description	Build Ph1 to LY2 Route 397 Westbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	54	Opposing Demand Flow Rate, veh/h	74
Peak Hour Factor	0.69	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	3.91539	Speed Power Coefficient (p)	0.58702
PF Slope Coefficient (m)	-1.12805	PF Power Coefficient (p)	0.84850
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.7

Vehicle Results

Average Speed, mi/h	67.7	Percent Followers, %	9.0
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 No Build Condition

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Route 397 Eastbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	57	Opposing Demand Flow Rate, veh/h	65
Peak Hour Factor	0.75	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.8
Speed Slope Coefficient (m)	3.91547	Speed Power Coefficient (p)	0.59183
PF Slope Coefficient (m)	-1.12389	PF Power Coefficient (p)	0.84970
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.8

Vehicle Results

Average Speed, mi/h	67.8	Percent Followers, %	9.4
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Route 397 Eastbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	57	Opposing Demand Flow Rate, veh/h	45
Peak Hour Factor	0.82	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	3.88147	Speed Power Coefficient (p)	0.60490
PF Slope Coefficient (m)	-1.11429	PF Power Coefficient (p)	0.85413
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.4

Vehicle Results

Average Speed, mi/h	67.4	Percent Followers, %	9.2
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	12	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Route 397 Westbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	61	Opposing Demand Flow Rate, veh/h	54
Peak Hour Factor	0.80	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	3.89325	Speed Power Coefficient (p)	0.59897
PF Slope Coefficient (m)	-1.11885	PF Power Coefficient (p)	0.85224
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.5

Vehicle Results

Average Speed, mi/h	67.5	Percent Followers, %	9.8
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	12	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	
Project Description	No Build Route 397 Westbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	54	Opposing Demand Flow Rate, veh/h	68
Peak Hour Factor	0.69	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	3.91183	Speed Power Coefficient (p)	0.59023
PF Slope Coefficient (m)	-1.12547	PF Power Coefficient (p)	0.84943
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.7

Vehicle Results

Average Speed, mi/h	67.7	Percent Followers, %	8.9
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 Build - Phase 2 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Ph2 to LY2 Route 397 Eastbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	57	Opposing Demand Flow Rate, veh/h	71
Peak Hour Factor	0.75	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.8
Speed Slope Coefficient (m)	3.91883	Speed Power Coefficient (p)	0.58880
PF Slope Coefficient (m)	-1.12634	PF Power Coefficient (p)	0.84883
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.8

Vehicle Results

Average Speed, mi/h	67.8	Percent Followers, %	9.5
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Route 397 Eastbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	62	Opposing Demand Flow Rate, veh/h	45
Peak Hour Factor	0.82	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	3.88147	Speed Power Coefficient (p)	0.60490
PF Slope Coefficient (m)	-1.11429	PF Power Coefficient (p)	0.85413
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.4

Vehicle Results

Average Speed, mi/h	67.4	Percent Followers, %	9.9
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	13	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	PH2 to LY2 Route 397 Westbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	66	Opposing Demand Flow Rate, veh/h	54
Peak Hour Factor	0.80	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	3.89325	Speed Power Coefficient (p)	0.59897
PF Slope Coefficient (m)	-1.11885	PF Power Coefficient (p)	0.85224
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.5

Vehicle Results

Average Speed, mi/h	67.5	Percent Followers, %	10.5
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	13	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	
Project Description	PH2 to LY2 Route 397 Westbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	54	Opposing Demand Flow Rate, veh/h	74
Peak Hour Factor	0.69	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	3.91539	Speed Power Coefficient (p)	0.58702
PF Slope Coefficient (m)	-1.12805	PF Power Coefficient (p)	0.84850
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.7

Vehicle Results

Average Speed, mi/h	67.7	Percent Followers, %	9.0
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 No Build Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Route 397 Eastbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	57	Opposing Demand Flow Rate, veh/h	65
Peak Hour Factor	0.75	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.8
Speed Slope Coefficient (m)	3.91547	Speed Power Coefficient (p)	0.59183
PF Slope Coefficient (m)	-1.12389	PF Power Coefficient (p)	0.84970
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.8

Vehicle Results

Average Speed, mi/h	67.8	Percent Followers, %	9.4
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build - Route 397 Eastbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	57	Opposing Demand Flow Rate, veh/h	45
Peak Hour Factor	0.82	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	3.88147	Speed Power Coefficient (p)	0.60490
PF Slope Coefficient (m)	-1.11429	PF Power Coefficient (p)	0.85413
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.4

Vehicle Results

Average Speed, mi/h	67.4	Percent Followers, %	9.2
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	12	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Route 397 Westbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	61	Opposing Demand Flow Rate, veh/h	54
Peak Hour Factor	0.80	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	3.89325	Speed Power Coefficient (p)	0.59897
PF Slope Coefficient (m)	-1.11885	PF Power Coefficient (p)	0.85224
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.5

Vehicle Results

Average Speed, mi/h	67.5	Percent Followers, %	9.8
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	12	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	
Project Description	No Build - Route 397 Westbound (West of Nine Canyon Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	54	Opposing Demand Flow Rate, veh/h	68
Peak Hour Factor	0.69	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	3.91183	Speed Power Coefficient (p)	0.59023
PF Slope Coefficient (m)	-1.12547	PF Power Coefficient (p)	0.84943
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	67.7

Vehicle Results

Average Speed, mi/h	67.7	Percent Followers, %	8.9
Segment Travel Time, minutes	0.89	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Summary Sellards Road

2023 Existing Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Sellards Road Eastbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	57
Peak Hour Factor	0.70	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.2
Speed Slope Coefficient (m)	3.12236	Speed Power Coefficient (p)	0.59679
PF Slope Coefficient (m)	-1.18055	PF Power Coefficient (p)	0.80954
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.2

Vehicle Results

Average Speed, mi/h	53.2	Percent Followers, %	8.3
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	7	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Sellards Road Eastbound (Between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	64	Opposing Demand Flow Rate, veh/h	48
Peak Hour Factor	0.86	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.3
Speed Slope Coefficient (m)	3.11918	Speed Power Coefficient (p)	0.60308
PF Slope Coefficient (m)	-1.17491	PF Power Coefficient (p)	0.81107
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.3

Vehicle Results

Average Speed, mi/h	53.3	Percent Followers, %	11.9
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Sellards Road Westbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	44	Opposing Demand Flow Rate, veh/h	31
Peak Hour Factor	0.91	Total Trucks, %	40.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.9
Speed Slope Coefficient (m)	3.08165	Speed Power Coefficient (p)	0.61646
PF Slope Coefficient (m)	-1.16240	PF Power Coefficient (p)	0.81516
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.9

Vehicle Results

Average Speed, mi/h	52.9	Percent Followers, %	8.7
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	10	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Sellards Road Westbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	56	Opposing Demand Flow Rate, veh/h	75
Peak Hour Factor	0.73	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.5
Speed Slope Coefficient (m)	3.15022	Speed Power Coefficient (p)	0.58625
PF Slope Coefficient (m)	-1.19041	PF Power Coefficient (p)	0.80637
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.5

Vehicle Results

Average Speed, mi/h	53.5	Percent Followers, %	11.0
Segment Travel Time, minutes	1.12	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	10	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 1

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Sellards Road Eastbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	47	Opposing Demand Flow Rate, veh/h	59
Peak Hour Factor	0.70	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.2
Speed Slope Coefficient (m)	3.12333	Speed Power Coefficient (p)	0.59589
PF Slope Coefficient (m)	-1.18136	PF Power Coefficient (p)	0.80930
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.2

Vehicle Results

Average Speed, mi/h	53.2	Percent Followers, %	9.5
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	8	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Sellards Road Eastbound (Between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	65	Opposing Demand Flow Rate, veh/h	53
Peak Hour Factor	0.86	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.3
Speed Slope Coefficient (m)	3.12342	Speed Power Coefficient (p)	0.59914
PF Slope Coefficient (m)	-1.17848	PF Power Coefficient (p)	0.81005
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.3

Vehicle Results

Average Speed, mi/h	53.3	Percent Followers, %	12.1
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Sellards Road Westbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	45	Opposing Demand Flow Rate, veh/h	36
Peak Hour Factor	0.91	Total Trucks, %	40.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.9
Speed Slope Coefficient (m)	3.08657	Speed Power Coefficient (p)	0.61173
PF Slope Coefficient (m)	-1.16665	PF Power Coefficient (p)	0.81394
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.9

Vehicle Results

Average Speed, mi/h	52.9	Percent Followers, %	8.9
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	10	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Sellards Road Westbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	63	Opposing Demand Flow Rate, veh/h	77
Peak Hour Factor	0.73	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.5
Speed Slope Coefficient (m)	3.15103	Speed Power Coefficient (p)	0.58553
PF Slope Coefficient (m)	-1.19107	PF Power Coefficient (p)	0.80618
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.5

Vehicle Results

Average Speed, mi/h	53.5	Percent Followers, %	12.0
Segment Travel Time, minutes	1.12	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	12	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Sellards Road Eastbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	147	Opposing Demand Flow Rate, veh/h	63
Peak Hour Factor	0.70	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.2
Speed Slope Coefficient (m)	3.12618	Speed Power Coefficient (p)	0.59329
PF Slope Coefficient (m)	-1.18373	PF Power Coefficient (p)	0.80863
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.7

Vehicle Results

Average Speed, mi/h	52.7	Percent Followers, %	22.2
Segment Travel Time, minutes	1.14	Follower Density (FD), followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	26	0.00	0.6	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Sellards Road Eastbound (Between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	69	Opposing Demand Flow Rate, veh/h	135
Peak Hour Factor	0.86	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.3
Speed Slope Coefficient (m)	3.16800	Speed Power Coefficient (p)	0.56011
PF Slope Coefficient (m)	-1.21428	PF Power Coefficient (p)	0.79985
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.3

Vehicle Results

Average Speed, mi/h	53.3	Percent Followers, %	13.3
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	15	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Sellards Road Westbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	48	Opposing Demand Flow Rate, veh/h	113
Peak Hour Factor	0.91	Total Trucks, %	40.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.9
Speed Slope Coefficient (m)	3.13443	Speed Power Coefficient (p)	0.56857
PF Slope Coefficient (m)	-1.20607	PF Power Coefficient (p)	0.80268
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.9

Vehicle Results

Average Speed, mi/h	52.9	Percent Followers, %	10.1
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Sellards Road Westbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	159	Opposing Demand Flow Rate, veh/h	81
Peak Hour Factor	0.73	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.5
Speed Slope Coefficient (m)	3.15343	Speed Power Coefficient (p)	0.58339
PF Slope Coefficient (m)	-1.19303	PF Power Coefficient (p)	0.80563
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.9

Vehicle Results

Average Speed, mi/h	52.9	Percent Followers, %	23.7
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	29	0.01	0.7	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 No Build Condition

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Sellards Road Eastbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	41	Opposing Demand Flow Rate, veh/h	59
Peak Hour Factor	0.70	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.2
Speed Slope Coefficient (m)	3.12333	Speed Power Coefficient (p)	0.59589
PF Slope Coefficient (m)	-1.18136	PF Power Coefficient (p)	0.80930
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.2

Vehicle Results

Average Speed, mi/h	53.2	Percent Followers, %	8.6
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	7	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Sellards Road Eastbound (Between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	65	Opposing Demand Flow Rate, veh/h	49
Peak Hour Factor	0.86	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.3
Speed Slope Coefficient (m)	3.12005	Speed Power Coefficient (p)	0.60227
PF Slope Coefficient (m)	-1.17564	PF Power Coefficient (p)	0.81086
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.3

Vehicle Results

Average Speed, mi/h	53.3	Percent Followers, %	12.0
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Sellards Road Westbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	45	Opposing Demand Flow Rate, veh/h	32
Peak Hour Factor	0.91	Total Trucks, %	40.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.9
Speed Slope Coefficient (m)	3.08266	Speed Power Coefficient (p)	0.61548
PF Slope Coefficient (m)	-1.16328	PF Power Coefficient (p)	0.81491
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.9

Vehicle Results

Average Speed, mi/h	52.9	Percent Followers, %	8.9
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	10	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Sellards Road Westbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	58	Opposing Demand Flow Rate, veh/h	77
Peak Hour Factor	0.73	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.5
Speed Slope Coefficient (m)	3.15103	Speed Power Coefficient (p)	0.58553
PF Slope Coefficient (m)	-1.19107	PF Power Coefficient (p)	0.80618
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.5

Vehicle Results

Average Speed, mi/h	53.5	Percent Followers, %	11.2
Segment Travel Time, minutes	1.12	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 Build - Phase 2 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	PH2 to LY2 Sellards Road Eastbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	139	Opposing Demand Flow Rate, veh/h	61
Peak Hour Factor	0.70	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.2
Speed Slope Coefficient (m)	3.12524	Speed Power Coefficient (p)	0.59414
PF Slope Coefficient (m)	-1.18295	PF Power Coefficient (p)	0.80885
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.8

Vehicle Results

Average Speed, mi/h	52.8	Percent Followers, %	21.3
Segment Travel Time, minutes	1.14	Follower Density (FD), followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	24	0.00	0.6	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Sellards Road Eastbound (Between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	69	Opposing Demand Flow Rate, veh/h	128
Peak Hour Factor	0.86	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.3
Speed Slope Coefficient (m)	3.16484	Speed Power Coefficient (p)	0.56272
PF Slope Coefficient (m)	-1.21186	PF Power Coefficient (p)	0.80054
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.3

Vehicle Results

Average Speed, mi/h	53.3	Percent Followers, %	13.2
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	15	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	PH2 to LY2 Sellards Road Westbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	47	Opposing Demand Flow Rate, veh/h	107
Peak Hour Factor	0.91	Total Trucks, %	40.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.9
Speed Slope Coefficient (m)	3.13117	Speed Power Coefficient (p)	0.57134
PF Slope Coefficient (m)	-1.20350	PF Power Coefficient (p)	0.80341
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.9

Vehicle Results

Average Speed, mi/h	52.9	Percent Followers, %	9.8
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Sellards Road Westbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	151	Opposing Demand Flow Rate, veh/h	81
Peak Hour Factor	0.73	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.5
Speed Slope Coefficient (m)	3.15343	Speed Power Coefficient (p)	0.58339
PF Slope Coefficient (m)	-1.19303	PF Power Coefficient (p)	0.80563
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.0

Vehicle Results

Average Speed, mi/h	53.0	Percent Followers, %	22.9
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	28	0.01	0.7	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 No Build Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build - Sellards Road Eastbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	41	Opposing Demand Flow Rate, veh/h	59
Peak Hour Factor	0.70	Total Trucks, %	29.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.2
Speed Slope Coefficient (m)	3.12333	Speed Power Coefficient (p)	0.59589
PF Slope Coefficient (m)	-1.18136	PF Power Coefficient (p)	0.80930
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.2

Vehicle Results

Average Speed, mi/h	53.2	Percent Followers, %	8.6
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	7	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Sellards Road Eastbound (Between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	66	Opposing Demand Flow Rate, veh/h	49
Peak Hour Factor	0.86	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.3
Speed Slope Coefficient (m)	3.12005	Speed Power Coefficient (p)	0.60227
PF Slope Coefficient (m)	-1.17564	PF Power Coefficient (p)	0.81086
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.3

Vehicle Results

Average Speed, mi/h	53.3	Percent Followers, %	12.2
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Sellards Road Westbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	45	Opposing Demand Flow Rate, veh/h	32
Peak Hour Factor	0.91	Total Trucks, %	40.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.9
Speed Slope Coefficient (m)	3.08266	Speed Power Coefficient (p)	0.61548
PF Slope Coefficient (m)	-1.16328	PF Power Coefficient (p)	0.81491
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.9

Vehicle Results

Average Speed, mi/h	52.9	Percent Followers, %	8.9
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	10	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Sellards Road Westbound (between Route 221 and Tyack Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	58	Opposing Demand Flow Rate, veh/h	78
Peak Hour Factor	0.73	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.5
Speed Slope Coefficient (m)	3.15184	Speed Power Coefficient (p)	0.58481
PF Slope Coefficient (m)	-1.19173	PF Power Coefficient (p)	0.80599
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.5

Vehicle Results

Average Speed, mi/h	53.5	Percent Followers, %	11.2
Segment Travel Time, minutes	1.12	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	11	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Summary Travis Road

2023 Existing Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Travis Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	65
Peak Hour Factor	0.54	Total Trucks, %	38.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.8
Speed Slope Coefficient (m)	3.05159	Speed Power Coefficient (p)	0.59213
PF Slope Coefficient (m)	-1.18671	PF Power Coefficient (p)	0.80524
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.8

Vehicle Results

Average Speed, mi/h	51.8	Percent Followers, %	5.7
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Travis Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	72	Opposing Demand Flow Rate, veh/h	26
Peak Hour Factor	0.76	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.4
Speed Slope Coefficient (m)	3.05380	Speed Power Coefficient (p)	0.62067
PF Slope Coefficient (m)	-1.16162	PF Power Coefficient (p)	0.81179
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.4

Vehicle Results

Average Speed, mi/h	52.4	Percent Followers, %	12.9
Segment Travel Time, minutes	1.14	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Travis Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	60	Opposing Demand Flow Rate, veh/h	22
Peak Hour Factor	0.58	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.0
Speed Slope Coefficient (m)	3.08038	Speed Power Coefficient (p)	0.62469
PF Slope Coefficient (m)	-1.15869	PF Power Coefficient (p)	0.81203
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.0

Vehicle Results

Average Speed, mi/h	53.0	Percent Followers, %	11.2
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2023
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Travis Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	66
Peak Hour Factor	0.83	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.8
Speed Slope Coefficient (m)	3.10305	Speed Power Coefficient (p)	0.59129
PF Slope Coefficient (m)	-1.18865	PF Power Coefficient (p)	0.80374
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.8

Vehicle Results

Average Speed, mi/h	52.8	Percent Followers, %	5.8
Segment Travel Time, minutes	1.14	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 1

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Travis Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	67
Peak Hour Factor	0.54	Total Trucks, %	38.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.8
Speed Slope Coefficient (m)	3.05277	Speed Power Coefficient (p)	0.59106
PF Slope Coefficient (m)	-1.18769	PF Power Coefficient (p)	0.80496
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.8

Vehicle Results

Average Speed, mi/h	51.8	Percent Followers, %	5.7
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Travis Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	74	Opposing Demand Flow Rate, veh/h	26
Peak Hour Factor	0.76	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.4
Speed Slope Coefficient (m)	3.05380	Speed Power Coefficient (p)	0.62067
PF Slope Coefficient (m)	-1.16162	PF Power Coefficient (p)	0.81179
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.4

Vehicle Results

Average Speed, mi/h	52.4	Percent Followers, %	13.0
Segment Travel Time, minutes	1.14	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY1 Travis Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	62	Opposing Demand Flow Rate, veh/h	22
Peak Hour Factor	0.58	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.0
Speed Slope Coefficient (m)	3.08038	Speed Power Coefficient (p)	0.62469
PF Slope Coefficient (m)	-1.15869	PF Power Coefficient (p)	0.81203
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.0

Vehicle Results

Average Speed, mi/h	53.0	Percent Followers, %	11.4
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY1 Travis Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	67
Peak Hour Factor	0.83	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.8
Speed Slope Coefficient (m)	3.10382	Speed Power Coefficient (p)	0.59060
PF Slope Coefficient (m)	-1.18929	PF Power Coefficient (p)	0.80356
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.8

Vehicle Results

Average Speed, mi/h	52.8	Percent Followers, %	5.8
Segment Travel Time, minutes	1.14	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 Build - Phase 1 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Travis Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	28	Opposing Demand Flow Rate, veh/h	189
Peak Hour Factor	0.54	Total Trucks, %	38.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.8
Speed Slope Coefficient (m)	3.11060	Speed Power Coefficient (p)	0.54243
PF Slope Coefficient (m)	-1.23310	PF Power Coefficient (p)	0.79216
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.8

Vehicle Results

Average Speed, mi/h	51.8	Percent Followers, %	7.0
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	4	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Travis Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	161	Opposing Demand Flow Rate, veh/h	29
Peak Hour Factor	0.76	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.4
Speed Slope Coefficient (m)	3.05639	Speed Power Coefficient (p)	0.61814
PF Slope Coefficient (m)	-1.16389	PF Power Coefficient (p)	0.81114
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.9

Vehicle Results

Average Speed, mi/h	51.9	Percent Followers, %	23.2
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	31	0.01	0.7	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Build Ph1 to LY2 Travis Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	176	Opposing Demand Flow Rate, veh/h	26
Peak Hour Factor	0.58	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.0
Speed Slope Coefficient (m)	3.08402	Speed Power Coefficient (p)	0.62112
PF Slope Coefficient (m)	-1.16189	PF Power Coefficient (p)	0.81111
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.4

Vehicle Results

Average Speed, mi/h	52.4	Percent Followers, %	24.7
Segment Travel Time, minutes	1.15	Follower Density (FD), followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	26	0.01	0.8	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Build Ph1 to LY2 Travis Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	27	Opposing Demand Flow Rate, veh/h	147
Peak Hour Factor	0.83	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.8
Speed Slope Coefficient (m)	3.14435	Speed Power Coefficient (p)	0.55578
PF Slope Coefficient (m)	-1.22152	PF Power Coefficient (p)	0.79447
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.8

Vehicle Results

Average Speed, mi/h	52.8	Percent Followers, %	6.6
Segment Travel Time, minutes	1.14	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	6	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2025 No Build Condition

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Travis Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	67
Peak Hour Factor	0.54	Total Trucks, %	38.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.8
Speed Slope Coefficient (m)	3.05277	Speed Power Coefficient (p)	0.59106
PF Slope Coefficient (m)	-1.18769	PF Power Coefficient (p)	0.80496
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.8

Vehicle Results

Average Speed, mi/h	51.8	Percent Followers, %	5.7
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Travis Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	74	Opposing Demand Flow Rate, veh/h	26
Peak Hour Factor	0.76	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.4
Speed Slope Coefficient (m)	3.05380	Speed Power Coefficient (p)	0.62067
PF Slope Coefficient (m)	-1.16162	PF Power Coefficient (p)	0.81179
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.4

Vehicle Results

Average Speed, mi/h	52.4	Percent Followers, %	13.0
Segment Travel Time, minutes	1.14	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Travis Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	62	Opposing Demand Flow Rate, veh/h	22
Peak Hour Factor	0.58	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.0
Speed Slope Coefficient (m)	3.08038	Speed Power Coefficient (p)	0.62469
PF Slope Coefficient (m)	-1.15869	PF Power Coefficient (p)	0.81203
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.0

Vehicle Results

Average Speed, mi/h	53.0	Percent Followers, %	11.4
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Travis Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	67
Peak Hour Factor	0.83	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.8
Speed Slope Coefficient (m)	3.10382	Speed Power Coefficient (p)	0.59060
PF Slope Coefficient (m)	-1.18929	PF Power Coefficient (p)	0.80356
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.8

Vehicle Results

Average Speed, mi/h	52.8	Percent Followers, %	5.8
Segment Travel Time, minutes	1.14	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 Build - Phase 2 to Laydown Yard 2

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Ph2 to LY2 Travis Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	28	Opposing Demand Flow Rate, veh/h	176
Peak Hour Factor	0.54	Total Trucks, %	38.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.8
Speed Slope Coefficient (m)	3.10563	Speed Power Coefficient (p)	0.54632
PF Slope Coefficient (m)	-1.22942	PF Power Coefficient (p)	0.79320
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.8

Vehicle Results

Average Speed, mi/h	51.8	Percent Followers, %	6.9
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	4	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	PH2 to LY2 Travis Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	153	Opposing Demand Flow Rate, veh/h	30
Peak Hour Factor	0.76	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.4
Speed Slope Coefficient (m)	3.05765	Speed Power Coefficient (p)	0.61692
PF Slope Coefficient (m)	-1.16498	PF Power Coefficient (p)	0.81083
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.9

Vehicle Results

Average Speed, mi/h	51.9	Percent Followers, %	22.4
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	29	0.01	0.7	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	Ph2 to LY2 Travis Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	164	Opposing Demand Flow Rate, veh/h	26
Peak Hour Factor	0.58	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.0
Speed Slope Coefficient (m)	3.08402	Speed Power Coefficient (p)	0.62112
PF Slope Coefficient (m)	-1.16189	PF Power Coefficient (p)	0.81111
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.4

Vehicle Results

Average Speed, mi/h	52.4	Percent Followers, %	23.5
Segment Travel Time, minutes	1.14	Follower Density (FD), followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	24	0.00	0.7	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	Ph2 to LY2 Travis Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	28	Opposing Demand Flow Rate, veh/h	140
Peak Hour Factor	0.83	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.8
Speed Slope Coefficient (m)	3.14122	Speed Power Coefficient (p)	0.55833
PF Slope Coefficient (m)	-1.21913	PF Power Coefficient (p)	0.79515
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.8

Vehicle Results

Average Speed, mi/h	52.8	Percent Followers, %	6.8
Segment Travel Time, minutes	1.14	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	6	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

2026 No Build Conditions

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Travis Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	24	Opposing Demand Flow Rate, veh/h	67
Peak Hour Factor	0.54	Total Trucks, %	38.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.8
Speed Slope Coefficient (m)	3.05277	Speed Power Coefficient (p)	0.59106
PF Slope Coefficient (m)	-1.18769	PF Power Coefficient (p)	0.80496
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	51.8

Vehicle Results

Average Speed, mi/h	51.8	Percent Followers, %	5.7
Segment Travel Time, minutes	1.16	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Travis Road Northbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	75	Opposing Demand Flow Rate, veh/h	28
Peak Hour Factor	0.76	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.4
Speed Slope Coefficient (m)	3.05511	Speed Power Coefficient (p)	0.61939
PF Slope Coefficient (m)	-1.16277	PF Power Coefficient (p)	0.81146
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.4

Vehicle Results

Average Speed, mi/h	52.4	Percent Followers, %	13.2
Segment Travel Time, minutes	1.14	Follower Density (FD), followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	14	0.00	0.2	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Morning Peak Hour
Project Description	No Build Travis Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	62	Opposing Demand Flow Rate, veh/h	22
Peak Hour Factor	0.58	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	53.0
Speed Slope Coefficient (m)	3.08038	Speed Power Coefficient (p)	0.62469
PF Slope Coefficient (m)	-1.15869	PF Power Coefficient (p)	0.81203
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	53.0

Vehicle Results

Average Speed, mi/h	53.0	Percent Followers, %	11.4
Segment Travel Time, minutes	1.13	Follower Density (FD), followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	9	0.00	0.1	A

Copyright © 2023 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	7/12/2023
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction		Time Analyzed	Afternoon Peak Hour
Project Description	No Build Travis Road Southbound (North of Sellards Road)	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	11	Shoulder Width, ft	2
Speed Limit, mi/h	50	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	25	Opposing Demand Flow Rate, veh/h	69
Peak Hour Factor	0.83	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.8
Speed Slope Coefficient (m)	3.10457	Speed Power Coefficient (p)	0.58991
PF Slope Coefficient (m)	-1.18991	PF Power Coefficient (p)	0.80338
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	52.8

Vehicle Results

Average Speed, mi/h	52.8	Percent Followers, %	6.0
Segment Travel Time, minutes	1.14	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	5	0.00	0.0	A

Copyright © 2023 University of Florida. All Rights Reserved.

APPENDIX I: UNSIGNALIZED CAPACITY ANALYSIS WORKSHEETS

INTERSECTION CAPACITY ANALYSIS WORKSHEETS

Existing AM

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	101	6	22	134	8
Future Vol, veh/h	90	101	6	22	134	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	8	18	0	18	8	0
Mvmt Flow	117	131	8	29	174	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	248	0	228	183
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	-	-	4.1	-	6.48	6.2
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.2	-	3.572	3.3
Pot Cap-1 Maneuver	-	-	1330	-	747	865
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1330	-	743	865
Mov Cap-2 Maneuver	-	-	-	-	743	-
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	749	-	-	1330	-
HCM Lane V/C Ratio	0.246	-	-	0.006	-
HCM Control Delay (s)	11.4	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	141	183	5	151	82	50
Future Vol, veh/h	141	183	5	151	82	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	13	9	0	10	31	4
Mvmt Flow	157	203	6	168	91	56

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	360	0	439	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	180	-
Critical Hdwy	-	-	4.1	-	6.71	6.24
Critical Hdwy Stg 1	-	-	-	-	5.71	-
Critical Hdwy Stg 2	-	-	-	-	5.71	-
Follow-up Hdwy	-	-	2.2	-	3.779	3.336
Pot Cap-1 Maneuver	-	-	1210	-	525	775
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	786	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1210	-	522	775
Mov Cap-2 Maneuver	-	-	-	-	522	-
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	782	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	596	-	-	1210	-
HCM Lane V/C Ratio	0.246	-	-	0.005	-
HCM Control Delay (s)	13	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1	-	-	0	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	131	30	111	118	4	20	1	192	1	1	0
Future Vol, veh/h	1	131	30	111	118	4	20	1	192	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	300	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	8	10	30	7	0	15	0	10	0	100	0
Mvmt Flow	1	147	34	125	133	4	22	1	216	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	137	0	0	181	0	0	552	553	164	660	568	135
Stage 1	-	-	-	-	-	-	166	166	-	385	385	-
Stage 2	-	-	-	-	-	-	386	387	-	275	183	-
Critical Hdwy	4.1	-	-	4.4	-	-	7.25	6.5	6.3	7.1	7.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.47	-	-	3.635	4	3.39	3.5	4.9	3.3
Pot Cap-1 Maneuver	1459	-	-	1242	-	-	425	444	860	379	323	919
Stage 1	-	-	-	-	-	-	806	765	-	642	471	-
Stage 2	-	-	-	-	-	-	612	613	-	736	596	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1459	-	-	1242	-	-	391	399	860	262	290	919
Mov Cap-2 Maneuver	-	-	-	-	-	-	391	399	-	262	290	-
Stage 1	-	-	-	-	-	-	805	764	-	641	423	-
Stage 2	-	-	-	-	-	-	549	551	-	550	595	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.9	11	18.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	391	860	1459	-	-	1242	-	-	275
HCM Lane V/C Ratio	0.06	0.251	0.001	-	-	0.1	-	-	0.008
HCM Control Delay (s)	14.8	10.6	7.5	-	-	8.2	-	-	18.2
HCM Lane LOS	B	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	1	0	-	-	0.3	-	-	0

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	19	8	13	10	9	64	8	122	14	90	48	4
Future Vol, veh/h	19	8	13	10	9	64	8	122	14	90	48	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	230	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	8	0	0	23	0	4	7	36	23	0
Mvmt Flow	22	9	15	11	10	74	9	140	16	103	55	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	472	438	58	442	432	148	60	0	0	156	0	0
Stage 1	264	264	-	166	166	-	-	-	-	-	-	-
Stage 2	208	174	-	276	266	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.28	7.1	6.5	6.43	4.1	-	-	4.46	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.372	3.5	4	3.507	2.2	-	-	2.524	-	-
Pot Cap-1 Maneuver	506	515	991	529	519	846	1556	-	-	1241	-	-
Stage 1	746	694	-	841	765	-	-	-	-	-	-	-
Stage 2	799	759	-	735	692	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	424	469	991	479	473	846	1556	-	-	1241	-	-
Mov Cap-2 Maneuver	424	469	-	479	473	-	-	-	-	-	-	-
Stage 1	742	636	-	836	760	-	-	-	-	-	-	-
Stage 2	715	754	-	654	635	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	10.8	0.4	5.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1556	-	-	533	718	1241	-	-
HCM Lane V/C Ratio	0.006	-	-	0.086	0.133	0.083	-	-
HCM Control Delay (s)	7.3	-	-	12.4	10.8	8.2	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	25	0	0	220
Future Vol, veh/h	2	0	25	0	0	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	40	0	0	6
Mvmt Flow	2	0	30	0	0	265

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	295	30	0	0	30	0
Stage 1	30	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	700	1050	-	-	1596	-
Stage 1	998	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	700	1050	-	-	1596	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	700	1596	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	-	-	10.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	39	0	0	179	0
Future Vol, veh/h	0	0	0	0	0	0	0	39	0	0	179	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	49	0	0	10	0
Mvmt Flow	0	0	0	0	0	0	0	53	0	0	245	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	298	298	245	298	298	53	245	0	0	53	0	0
Stage 1	245	245	-	53	53	-	-	-	-	-	-	-
Stage 2	53	53	-	245	245	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	658	617	799	658	617	1020	1333	-	-	1566	-	-
Stage 1	763	707	-	965	855	-	-	-	-	-	-	-
Stage 2	965	855	-	763	707	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	658	617	799	658	617	1020	1333	-	-	1566	-	-
Mov Cap-2 Maneuver	658	617	-	658	617	-	-	-	-	-	-	-
Stage 1	763	707	-	965	855	-	-	-	-	-	-	-
Stage 2	965	855	-	763	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1333	-	-	-	-	1566	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	33	0	9	0	23	9	37	150	0
Future Vol, veh/h	0	0	0	33	0	9	0	23	9	37	150	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	6	0	44	0	39	33	16	13	0
Mvmt Flow	0	0	0	44	0	12	0	31	12	49	200	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	341	341	200	335	335	37	200	0	0	43	0	0
Stage 1	298	298	-	37	37	-	-	-	-	-	-	-
Stage 2	43	43	-	298	298	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.16	6.5	6.64	4.1	-	-	4.26	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.554	4	3.696	2.2	-	-	2.344	-	-
Pot Cap-1 Maneuver	617	584	846	611	589	927	1384	-	-	1480	-	-
Stage 1	715	671	-	968	868	-	-	-	-	-	-	-
Stage 2	976	863	-	702	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	592	562	846	594	567	927	1384	-	-	1480	-	-
Mov Cap-2 Maneuver	592	562	-	594	567	-	-	-	-	-	-	-
Stage 1	715	646	-	968	868	-	-	-	-	-	-	-
Stage 2	963	863	-	676	646	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.1	0	1.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	-	644	1480	-	-
HCM Lane V/C Ratio	-	-	-	-	0.087	0.033	-	-
HCM Control Delay (s)	0	-	-	0	11.1	7.5	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	13	43	7
Future Vol, veh/h	0	0	1	13	43	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	46	5	0
Mvmt Flow	0	0	1	18	59	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	84	64	69	0	-	0
Stage 1	64	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	923	1006	1545	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	922	1006	1545	-	-	-
Mov Cap-2 Maneuver	922	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	0	0	13	0	1	42	0
Future Vol, veh/h	1	0	0	0	0	0	0	13	0	1	42	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0	0	46	0	0	7	0
Mvmt Flow	2	0	0	0	0	0	0	20	0	2	65	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	89	89	65	89	89	20	65	0	0	20	0	0
Stage 1	69	69	-	20	20	-	-	-	-	-	-	-
Stage 2	20	20	-	69	69	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	901	805	1005	901	805	1064	1550	-	-	1609	-	-
Stage 1	946	841	-	1004	883	-	-	-	-	-	-	-
Stage 2	1004	883	-	946	841	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	900	804	1005	900	804	1064	1550	-	-	1609	-	-
Mov Cap-2 Maneuver	900	804	-	900	804	-	-	-	-	-	-	-
Stage 1	946	840	-	1004	883	-	-	-	-	-	-	-
Stage 2	1004	883	-	945	840	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	0	0	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1550	-	-	900	-	1609	-	-
HCM Lane V/C Ratio	-	-	-	0.002	-	0.001	-	-
HCM Control Delay (s)	0	-	-	9	0	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	21	9	3	2	23
Future Vol, veh/h	34	21	9	3	2	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	3	0	22	0	22	0
Mvmt Flow	47	29	13	4	3	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	53	15	0	0	17	0
Stage 1	15	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.32	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.398	-
Pot Cap-1 Maneuver	953	1070	-	-	1479	-
Stage 1	1005	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	951	1070	-	-	1479	-
Mov Cap-2 Maneuver	951	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	993	1479	-
HCM Lane V/C Ratio	-	-	0.077	0.002	-
HCM Control Delay (s)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	8	0	1	95	134	0	1	0	52	0	29
Future Vol, veh/h	12	8	0	1	95	134	0	1	0	52	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	58	0	0	0	8	10	0	0	0	19	0	10
Mvmt Flow	15	10	0	1	119	168	0	1	0	65	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	287	0	0	10	0	0	263	329	10	162	161	119
Stage 1	-	-	-	-	-	-	40	40	-	121	121	-
Stage 2	-	-	-	-	-	-	223	289	-	41	40	-
Critical Hdwy	4.68	-	-	4.1	-	-	7.1	6.5	6.2	7.29	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.29	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.29	5.5	-
Follow-up Hdwy	2.722	-	-	2.2	-	-	3.5	4	3.3	3.671	4	3.39
Pot Cap-1 Maneuver	1013	-	-	1623	-	-	694	593	1077	766	735	912
Stage 1	-	-	-	-	-	-	980	866	-	844	800	-
Stage 2	-	-	-	-	-	-	784	677	-	932	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1013	-	-	1623	-	-	659	584	1077	755	723	912
Mov Cap-2 Maneuver	-	-	-	-	-	-	659	584	-	755	723	-
Stage 1	-	-	-	-	-	-	965	853	-	831	799	-
Stage 2	-	-	-	-	-	-	752	676	-	917	853	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.2	0	11.2	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	584	1013	-	-	1623	-	-	805
HCM Lane V/C Ratio	0.002	0.015	-	-	0.001	-	-	0.126
HCM Control Delay (s)	11.2	8.6	0	-	7.2	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	35	1	11	335	30	4	0	9	69	2	7
Future Vol, veh/h	1	35	1	11	335	30	4	0	9	69	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	100	23	0	0	6	13	0	0	0	9	0	29
Mvmt Flow	1	45	1	14	435	39	5	0	12	90	3	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	474	0	0	46	0	0	537	550	46	537	531	455
Stage 1	-	-	-	-	-	-	48	48	-	483	483	-
Stage 2	-	-	-	-	-	-	489	502	-	54	48	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.19	6.5	6.49
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.19	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.19	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.581	4	3.561
Pot Cap-1 Maneuver	723	-	-	1575	-	-	458	446	1029	444	457	553
Stage 1	-	-	-	-	-	-	971	859	-	552	556	-
Stage 2	-	-	-	-	-	-	564	545	-	941	859	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	723	-	-	1575	-	-	445	442	1029	436	452	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	442	-	436	452	-
Stage 1	-	-	-	-	-	-	970	858	-	551	551	-
Stage 2	-	-	-	-	-	-	547	540	-	929	858	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	10	15.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	733	723	-	-	1575	-	-	445
HCM Lane V/C Ratio	0.023	0.002	-	-	0.009	-	-	0.228
HCM Control Delay (s)	10	10	-	-	7.3	-	-	15.5
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	85	8	296	0	0	0	0	2	2	96
Future Vol, veh/h	0	10	85	8	296	0	0	0	0	2	2	96
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	92	92	92	80	80	80
Heavy Vehicles, %	0	20	21	75	12	0	2	2	2	0	50	14
Mvmt Flow	0	13	106	10	370	0	0	0	0	3	3	120

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	119	0	0	456	509	370
Stage 1	-	-	-	-	-	-	390	390	-
Stage 2	-	-	-	-	-	-	66	119	-
Critical Hdwy	-	-	-	4.85	-	-	6.4	7	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6	-
Follow-up Hdwy	-	-	-	2.875	-	-	3.5	4.45	3.426
Pot Cap-1 Maneuver	0	-	-	1118	-	0	566	405	650
Stage 1	0	-	-	-	-	0	689	532	-
Stage 2	0	-	-	-	-	0	962	713	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1118	-	-	560	0	650
Mov Cap-2 Maneuver	-	-	-	-	-	-	560	0	-
Stage 1	-	-	-	-	-	-	689	0	-
Stage 2	-	-	-	-	-	-	951	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.2	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1118	-	648
HCM Lane V/C Ratio	-	-	0.009	-	0.193
HCM Control Delay (s)	-	-	8.2	0	11.9
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.7

Intersection	
Int Delay, s/veh	11

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	3	0	0	4	1	300	5	23	0	0	0
Future Vol, veh/h	9	3	0	0	4	1	300	5	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	92	92	92
Heavy Vehicles, %	14	0	0	0	75	0	10	80	26	2	2	2
Mvmt Flow	11	4	0	0	5	1	366	6	28	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	6	0	-	-	-	0	32	32	4
Stage 1	-	-	-	-	-	-	26	26	-
Stage 2	-	-	-	-	-	-	6	6	-
Critical Hdwy	4.24	-	-	-	-	-	6.5	7.3	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	6.3	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	6.3	-
Follow-up Hdwy	2.326	-	-	-	-	-	3.59	4.72	3.534
Pot Cap-1 Maneuver	1540	-	0	0	-	-	962	730	1013
Stage 1	-	-	0	0	-	-	976	741	-
Stage 2	-	-	0	0	-	-	997	758	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1540	-	-	-	-	-	955	0	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	955	0	-
Stage 1	-	-	-	-	-	-	969	0	-
Stage 2	-	-	-	-	-	-	997	0	-

Approach	EB	WB	NB
HCM Control Delay, s	5.5	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	959	1540	-	-	-
HCM Lane V/C Ratio	0.417	0.007	-	-	-
HCM Control Delay (s)	11.4	7.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	2.1	0	-	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	2	3	11	0	0	0	0	10	6	3
Future Vol, veh/h	0	5	2	3	11	0	0	0	0	10	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	92	92	92	70	70	70
Heavy Vehicles, %	0	20	0	0	50	0	2	2	2	10	83	0
Mvmt Flow	0	7	3	4	16	0	0	0	0	14	9	4

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	10	0	0	33	34	16
Stage 1	-	-	-	-	-	-	24	24	-
Stage 2	-	-	-	-	-	-	9	10	-
Critical Hdwy	-	-	-	4.1	-	-	6.5	7.33	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	6.33	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	6.33	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.59	4.747	3.3
Pot Cap-1 Maneuver	0	-	-	1623	-	0	960	724	1069
Stage 1	0	-	-	-	-	0	978	739	-
Stage 2	0	-	-	-	-	0	994	750	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1623	-	-	958	0	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	958	0	-
Stage 1	-	-	-	-	-	-	978	0	-
Stage 2	-	-	-	-	-	-	992	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.5	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1623	-	982
HCM Lane V/C Ratio	-	-	0.003	-	0.028
HCM Control Delay (s)	-	-	7.2	0	8.8
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	0	0	14	4	0	5	8	0	0	0
Future Vol, veh/h	0	15	0	0	14	4	0	5	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	92	92	92
Heavy Vehicles, %	0	11	0	0	29	0	0	80	12	2	2	2
Mvmt Flow	0	24	0	0	22	6	0	8	13	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	28	0	-	-	-	0	49	52	24
Stage 1	-	-	-	-	-	-	24	24	-
Stage 2	-	-	-	-	-	-	25	28	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	7.3	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.3	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6.3	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4.72	3.408
Pot Cap-1 Maneuver	1599	-	0	0	-	-	965	710	1024
Stage 1	-	-	0	0	-	-	1004	743	-
Stage 2	-	-	0	0	-	-	1003	740	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1599	-	-	-	-	-	965	0	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	965	0	-
Stage 1	-	-	-	-	-	-	1004	0	-
Stage 2	-	-	-	-	-	-	1003	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1024	1599	-	-	-
HCM Lane V/C Ratio	0.02	-	-	-	-
HCM Control Delay (s)	8.6	0	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	21	2	0	14	0	2	0	0	0	0	2
Future Vol, veh/h	0	21	2	0	14	0	2	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	0	13	0	0	21	0	0	0	0	0	0	50
Mvmt Flow	0	31	3	0	21	0	3	0	0	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	21	0	0	34	0	0	56	54	33	54	55	21
Stage 1	-	-	-	-	-	-	33	33	-	21	21	-
Stage 2	-	-	-	-	-	-	23	21	-	33	34	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	1608	-	-	1591	-	-	946	841	1046	949	840	933
Stage 1	-	-	-	-	-	-	988	872	-	1003	882	-
Stage 2	-	-	-	-	-	-	1000	882	-	988	871	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1608	-	-	1591	-	-	943	841	1046	949	840	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	943	841	-	949	840	-
Stage 1	-	-	-	-	-	-	988	872	-	1003	882	-
Stage 2	-	-	-	-	-	-	997	882	-	988	871	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.8	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	943	1608	-	-	1591	-	-	933
HCM Lane V/C Ratio	0.003	-	-	-	-	-	-	0.003
HCM Control Delay (s)	8.8	0	-	-	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	29	5	114	10	0	0	0	0	65	1	35
Future Vol, veh/h	0	29	5	114	10	0	0	0	0	65	1	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	92	92	92	73	73	73
Heavy Vehicles, %	0	25	0	6	0	0	2	2	2	3	0	0
Mvmt Flow	0	40	7	156	14	0	0	0	0	89	1	48

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	47	0	0	370	373	14
Stage 1	-	-	-	-	-	-	326	326	-
Stage 2	-	-	-	-	-	-	44	47	-
Critical Hdwy	-	-	-	4.16	-	-	6.43	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.5	-
Follow-up Hdwy	-	-	-	2.254	-	-	3.527	4	3.3
Pot Cap-1 Maneuver	0	-	-	1535	-	0	628	561	1072
Stage 1	0	-	-	-	-	0	729	652	-
Stage 2	0	-	-	-	-	0	976	860	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1535	-	-	564	0	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	564	0	-
Stage 1	-	-	-	-	-	-	729	0	-
Stage 2	-	-	-	-	-	-	876	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	7	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1535	-	676
HCM Lane V/C Ratio	-	-	0.102	-	0.205
HCM Control Delay (s)	-	-	7.6	0	11.7
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.3	-	0.8

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	80	0	0	103	83	21	2	9	0	0	0
Future Vol, veh/h	14	80	0	0	103	83	21	2	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	92	92	92
Heavy Vehicles, %	57	41	0	0	18	23	0	100	33	2	2	2
Mvmt Flow	18	101	0	0	130	105	27	3	11	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	235	0	-	-	-	0	320	372	101
Stage 1	-	-	-	-	-	-	137	137	-
Stage 2	-	-	-	-	-	-	183	235	-
Critical Hdwy	4.67	-	-	-	-	-	6.4	7.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6.5	-
Follow-up Hdwy	2.713	-	-	-	-	-	3.5	4.9	3.597
Pot Cap-1 Maneuver	1067	-	0	0	-	-	678	431	876
Stage 1	-	-	0	0	-	-	895	629	-
Stage 2	-	-	0	0	-	-	853	562	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1067	-	-	-	-	-	666	0	876
Mov Cap-2 Maneuver	-	-	-	-	-	-	666	0	-
Stage 1	-	-	-	-	-	-	879	0	-
Stage 2	-	-	-	-	-	-	853	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	718	1067	-	-	-
HCM Lane V/C Ratio	0.056	0.017	-	-	-
HCM Control Delay (s)	10.3	8.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	84	2	1	182	0	1	0	0	1	0	3
Future Vol, veh/h	3	84	2	1	182	0	1	0	0	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	33	38	50	0	21	0	0	0	0	0	0	67
Mvmt Flow	4	104	2	1	225	0	1	0	0	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	225	0	0	106	0	0	342	340	105	340	341	225
Stage 1	-	-	-	-	-	-	113	113	-	227	227	-
Stage 2	-	-	-	-	-	-	229	227	-	113	114	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.903
Pot Cap-1 Maneuver	1181	-	-	1498	-	-	616	585	955	618	584	677
Stage 1	-	-	-	-	-	-	897	806	-	780	720	-
Stage 2	-	-	-	-	-	-	778	720	-	897	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1181	-	-	1498	-	-	610	582	955	616	581	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	610	582	-	616	581	-
Stage 1	-	-	-	-	-	-	893	803	-	777	719	-
Stage 2	-	-	-	-	-	-	773	719	-	893	802	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	10.9	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	610	1181	-	-	1498	-	-	661
HCM Lane V/C Ratio	0.002	0.003	-	-	0.001	-	-	0.007
HCM Control Delay (s)	10.9	8.1	0	-	7.4	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	19	44	15	11	115
Future Vol, veh/h	6	19	44	15	11	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	5	7	0	0	2
Mvmt Flow	7	22	52	18	13	135

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	97	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	4.1	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	1544	-	-	-	907	1004
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1544	-	-	-	902	1004
Mov Cap-2 Maneuver	-	-	-	-	902	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1544	-	-	-	902	1004
HCM Lane V/C Ratio	0.005	-	-	-	0.014	0.135
HCM Control Delay (s)	7.3	-	-	-	9	9.1
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0.5

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	35	7	1	24	1	1	1	1	4	11	31
Future Vol, veh/h	15	35	7	1	24	1	1	1	1	4	11	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	100	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	13	31	0	100	33	0	0	100	100	0	0	16
Mvmt Flow	21	50	10	1	34	1	1	1	1	6	16	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	35	0	0	60	0	0	164	134	55	135	139	35
Stage 1	-	-	-	-	-	-	97	97	-	37	37	-
Stage 2	-	-	-	-	-	-	67	37	-	98	102	-
Critical Hdwy	4.23	-	-	5.1	-	-	7.1	7.5	7.2	7.1	6.5	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Follow-up Hdwy	2.317	-	-	3.1	-	-	3.5	4.9	4.2	3.5	4	3.444
Pot Cap-1 Maneuver	1508	-	-	1094	-	-	805	608	793	841	756	999
Stage 1	-	-	-	-	-	-	914	658	-	984	868	-
Stage 2	-	-	-	-	-	-	948	705	-	913	815	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1508	-	-	1094	-	-	749	599	793	828	745	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	749	599	-	828	745	-
Stage 1	-	-	-	-	-	-	901	649	-	970	867	-
Stage 2	-	-	-	-	-	-	889	704	-	897	804	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0.3	8.6	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	998	1508	-	-	1094	-	-	909
HCM Lane V/C Ratio	0.004	0.014	-	-	0.001	-	-	0.072
HCM Control Delay (s)	8.6	7.4	-	-	8.3	-	-	9.3
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	3	8	24	0	0
Future Vol, veh/h	36	3	8	24	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	8	33	0	13	0	0
Mvmt Flow	47	4	10	31	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	51	0	100	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1568	-	904	1025
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	977	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1568	-	899	1025
Mov Cap-2 Maneuver	-	-	-	-	899	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	971	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1568	-
HCM Lane V/C Ratio	-	-	-	0.007	-
HCM Control Delay (s)	0	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1	0	14
Future Vol, veh/h	0	0	0	1	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	14
Mvmt Flow	0	0	0	2	0	26

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	27	1	0	0	2	0
Stage 1	1	-	-	-	-	-
Stage 2	26	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	993	1090	-	-	1634	-
Stage 1	1028	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	993	1090	-	-	1634	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1002	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1634	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	0	18	0
Future Vol, veh/h	1	0	0	0	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	11	0
Mvmt Flow	2	0	0	0	31	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	31	31	31	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	988	1049	1595	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	988	1049	1595	-	-	-
Mov Cap-2 Maneuver	988	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1595	-	988	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	5	1	9	7
Future Vol, veh/h	2	12	5	1	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	8	40	0	10	14
Mvmt Flow	2	15	6	1	11	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	29	16	20	0	-	0
Stage 1	16	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.4	6.28	4.5	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	2.56	-	-	-
Pot Cap-1 Maneuver	991	1046	1381	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	987	1046	1381	-	-	-
Mov Cap-2 Maneuver	987	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1381	-	1037	-	-
HCM Lane V/C Ratio	0.004	-	0.016	-	-
HCM Control Delay (s)	7.6	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	12	1	0	26	2	2	2	1	1	0	29
Future Vol, veh/h	6	12	1	0	26	2	2	2	1	1	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	33	50	0	0	15	0	0	0	0	0	0	24
Mvmt Flow	8	16	1	0	34	3	3	3	1	1	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	37	0	0	17	0	0	88	70	17	71	69	36
Stage 1	-	-	-	-	-	-	33	33	-	36	36	-
Stage 2	-	-	-	-	-	-	55	37	-	35	33	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.516
Pot Cap-1 Maneuver	1395	-	-	1613	-	-	902	824	1068	925	825	977
Stage 1	-	-	-	-	-	-	988	872	-	985	869	-
Stage 2	-	-	-	-	-	-	962	868	-	986	872	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1395	-	-	1613	-	-	863	819	1068	918	820	977
Mov Cap-2 Maneuver	-	-	-	-	-	-	863	819	-	918	820	-
Stage 1	-	-	-	-	-	-	982	867	-	979	869	-
Stage 2	-	-	-	-	-	-	924	868	-	976	867	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	0	9.1	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	878	1395	-	-	1613	-	-	975
HCM Lane V/C Ratio	0.007	0.006	-	-	-	-	-	0.04
HCM Control Delay (s)	9.1	7.6	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	18	29	2	15	41
Future Vol, veh/h	5	18	29	2	15	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	20	6	21	0	12	13
Mvmt Flow	7	25	40	3	21	57

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	141	42	0	0	43	0
Stage 1	42	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.6	6.26	-	-	4.22	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.354	-	-	2.308	-
Pot Cap-1 Maneuver	811	1017	-	-	1504	-
Stage 1	936	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	800	1017	-	-	1504	-
Mov Cap-2 Maneuver	800	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1504	-
HCM Lane V/C Ratio	-	-	0.033	0.014	-
HCM Control Delay (s)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	55	0	0	0
Future Vol, veh/h	0	5	55	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	60	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	60	0	-	0	65	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1544	-	-	-	941	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1544	-	-	-	941	1005
Mov Cap-2 Maneuver	-	-	-	-	941	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	1018	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1544	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	0	3	0	0	0	4	0	0
Future Vol, veh/h	0	0	0	1	0	3	0	0	0	4	0	0
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67
Heavy Vehicles, %	0	0	0	100	0	67	0	0	0	50	0	0
Mvmt Flow	0	0	0	1	0	4	0	0	0	6	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	8.3	0	8
HCM LOS	-	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	25%	100%
Vol Thru, %	100%	100%	0%	0%
Vol Right, %	0%	0%	75%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	4	4
LT Vol	0	0	1	4
Through Vol	0	0	0	0
RT Vol	0	0	3	0
Lane Flow Rate	0	0	6	6
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0.009	0.008
Departure Headway (Hd)	3.914	3.914	5.21	4.96
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	690	725
Service Time	1.924	1.923	3.216	2.968
HCM Lane V/C Ratio	0	0	0.009	0.008
HCM Control Delay	6.9	6.9	8.3	8
HCM Lane LOS	N	N	A	A
HCM 95th-tile Q	0	0	0	0

Existing PM

Intersection	
Int Delay, s/veh	6.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	173	34	62	248	4
Future Vol, veh/h	20	173	34	62	248	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	10	20	6	5	5	50
Mvmt Flow	23	197	39	70	282	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	220	0	270	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	-	-	4.16	-	6.45	6.7
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.254	-	3.545	3.75
Pot Cap-1 Maneuver	-	-	1326	-	713	815
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	872	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1326	-	692	815
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	847	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	694	-	-	1326	-
HCM Lane V/C Ratio	0.413	-	-	0.029	-
HCM Control Delay (s)	13.8	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	2	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	226	13	297	102	14
Future Vol, veh/h	179	226	13	297	102	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	17	8	8	5	25	21
Mvmt Flow	190	240	14	316	109	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	430	0	654	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	344	-
Critical Hdwy	-	-	4.18	-	6.65	6.41
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	2.272	-	3.725	3.489
Pot Cap-1 Maneuver	-	-	1098	-	397	688
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1098	-	392	688
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	660	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	17.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	413	-	-	1098	-
HCM Lane V/C Ratio	0.299	-	-	0.013	-
HCM Control Delay (s)	17.4	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	175	47	211	183	5	82	2	225	5	0	2
Future Vol, veh/h	0	175	47	211	183	5	82	2	225	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	300	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	6	16	3	0	13	0	21	0	0	0
Mvmt Flow	0	188	51	227	197	5	88	2	242	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	202	0	0	239	0	0	869	870	214	990	893	200
Stage 1	-	-	-	-	-	-	214	214	-	654	654	-
Stage 2	-	-	-	-	-	-	655	656	-	336	239	-
Critical Hdwy	4.1	-	-	4.26	-	-	7.23	6.5	6.41	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.344	-	-	3.617	4	3.489	3.5	4	3.3
Pot Cap-1 Maneuver	1382	-	-	1250	-	-	261	292	781	227	283	846
Stage 1	-	-	-	-	-	-	764	729	-	459	466	-
Stage 2	-	-	-	-	-	-	437	465	-	682	711	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1382	-	-	1250	-	-	224	239	781	134	231	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	224	239	-	134	231	-
Stage 1	-	-	-	-	-	-	764	729	-	459	381	-
Stage 2	-	-	-	-	-	-	357	380	-	469	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.5	17.1	26.4
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	224	781	1382	-	-	1250	-	-	176
HCM Lane V/C Ratio	0.403	0.31	-	-	-	0.182	-	-	0.043
HCM Control Delay (s)	31.5	11.7	0	-	-	8.5	-	-	26.4
HCM Lane LOS	D	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.8	1.3	0	-	-	0.7	-	-	0.1

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	20	12	29	25	171	12	85	19	122	120	27
Future Vol, veh/h	17	20	12	29	25	171	12	85	19	122	120	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	230	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	0	0	7	0	16	0	15	32	29	5	0
Mvmt Flow	18	22	13	32	27	186	13	92	21	133	130	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	646	550	145	557	554	103	159	0	0	113	0	0
Stage 1	411	411	-	129	129	-	-	-	-	-	-	-
Stage 2	235	139	-	428	425	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.17	6.5	6.36	4.1	-	-	4.39	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.563	4	3.444	2.2	-	-	2.461	-	-
Pot Cap-1 Maneuver	379	446	908	433	443	915	1433	-	-	1324	-	-
Stage 1	610	598	-	863	793	-	-	-	-	-	-	-
Stage 2	759	785	-	595	590	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	263	398	908	375	395	915	1433	-	-	1324	-	-
Mov Cap-2 Maneuver	263	398	-	375	395	-	-	-	-	-	-	-
Stage 1	605	538	-	855	786	-	-	-	-	-	-	-
Stage 2	579	778	-	506	531	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.9	13.1	0.8	3.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1433	-	-	382	687	1324	-	-
HCM Lane V/C Ratio	0.009	-	-	0.139	0.356	0.1	-	-
HCM Control Delay (s)	7.5	-	-	15.9	13.1	8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.6	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	5	210	8	3	109
Future Vol, veh/h	3	5	210	8	3	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	20	19	0	0	34
Mvmt Flow	4	6	250	10	4	130

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	393	255	0	0	260	0
Stage 1	255	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.4	6.4	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.2	-
Pot Cap-1 Maneuver	615	742	-	-	1316	-
Stage 1	792	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	613	742	-	-	1316	-
Mov Cap-2 Maneuver	613	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	688	1316	-
HCM Lane V/C Ratio	-	-	0.014	0.003	-
HCM Control Delay (s)	-	-	10.3	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	0	0	187	0	0	99	0
Future Vol, veh/h	1	0	0	0	0	0	0	187	0	0	99	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	100	0	0	0	0	0	0	21	0	0	33	0
Mvmt Flow	1	0	0	0	0	0	0	231	0	0	122	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	353	353	122	353	353	231	122	0	0	231	0	0
Stage 1	122	122	-	231	231	-	-	-	-	-	-	-
Stage 2	231	231	-	122	122	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	455	575	935	606	575	813	1478	-	-	1349	-	-
Stage 1	692	799	-	776	717	-	-	-	-	-	-	-
Stage 2	595	717	-	887	799	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	455	575	935	606	575	813	1478	-	-	1349	-	-
Mov Cap-2 Maneuver	455	575	-	606	575	-	-	-	-	-	-	-
Stage 1	692	799	-	776	717	-	-	-	-	-	-	-
Stage 2	595	717	-	887	799	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	455	-	1349	-	-
HCM Lane V/C Ratio	-	-	-	0.003	-	-	-	-
HCM Control Delay (s)	0	-	-	12.9	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	4	0	13	1	58	1	143	42	39	55	2
Future Vol, veh/h	0	4	0	13	1	58	1	143	42	39	55	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	8	0	14	0	18	12	28	31	100
Mvmt Flow	0	5	0	15	1	67	1	164	48	45	63	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	378	368	64	347	345	188	65	0	0	212	0	0
Stage 1	154	154	-	190	190	-	-	-	-	-	-	-
Stage 2	224	214	-	157	155	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.34	4.1	-	-	4.38	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.426	2.2	-	-	2.452	-	-
Pot Cap-1 Maneuver	583	564	1006	596	581	824	1550	-	-	1218	-	-
Stage 1	853	774	-	798	747	-	-	-	-	-	-	-
Stage 2	783	729	-	831	773	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	519	542	1006	575	558	824	1550	-	-	1218	-	-
Mov Cap-2 Maneuver	519	542	-	575	558	-	-	-	-	-	-	-
Stage 1	852	745	-	797	746	-	-	-	-	-	-	-
Stage 2	718	728	-	794	744	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	10.3	0	3.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1550	-	-	542	760	1218	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.109	0.037	-	-
HCM Control Delay (s)	7.3	0	-	11.7	10.3	8.1	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	3	62	21	12
Future Vol, veh/h	9	2	3	62	21	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	8	14	0
Mvmt Flow	10	2	3	68	23	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	104	30	36	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	74	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	899	1050	1588	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	897	1050	1588	-	-	-
Mov Cap-2 Maneuver	897	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	954	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	921	-	-
HCM Lane V/C Ratio	0.002	-	0.013	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	0	0	1	63	0	0	24	1
Future Vol, veh/h	0	0	0	0	0	0	1	63	0	0	24	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	13	0	0	8	0
Mvmt Flow	0	0	0	0	0	0	1	77	0	0	29	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	109	109	30	109	109	77	30	0	0	77	0	0
Stage 1	30	30	-	79	79	-	-	-	-	-	-	-
Stage 2	79	79	-	30	30	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	874	785	1050	874	785	990	1596	-	-	1535	-	-
Stage 1	992	874	-	935	833	-	-	-	-	-	-	-
Stage 2	935	833	-	992	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	873	784	1050	873	784	990	1596	-	-	1535	-	-
Mov Cap-2 Maneuver	873	784	-	873	784	-	-	-	-	-	-	-
Stage 1	991	874	-	934	832	-	-	-	-	-	-	-
Stage 2	934	832	-	992	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0.1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1596	-	-	-	-	1535	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	-
HCM Control Delay (s)	7.3	0	-	0	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	3	50	40	25	31
Future Vol, veh/h	12	3	50	40	25	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	17	0	14	23	12	26
Mvmt Flow	15	4	62	49	31	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	187	87	0	0	111	0
Stage 1	87	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.57	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	769	977	-	-	1419	-
Stage 1	900	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	752	977	-	-	1419	-
Mov Cap-2 Maneuver	752	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	3.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	788	1419	-
HCM Lane V/C Ratio	-	-	0.024	0.022	-
HCM Control Delay (s)	-	-	9.7	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	52	64	3	0	22	52	1	0	2	132	1	12
Future Vol, veh/h	52	64	3	0	22	52	1	0	2	132	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	29	14	0	0	18	46	0	0	0	21	0	75
Mvmt Flow	68	84	4	0	29	68	1	0	3	174	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	97	0	0	88	0	0	294	319	86	253	253	29
Stage 1	-	-	-	-	-	-	222	222	-	29	29	-
Stage 2	-	-	-	-	-	-	72	97	-	224	224	-
Critical Hdwy	4.39	-	-	4.1	-	-	7.1	6.5	6.2	7.31	6.5	6.95
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Follow-up Hdwy	2.461	-	-	2.2	-	-	3.5	4	3.3	3.689	4	3.975
Pot Cap-1 Maneuver	1343	-	-	1520	-	-	662	601	978	663	654	870
Stage 1	-	-	-	-	-	-	785	723	-	941	875	-
Stage 2	-	-	-	-	-	-	943	819	-	738	722	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1343	-	-	1520	-	-	623	569	978	634	619	870
Mov Cap-2 Maneuver	-	-	-	-	-	-	623	569	-	634	619	-
Stage 1	-	-	-	-	-	-	743	685	-	891	875	-
Stage 2	-	-	-	-	-	-	924	819	-	697	684	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0	9.4	12.9
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	822	1343	-	-	1520	-	-	648
HCM Lane V/C Ratio	0.005	0.051	-	-	-	-	-	0.294
HCM Control Delay (s)	9.4	7.8	0	-	0	-	-	12.9
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	1.2

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	280	8	28	98	99	1	5	27	70	7	7
Future Vol, veh/h	9	280	8	28	98	99	1	5	27	70	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	22	12	0	7	41	11	0	0	0	9	14	14
Mvmt Flow	11	329	9	33	115	116	1	6	32	82	8	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	231	0	0	338	0	0	603	653	334	614	599	173
Stage 1	-	-	-	-	-	-	356	356	-	239	239	-
Stage 2	-	-	-	-	-	-	247	297	-	375	360	-
Critical Hdwy	4.32	-	-	4.17	-	-	7.1	6.5	6.2	7.19	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.19	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.19	5.64	-
Follow-up Hdwy	2.398	-	-	2.263	-	-	3.5	4	3.3	3.581	4.126	3.426
Pot Cap-1 Maneuver	1228	-	-	1194	-	-	414	389	712	394	400	840
Stage 1	-	-	-	-	-	-	666	633	-	749	686	-
Stage 2	-	-	-	-	-	-	761	671	-	632	606	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1228	-	-	1194	-	-	392	375	712	362	385	840
Mov Cap-2 Maneuver	-	-	-	-	-	-	392	375	-	362	385	-
Stage 1	-	-	-	-	-	-	660	627	-	742	667	-
Stage 2	-	-	-	-	-	-	724	652	-	593	601	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1	11.3	17.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	613	1228	-	-	1194	-	-	382
HCM Lane V/C Ratio	0.063	0.009	-	-	0.028	-	-	0.259
HCM Control Delay (s)	11.3	8	-	-	8.1	-	-	17.7
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	94	261	13	164	0	0	0	0	1	4	53
Future Vol, veh/h	0	94	261	13	164	0	0	0	0	1	4	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	92	92	92	89	89	89
Heavy Vehicles, %	0	8	19	15	24	0	2	2	2	0	25	30
Mvmt Flow	0	106	293	15	184	0	0	0	0	1	4	60

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	399	0	0	467	613	184
Stage 1	-	-	-	-	-	-	214	214	-
Stage 2	-	-	-	-	-	-	253	399	-
Critical Hdwy	-	-	-	4.25	-	-	6.4	6.75	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.75	-
Follow-up Hdwy	-	-	-	2.335	-	-	3.5	4.225	3.57
Pot Cap-1 Maneuver	0	-	-	1093	-	0	558	379	791
Stage 1	0	-	-	-	-	0	826	685	-
Stage 2	0	-	-	-	-	0	794	564	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1093	-	-	550	0	791
Mov Cap-2 Maneuver	-	-	-	-	-	-	550	0	-
Stage 1	-	-	-	-	-	-	826	0	-
Stage 2	-	-	-	-	-	-	782	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.6	10
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1093	-	785
HCM Lane V/C Ratio	-	-	0.013	-	0.083
HCM Control Delay (s)	-	-	8.3	0	10
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.3

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	91	4	0	0	6	5	171	10	6	0	0	0
Future Vol, veh/h	91	4	0	0	6	5	171	10	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	92	92	92
Heavy Vehicles, %	7	25	0	0	50	0	24	50	50	2	2	2
Mvmt Flow	98	4	0	0	6	5	184	11	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	11	0	-	-	-	0	209	211	4
Stage 1	-	-	-	-	-	-	200	200	-
Stage 2	-	-	-	-	-	-	9	11	-
Critical Hdwy	4.17	-	-	-	-	-	6.64	7	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	5.64	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.64	6	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.716	4.45	3.75
Pot Cap-1 Maneuver	1576	-	0	0	-	-	733	610	955
Stage 1	-	-	0	0	-	-	784	654	-
Stage 2	-	-	0	0	-	-	960	800	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1576	-	-	-	-	-	688	0	955
Mov Cap-2 Maneuver	-	-	-	-	-	-	688	0	-
Stage 1	-	-	-	-	-	-	735	0	-
Stage 2	-	-	-	-	-	-	960	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.1	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	695	1576	-	-	-
HCM Lane V/C Ratio	0.289	0.062	-	-	-
HCM Control Delay (s)	12.3	7.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.2	0.2	-	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	7	7	2	0	0	0	0	6	11	6
Future Vol, veh/h	0	2	7	7	2	0	0	0	0	6	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	92	92	92	71	71	71
Heavy Vehicles, %	0	0	14	17	0	0	2	2	2	17	73	0
Mvmt Flow	0	3	10	10	3	0	0	0	0	8	15	8

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	13	0	0	31	36	3
Stage 1	-	-	-	-	-	-	23	23	-
Stage 2	-	-	-	-	-	-	8	13	-
Critical Hdwy	-	-	-	4.27	-	-	6.57	7.23	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.57	6.23	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.57	6.23	-
Follow-up Hdwy	-	-	-	2.353	-	-	3.653	4.657	3.3
Pot Cap-1 Maneuver	0	-	-	1513	-	0	946	736	1087
Stage 1	0	-	-	-	-	0	962	754	-
Stage 2	0	-	-	-	-	0	977	762	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1513	-	-	939	0	1087
Mov Cap-2 Maneuver	-	-	-	-	-	-	939	0	-
Stage 1	-	-	-	-	-	-	962	0	-
Stage 2	-	-	-	-	-	-	970	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.8	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1513	-	1008
HCM Lane V/C Ratio	-	-	0.007	-	0.032
HCM Control Delay (s)	-	-	7.4	0	8.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	3	0	0	8	18	1	3	9	0	0	0
Future Vol, veh/h	5	3	0	0	8	18	1	3	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	92	92	92
Heavy Vehicles, %	0	0	0	0	13	11	100	33	0	2	2	2
Mvmt Flow	7	4	0	0	11	24	1	4	12	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	35	0	-	-	-	0	41	53	4
Stage 1	-	-	-	-	-	-	18	18	-
Stage 2	-	-	-	-	-	-	23	35	-
Critical Hdwy	4.1	-	-	-	-	-	7.4	6.83	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.4	5.83	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.4	5.83	-
Follow-up Hdwy	2.2	-	-	-	-	-	4.4	4.297	3.3
Pot Cap-1 Maneuver	1589	-	0	0	-	-	771	782	1085
Stage 1	-	-	0	0	-	-	801	822	-
Stage 2	-	-	0	0	-	-	796	808	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1589	-	-	-	-	-	768	0	1085
Mov Cap-2 Maneuver	-	-	-	-	-	-	768	0	-
Stage 1	-	-	-	-	-	-	798	0	-
Stage 2	-	-	-	-	-	-	796	0	-

Approach	EB	WB	NB
HCM Control Delay, s	4.5	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1042	1589	-	-	-
HCM Lane V/C Ratio	0.017	0.004	-	-	-
HCM Control Delay (s)	8.5	7.3	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	7	4	0	14	0	12	2	0	0	0	0
Future Vol, veh/h	1	7	4	0	14	0	12	2	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	0	0	25	0	0	0	18	0	0	0	0	0
Mvmt Flow	1	9	5	0	19	0	16	3	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	19	0	0	14	0	0	33	33	12	34	35	19
Stage 1	-	-	-	-	-	-	14	14	-	19	19	-
Stage 2	-	-	-	-	-	-	19	19	-	15	16	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.28	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.28	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.28	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.662	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1611	-	-	1617	-	-	935	864	1074	978	861	1065
Stage 1	-	-	-	-	-	-	966	888	-	1005	884	-
Stage 2	-	-	-	-	-	-	960	884	-	1010	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1611	-	-	1617	-	-	934	863	1074	975	860	1065
Mov Cap-2 Maneuver	-	-	-	-	-	-	934	863	-	975	860	-
Stage 1	-	-	-	-	-	-	965	887	-	1004	884	-
Stage 2	-	-	-	-	-	-	960	884	-	1006	885	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	9	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	923	1611	-	-	1617	-	-	-
HCM Lane V/C Ratio	0.02	0.001	-	-	-	-	-	-
HCM Control Delay (s)	9	7.2	0	-	0	-	-	0
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	64	0	32	7	0	0	0	0	106	1	5
Future Vol, veh/h	0	64	0	32	7	0	0	0	0	106	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	92	92	92	91	91	91
Heavy Vehicles, %	0	19	0	13	0	0	2	2	2	3	100	20
Mvmt Flow	0	70	0	35	8	0	0	0	0	116	1	5

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	70	0	0	148	148	8
Stage 1	-	-	-	-	-	-	78	78	-
Stage 2	-	-	-	-	-	-	70	70	-
Critical Hdwy	-	-	-	4.23	-	-	6.43	7.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	6.5	-
Follow-up Hdwy	-	-	-	2.317	-	-	3.527	4.9	3.48
Pot Cap-1 Maneuver	0	-	-	1464	-	0	842	596	1024
Stage 1	0	-	-	-	-	0	943	673	-
Stage 2	0	-	-	-	-	0	950	679	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1464	-	-	822	0	1024
Mov Cap-2 Maneuver	-	-	-	-	-	-	822	0	-
Stage 1	-	-	-	-	-	-	943	0	-
Stage 2	-	-	-	-	-	-	927	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	6.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1464	-	829
HCM Lane V/C Ratio	-	-	0.024	-	0.148
HCM Control Delay (s)	-	-	7.5	0	10.1
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.5

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	129	0	0	30	76	9	4	119	0	0	0
Future Vol, veh/h	41	129	0	0	30	76	9	4	119	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	92	92	92
Heavy Vehicles, %	17	7	2	0	12	4	0	25	10	2	2	2
Mvmt Flow	44	139	0	0	32	82	10	4	128	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	114	0	-	-	-	0	300	341	139
Stage 1	-	-	-	-	-	-	227	227	-
Stage 2	-	-	-	-	-	-	73	114	-
Critical Hdwy	4.27	-	-	-	-	-	6.4	6.75	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.75	-
Follow-up Hdwy	2.353	-	-	-	-	-	3.5	4.225	3.39
Pot Cap-1 Maneuver	1387	-	0	0	-	-	696	546	888
Stage 1	-	-	0	0	-	-	815	675	-
Stage 2	-	-	0	0	-	-	955	759	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1387	-	-	-	-	-	672	0	888
Mov Cap-2 Maneuver	-	-	-	-	-	-	672	0	-
Stage 1	-	-	-	-	-	-	787	0	-
Stage 2	-	-	-	-	-	-	955	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.9	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	868	1387	-	-	-
HCM Lane V/C Ratio	0.164	0.032	-	-	-
HCM Control Delay (s)	10	7.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	245	0	0	99	3	1	1	4	1	0	6
Future Vol, veh/h	3	245	0	0	99	3	1	1	4	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	7	0	0	4	67	0	0	0	0	0	17
Mvmt Flow	3	275	0	0	111	3	1	1	4	1	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	114	0	0	275	0	0	397	395	275	397	394	113
Stage 1	-	-	-	-	-	-	281	281	-	113	113	-
Stage 2	-	-	-	-	-	-	116	114	-	284	281	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.453
Pot Cap-1 Maneuver	1488	-	-	1300	-	-	567	545	769	567	546	901
Stage 1	-	-	-	-	-	-	730	682	-	897	806	-
Stage 2	-	-	-	-	-	-	894	805	-	727	682	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1488	-	-	1300	-	-	562	544	769	562	545	901
Mov Cap-2 Maneuver	-	-	-	-	-	-	562	544	-	562	545	-
Stage 1	-	-	-	-	-	-	729	681	-	895	806	-
Stage 2	-	-	-	-	-	-	887	805	-	720	681	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	10.3	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	680	1488	-	-	1300	-	-	830
HCM Lane V/C Ratio	0.01	0.002	-	-	-	-	-	0.009
HCM Control Delay (s)	10.3	7.4	0	-	0	-	-	9.4
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	166	55	56	28	24	67
Future Vol, veh/h	166	55	56	28	24	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	9	11	7	0	6
Mvmt Flow	175	58	59	29	25	71

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	88	0	-	0	482	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	408	-
Critical Hdwy	4.15	-	-	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.245	-	-	-	3.5	3.354
Pot Cap-1 Maneuver	1489	-	-	-	547	977
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1489	-	-	-	482	977
Mov Cap-2 Maneuver	-	-	-	-	482	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	SB
HCM Control Delay, s	5.8	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1489	-	-	-	482	977
HCM Lane V/C Ratio	0.117	-	-	-	0.052	0.072
HCM Control Delay (s)	7.7	-	-	-	12.9	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	32	4	1	45	4	8	16	7	0	2	21
Future Vol, veh/h	46	32	4	1	45	4	8	16	7	0	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	100	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	11	28	50	0	11	25	0	6	14	0	0	10
Mvmt Flow	55	39	5	1	54	5	10	19	8	0	2	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	59	0	0	44	0	0	224	213	42	220	213	57
Stage 1	-	-	-	-	-	-	152	152	-	59	59	-
Stage 2	-	-	-	-	-	-	72	61	-	161	154	-
Critical Hdwy	4.21	-	-	4.1	-	-	7.1	6.56	6.34	7.1	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.56	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.56	-	6.1	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4.054	3.426	3.5	4	3.39
Pot Cap-1 Maneuver	1489	-	-	1577	-	-	736	677	996	740	688	987
Stage 1	-	-	-	-	-	-	855	764	-	958	850	-
Stage 2	-	-	-	-	-	-	943	836	-	846	774	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1489	-	-	1577	-	-	695	651	996	696	662	987
Mov Cap-2 Maneuver	-	-	-	-	-	-	695	651	-	696	662	-
Stage 1	-	-	-	-	-	-	823	736	-	923	849	-
Stage 2	-	-	-	-	-	-	916	835	-	787	745	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.2	0.1	9.4	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	859	1489	-	-	1577	-	-	947
HCM Lane V/C Ratio	0.043	0.037	-	-	0.001	-	-	0.029
HCM Control Delay (s)	9.4	7.5	-	-	7.3	-	-	8.9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	1	5	41	10	14
Future Vol, veh/h	39	1	5	41	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	26	0	0	15	0	7
Mvmt Flow	64	2	8	67	16	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	66	0	148	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	-	-	4.1	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1549	-	849	985
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1549	-	845	985
Mov Cap-2 Maneuver	-	-	-	-	845	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	921	-	-	1549	-
HCM Lane V/C Ratio	0.043	-	-	0.005	-
HCM Control Delay (s)	9.1	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	16	0	0	6
Future Vol, veh/h	2	0	16	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	46	46	46	46	46	46
Heavy Vehicles, %	0	0	0	0	0	17
Mvmt Flow	4	0	35	0	0	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	48	35	0	0	35	0
Stage 1	35	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	967	1044	-	-	1589	-
Stage 1	993	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	967	1044	-	-	1589	-
Mov Cap-2 Maneuver	967	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	967	1589	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	21	5	0
Future Vol, veh/h	0	0	0	21	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	5	20	0
Mvmt Flow	0	0	0	32	8	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	40	8	8	0	-	0
Stage 1	8	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	977	1080	1625	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	977	1080	1625	-	-	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1625	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	6	16	11	3	1
Future Vol, veh/h	4	6	16	11	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	25	33	0	0	0	33
Mvmt Flow	7	10	27	18	5	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	78	6	7	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.65	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	871	993	1627	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	856	993	1627	-	-	-
Mov Cap-2 Maneuver	856	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1627	-	933	-	-
HCM Lane V/C Ratio	0.016	-	0.018	-	-
HCM Control Delay (s)	7.2	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	28	40	1	1	8	4	1	1	0	4	2	11
Future Vol, veh/h	28	40	1	1	8	4	1	1	0	4	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	11	18	100	0	0	0	0	0	0	25	0	0
Mvmt Flow	33	48	1	1	10	5	1	1	0	5	2	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	49	0	0	137	132	49	130	130	13
Stage 1	-	-	-	-	-	-	115	115	-	15	15	-
Stage 2	-	-	-	-	-	-	22	17	-	115	115	-
Critical Hdwy	4.21	-	-	4.1	-	-	7.1	6.5	6.2	7.35	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4	3.3	3.725	4	3.3
Pot Cap-1 Maneuver	1546	-	-	1571	-	-	838	762	1025	792	764	1073
Stage 1	-	-	-	-	-	-	895	804	-	949	887	-
Stage 2	-	-	-	-	-	-	1002	885	-	837	804	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1546	-	-	1571	-	-	811	744	1025	777	746	1073
Mov Cap-2 Maneuver	-	-	-	-	-	-	811	744	-	777	746	-
Stage 1	-	-	-	-	-	-	875	786	-	928	886	-
Stage 2	-	-	-	-	-	-	986	884	-	817	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3	0.6	9.7	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	776	1546	-	-	1571	-	-	940
HCM Lane V/C Ratio	0.003	0.022	-	-	0.001	-	-	0.022
HCM Control Delay (s)	9.7	7.4	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	47	73	8	53	35
Future Vol, veh/h	5	47	73	8	53	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	20	0	10	0	2	6
Mvmt Flow	6	58	90	10	65	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	268	95	0	0	100	0
Stage 1	95	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	684	967	-	-	1493	-
Stage 1	886	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	653	967	-	-	1493	-
Mov Cap-2 Maneuver	653	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	924	1493	-
HCM Lane V/C Ratio	-	-	0.069	0.044	-
HCM Control Delay (s)	-	-	9.2	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	65	15	0	0	0
Future Vol, veh/h	0	65	15	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	16	0	0	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.3	7.1	0
HCM LOS	A	A	-

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	65	15	0
LT Vol	0	0	0
Through Vol	65	15	0
RT Vol	0	0	0
Lane Flow Rate	71	16	0
Geometry Grp	1	1	1
Degree of Util (X)	0.077	0.018	0
Departure Headway (Hd)	3.946	3.986	4.084
Convergence, Y/N	Yes	Yes	Yes
Cap	913	901	0
Service Time	1.949	1.998	2.119
HCM Lane V/C Ratio	0.078	0.018	0
HCM Control Delay	7.3	7.1	7.1
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0.2	0.1	0

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	0	0	3	0	1	1	3	2	0
Future Vol, veh/h	1	0	0	0	0	3	0	1	1	3	2	0
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	0	0	0	0	0	33	0	0	0	33	0	0
Mvmt Flow	1	0	0	0	0	4	0	1	1	4	3	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	6.3	6.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	0%	60%
Vol Thru, %	50%	0%	0%	40%
Vol Right, %	50%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	1	3	5
LT Vol	0	1	0	3
Through Vol	1	0	0	2
RT Vol	1	0	3	0
Lane Flow Rate	3	1	4	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.002	0.004	0.009
Departure Headway (Hd)	3.615	4.121	3.318	4.593
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	995	872	1083	784
Service Time	1.619	2.127	1.325	2.595
HCM Lane V/C Ratio	0.003	0.001	0.004	0.009
HCM Control Delay	6.6	7.1	6.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

2025 No Build AM

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	92	103	6	22	137	8
Future Vol, veh/h	92	103	6	22	137	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	8	18	0	18	8	0
Mvmt Flow	92	103	6	22	137	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	195	0	178	144
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.1	-	6.48	6.2
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.2	-	3.572	3.3
Pot Cap-1 Maneuver	-	-	1390	-	798	909
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1390	-	795	909
Mov Cap-2 Maneuver	-	-	-	-	795	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	801	-	-	1390	-
HCM Lane V/C Ratio	0.181	-	-	0.004	-
HCM Control Delay (s)	10.5	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	144	187	5	154	84	51
Future Vol, veh/h	144	187	5	154	84	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	13	9	0	10	31	4
Mvmt Flow	144	187	5	154	84	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	331	0	402	238
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	-	-	4.1	-	6.71	6.24
Critical Hdwy Stg 1	-	-	-	-	5.71	-
Critical Hdwy Stg 2	-	-	-	-	5.71	-
Follow-up Hdwy	-	-	2.2	-	3.779	3.336
Pot Cap-1 Maneuver	-	-	1240	-	552	796
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1240	-	550	796
Mov Cap-2 Maneuver	-	-	-	-	550	-
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	796	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	623	-	-	1240	-
HCM Lane V/C Ratio	0.217	-	-	0.004	-
HCM Control Delay (s)	12.4	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	134	31	113	121	4	20	1	196	1	1	0
Future Vol, veh/h	1	134	31	113	121	4	20	1	196	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	300	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	8	10	30	7	0	15	0	10	0	100	0
Mvmt Flow	1	134	31	113	121	4	20	1	196	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	165	0	0	502	503	150	599	516	123
Stage 1	-	-	-	-	-	-	152	152	-	349	349	-
Stage 2	-	-	-	-	-	-	350	351	-	250	167	-
Critical Hdwy	4.1	-	-	4.4	-	-	7.25	6.5	6.3	7.1	7.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.47	-	-	3.635	4	3.39	3.5	4.9	3.3
Pot Cap-1 Maneuver	1474	-	-	1260	-	-	459	474	876	416	349	933
Stage 1	-	-	-	-	-	-	821	775	-	671	491	-
Stage 2	-	-	-	-	-	-	640	636	-	759	608	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1474	-	-	1260	-	-	426	431	876	300	317	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	426	431	-	300	317	-
Stage 1	-	-	-	-	-	-	820	774	-	670	447	-
Stage 2	-	-	-	-	-	-	581	579	-	588	607	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.9	10.6	16.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	426	876	1474	-	-	1260	-	-	308
HCM Lane V/C Ratio	0.049	0.224	0.001	-	-	0.09	-	-	0.006
HCM Control Delay (s)	13.9	10.3	7.4	-	-	8.1	-	-	16.8
HCM Lane LOS	B	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.9	0	-	-	0.3	-	-	0

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	19	8	13	10	9	65	8	124	14	92	49	4
Future Vol, veh/h	19	8	13	10	9	65	8	124	14	92	49	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	230	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	0	0	23	0	4	7	36	23	0
Mvmt Flow	19	8	13	10	9	65	8	124	14	92	49	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	419	389	51	393	384	131	53	0	0	138	0	0
Stage 1	235	235	-	147	147	-	-	-	-	-	-	-
Stage 2	184	154	-	246	237	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.28	7.1	6.5	6.43	4.1	-	-	4.46	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.372	3.5	4	3.507	2.2	-	-	2.524	-	-
Pot Cap-1 Maneuver	548	549	1000	570	553	865	1566	-	-	1261	-	-
Stage 1	773	714	-	860	779	-	-	-	-	-	-	-
Stage 2	822	774	-	762	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	470	506	1000	523	510	865	1566	-	-	1261	-	-
Mov Cap-2 Maneuver	470	506	-	523	510	-	-	-	-	-	-	-
Stage 1	769	662	-	856	775	-	-	-	-	-	-	-
Stage 2	748	770	-	689	661	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	10.4	0.4	5.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1566	-	-	578	751	1261	-	-
HCM Lane V/C Ratio	0.005	-	-	0.069	0.112	0.073	-	-
HCM Control Delay (s)	7.3	-	-	11.7	10.4	8.1	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	26	0	0	224
Future Vol, veh/h	2	0	26	0	0	224
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	40	0	0	6
Mvmt Flow	2	0	26	0	0	224

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	250	26	0	0	26	0
Stage 1	26	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	743	1056	-	-	1601	-
Stage 1	1002	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	743	1056	-	-	1601	-
Mov Cap-2 Maneuver	743	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	743	1601	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	-	-	9.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	40	0	0	183	0
Future Vol, veh/h	0	0	0	0	0	0	0	40	0	0	183	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	49	0	0	10	0
Mvmt Flow	0	0	0	0	0	0	0	40	0	0	183	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	223	223	183	223	223	40	183	0	0	40	0	0
Stage 1	183	183	-	40	40	-	-	-	-	-	-	-
Stage 2	40	40	-	183	183	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	737	679	865	737	679	1037	1404	-	-	1583	-	-
Stage 1	823	752	-	980	866	-	-	-	-	-	-	-
Stage 2	980	866	-	823	752	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	737	679	865	737	679	1037	1404	-	-	1583	-	-
Mov Cap-2 Maneuver	737	679	-	737	679	-	-	-	-	-	-	-
Stage 1	823	752	-	980	866	-	-	-	-	-	-	-
Stage 2	980	866	-	823	752	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1404	-	-	-	-	1583	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	34	0	9	0	23	9	38	153	0
Future Vol, veh/h	0	0	0	34	0	9	0	23	9	38	153	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	6	0	44	0	39	33	16	13	0
Mvmt Flow	0	0	0	34	0	9	0	23	9	38	153	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	261	261	153	257	257	28	153	0	0	32	0	0
Stage 1	229	229	-	28	28	-	-	-	-	-	-	-
Stage 2	32	32	-	229	229	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.16	6.5	6.64	4.1	-	-	4.26	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.554	4	3.696	2.2	-	-	2.344	-	-
Pot Cap-1 Maneuver	696	647	898	688	651	938	1440	-	-	1494	-	-
Stage 1	778	718	-	979	876	-	-	-	-	-	-	-
Stage 2	990	872	-	765	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	674	629	898	674	633	938	1440	-	-	1494	-	-
Mov Cap-2 Maneuver	674	629	-	674	633	-	-	-	-	-	-	-
Stage 1	778	698	-	979	876	-	-	-	-	-	-	-
Stage 2	981	872	-	744	698	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.3	0	1.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1440	-	-	-	716	1494	-	-
HCM Lane V/C Ratio	-	-	-	-	0.06	0.025	-	-
HCM Control Delay (s)	0	-	-	0	10.3	7.5	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	13	44	7
Future Vol, veh/h	0	0	1	13	44	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	46	5	0
Mvmt Flow	0	0	1	13	44	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	63	48	51	0	-	0
Stage 1	48	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	948	1027	1568	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	947	1027	1568	-	-	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1568	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	0	0	13	0	1	43	0
Future Vol, veh/h	1	0	0	0	0	0	0	13	0	1	43	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	46	0	0	7	0
Mvmt Flow	1	0	0	0	0	0	0	13	0	1	43	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	58	58	43	58	58	13	43	0	0	13	0	0
Stage 1	45	45	-	13	13	-	-	-	-	-	-	-
Stage 2	13	13	-	45	45	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	944	837	1033	944	837	1073	1579	-	-	1619	-	-
Stage 1	974	861	-	1013	889	-	-	-	-	-	-	-
Stage 2	1013	889	-	974	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	943	836	1033	943	836	1073	1579	-	-	1619	-	-
Mov Cap-2 Maneuver	943	836	-	943	836	-	-	-	-	-	-	-
Stage 1	974	860	-	1013	889	-	-	-	-	-	-	-
Stage 2	1013	889	-	973	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	0	0	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1579	-	-	943	-	1619	-	-
HCM Lane V/C Ratio	-	-	-	0.001	-	0.001	-	-
HCM Control Delay (s)	0	-	-	8.8	0	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	21	9	3	2	23
Future Vol, veh/h	35	21	9	3	2	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	0	22	0	22	0
Mvmt Flow	35	21	9	3	2	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	38	11	0	0	12	0
Stage 1	11	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.32	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.398	-
Pot Cap-1 Maneuver	972	1076	-	-	1486	-
Stage 1	1009	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	971	1076	-	-	1486	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1008	1486	-
HCM Lane V/C Ratio	-	-	0.056	0.001	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	12	8	0	1	97	137	0	1	0	53	0	30
Future Vol, veh/h	12	8	0	1	97	137	0	1	0	53	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	58	0	0	0	8	10	0	0	0	19	0	10
Mvmt Flow	12	8	0	1	97	137	0	1	0	53	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	234	0	0	8	0	0	215	268	8	132	131	97
Stage 1	-	-	-	-	-	-	32	32	-	99	99	-
Stage 2	-	-	-	-	-	-	183	236	-	33	32	-
Critical Hdwy	4.68	-	-	4.1	-	-	7.1	6.5	6.2	7.29	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.29	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.29	5.5	-
Follow-up Hdwy	2.722	-	-	2.2	-	-	3.5	4	3.3	3.671	4	3.39
Pot Cap-1 Maneuver	1065	-	-	1625	-	-	746	641	1080	802	763	938
Stage 1	-	-	-	-	-	-	990	872	-	867	817	-
Stage 2	-	-	-	-	-	-	823	713	-	941	872	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1065	-	-	1625	-	-	715	633	1080	794	754	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	715	633	-	794	754	-
Stage 1	-	-	-	-	-	-	979	862	-	857	816	-
Stage 2	-	-	-	-	-	-	796	712	-	930	862	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	0	10.7	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	633	1065	-	-	1625	-	-	841
HCM Lane V/C Ratio	0.002	0.011	-	-	0.001	-	-	0.099
HCM Control Delay (s)	10.7	8.4	0	-	7.2	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	36	1	11	342	31	4	0	9	70	2	7
Future Vol, veh/h	1	36	1	11	342	31	4	0	9	70	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	100	23	0	0	6	13	0	0	0	9	0	29
Mvmt Flow	1	36	1	11	342	31	4	0	9	70	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	373	0	0	37	0	0	423	434	37	423	419	358
Stage 1	-	-	-	-	-	-	39	39	-	380	380	-
Stage 2	-	-	-	-	-	-	384	395	-	43	39	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.19	6.5	6.49
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.19	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.19	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.581	4	3.561
Pot Cap-1 Maneuver	800	-	-	1587	-	-	545	518	1041	529	528	630
Stage 1	-	-	-	-	-	-	981	866	-	628	617	-
Stage 2	-	-	-	-	-	-	643	608	-	954	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	800	-	-	1587	-	-	534	514	1041	521	524	630
Mov Cap-2 Maneuver	-	-	-	-	-	-	534	514	-	521	524	-
Stage 1	-	-	-	-	-	-	980	865	-	627	613	-
Stage 2	-	-	-	-	-	-	629	604	-	945	865	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	9.5	13
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	806	800	-	-	1587	-	-	529
HCM Lane V/C Ratio	0.016	0.001	-	-	0.007	-	-	0.149
HCM Control Delay (s)	9.5	9.5	-	-	7.3	-	-	13
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	87	8	302	0	0	0	0	2	2	98
Future Vol, veh/h	0	10	87	8	302	0	0	0	0	2	2	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	20	21	75	12	0	2	2	2	0	50	14
Mvmt Flow	0	10	87	8	302	0	0	0	0	2	2	98

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	97	0	0	372	415	302
Stage 1	-	-	-	-	-	-	318	318	-
Stage 2	-	-	-	-	-	-	54	97	-
Critical Hdwy	-	-	-	4.85	-	-	6.4	7	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6	-
Follow-up Hdwy	-	-	-	2.875	-	-	3.5	4.45	3.426
Pot Cap-1 Maneuver	0	-	-	1142	-	0	633	461	710
Stage 1	0	-	-	-	-	0	742	576	-
Stage 2	0	-	-	-	-	0	974	730	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1142	-	-	628	0	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	628	0	-
Stage 1	-	-	-	-	-	-	742	0	-
Stage 2	-	-	-	-	-	-	966	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1142	-	708
HCM Lane V/C Ratio	-	-	0.007	-	0.144
HCM Control Delay (s)	-	-	8.2	0	10.9
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.5

Intersection	
Int Delay, s/veh	10.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	3	0	0	4	1	306	5	23	0	0	0
Future Vol, veh/h	9	3	0	0	4	1	306	5	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	14	0	0	0	75	0	10	80	26	2	2	2
Mvmt Flow	9	3	0	0	4	1	306	5	23	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	5	0	-	-	-	0	26	26	3
Stage 1	-	-	-	-	-	-	21	21	-
Stage 2	-	-	-	-	-	-	5	5	-
Critical Hdwy	4.24	-	-	-	-	-	6.5	7.3	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	6.3	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	6.3	-
Follow-up Hdwy	2.326	-	-	-	-	-	3.59	4.72	3.534
Pot Cap-1 Maneuver	1541	-	0	0	-	-	969	736	1015
Stage 1	-	-	0	0	-	-	981	745	-
Stage 2	-	-	0	0	-	-	998	759	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1541	-	-	-	-	-	963	0	1015
Mov Cap-2 Maneuver	-	-	-	-	-	-	963	0	-
Stage 1	-	-	-	-	-	-	975	0	-
Stage 2	-	-	-	-	-	-	998	0	-

Approach	EB	WB	NB
HCM Control Delay, s	5.5	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	966	1541	-	-	-
HCM Lane V/C Ratio	0.346	0.006	-	-	-
HCM Control Delay (s)	10.7	7.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.6	0	-	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	2	3	11	0	0	0	0	10	6	3
Future Vol, veh/h	0	5	2	3	11	0	0	0	0	10	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	20	0	0	50	0	2	2	2	10	83	0
Mvmt Flow	0	5	2	3	11	0	0	0	0	10	6	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	7	0	0	23	24	11
Stage 1	-	-	-	-	-	-	17	17	-
Stage 2	-	-	-	-	-	-	6	7	-
Critical Hdwy	-	-	-	4.1	-	-	6.5	7.33	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	6.33	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	6.33	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.59	4.747	3.3
Pot Cap-1 Maneuver	0	-	-	1627	-	0	973	734	1076
Stage 1	0	-	-	-	-	0	985	744	-
Stage 2	0	-	-	-	-	0	997	753	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1627	-	-	971	0	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	971	0	-
Stage 1	-	-	-	-	-	-	985	0	-
Stage 2	-	-	-	-	-	-	995	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.5	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1627	-	993
HCM Lane V/C Ratio	-	-	0.002	-	0.019
HCM Control Delay (s)	-	-	7.2	0	8.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	0	0	14	4	0	5	8	0	0	0
Future Vol, veh/h	0	15	0	0	14	4	0	5	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	11	0	0	29	0	0	80	12	2	2	2
Mvmt Flow	0	15	0	0	14	4	0	5	8	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	18	0	-	-	-	0	31	33	15
Stage 1	-	-	-	-	-	-	15	15	-
Stage 2	-	-	-	-	-	-	16	18	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	7.3	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.3	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6.3	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4.72	3.408
Pot Cap-1 Maneuver	1612	-	0	0	-	-	988	729	1036
Stage 1	-	-	0	0	-	-	1013	750	-
Stage 2	-	-	0	0	-	-	1012	748	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1612	-	-	-	-	-	988	0	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	988	0	-
Stage 1	-	-	-	-	-	-	1013	0	-
Stage 2	-	-	-	-	-	-	1012	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1036	1612	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	8.5	0	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	21	2	0	14	0	2	0	0	0	0	2
Future Vol, veh/h	0	21	2	0	14	0	2	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	13	0	0	21	0	0	0	0	0	0	50
Mvmt Flow	0	21	2	0	14	0	2	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	23	0	0	37	36	22	36	37	14
Stage 1	-	-	-	-	-	-	22	22	-	14	14	-
Stage 2	-	-	-	-	-	-	15	14	-	22	23	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	1617	-	-	1605	-	-	973	860	1061	975	859	942
Stage 1	-	-	-	-	-	-	1002	881	-	1011	888	-
Stage 2	-	-	-	-	-	-	1010	888	-	1002	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1617	-	-	1605	-	-	971	860	1061	975	859	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	971	860	-	975	859	-
Stage 1	-	-	-	-	-	-	1002	881	-	1011	888	-
Stage 2	-	-	-	-	-	-	1008	888	-	1002	880	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.7	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	971	1617	-	-	1605	-	-	942
HCM Lane V/C Ratio	0.002	-	-	-	-	-	-	0.002
HCM Control Delay (s)	8.7	0	-	-	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	30	5	116	10	0	0	0	0	66	1	36
Future Vol, veh/h	0	30	5	116	10	0	0	0	0	66	1	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	25	0	6	0	0	2	2	2	3	0	0
Mvmt Flow	0	30	5	116	10	0	0	0	0	66	1	36

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	35	0	0	275	277	10
Stage 1	-	-	-	-	-	-	242	242	-
Stage 2	-	-	-	-	-	-	33	35	-
Critical Hdwy	-	-	-	4.16	-	-	6.43	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.5	-
Follow-up Hdwy	-	-	-	2.254	-	-	3.527	4	3.3
Pot Cap-1 Maneuver	0	-	-	1551	-	0	712	634	1077
Stage 1	0	-	-	-	-	0	796	709	-
Stage 2	0	-	-	-	-	0	987	870	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1551	-	-	659	0	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	659	0	-
Stage 1	-	-	-	-	-	-	796	0	-
Stage 2	-	-	-	-	-	-	913	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	6.9	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1551	-	764
HCM Lane V/C Ratio	-	-	0.075	-	0.135
HCM Control Delay (s)	-	-	7.5	0	10.4
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.2	-	0.5

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	82	0	0	105	85	21	2	9	0	0	0
Future Vol, veh/h	14	82	0	0	105	85	21	2	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	57	41	0	0	18	23	0	100	33	2	2	2
Mvmt Flow	14	82	0	0	105	85	21	2	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	190	0	-	-	-	0	258	300	82
Stage 1	-	-	-	-	-	-	110	110	-
Stage 2	-	-	-	-	-	-	148	190	-
Critical Hdwy	4.67	-	-	-	-	-	6.4	7.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6.5	-
Follow-up Hdwy	2.713	-	-	-	-	-	3.5	4.9	3.597
Pot Cap-1 Maneuver	1113	-	0	0	-	-	735	479	898
Stage 1	-	-	0	0	-	-	920	649	-
Stage 2	-	-	0	0	-	-	884	592	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1113	-	-	-	-	-	725	0	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	725	0	-
Stage 1	-	-	-	-	-	-	908	0	-
Stage 2	-	-	-	-	-	-	884	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.2	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	769	1113	-	-	-
HCM Lane V/C Ratio	0.042	0.013	-	-	-
HCM Control Delay (s)	9.9	8.3	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	86	2	1	186	0	1	0	0	1	0	3
Future Vol, veh/h	3	86	2	1	186	0	1	0	0	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	33	38	50	0	21	0	0	0	0	0	0	67
Mvmt Flow	3	86	2	1	186	0	1	0	0	1	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	88	0	0	283	281	87	281	282	186
Stage 1	-	-	-	-	-	-	93	93	-	188	188	-
Stage 2	-	-	-	-	-	-	190	188	-	93	94	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.903
Pot Cap-1 Maneuver	1222	-	-	1520	-	-	673	631	977	675	630	714
Stage 1	-	-	-	-	-	-	919	822	-	818	748	-
Stage 2	-	-	-	-	-	-	816	748	-	919	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1222	-	-	1520	-	-	668	628	977	673	627	714
Mov Cap-2 Maneuver	-	-	-	-	-	-	668	628	-	673	627	-
Stage 1	-	-	-	-	-	-	916	820	-	816	747	-
Stage 2	-	-	-	-	-	-	812	747	-	916	819	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	10.4	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	668	1222	-	-	1520	-	-	703
HCM Lane V/C Ratio	0.001	0.002	-	-	0.001	-	-	0.006
HCM Control Delay (s)	10.4	8	0	-	7.4	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	19	45	15	11	117
Future Vol, veh/h	6	19	45	15	11	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	5	7	0	0	2
Mvmt Flow	6	19	45	15	11	117

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	60	0	-	0	84	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	4.1	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	1556	-	-	-	923	1014
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1556	-	-	-	919	1014
Mov Cap-2 Maneuver	-	-	-	-	919	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1556	-	-	-	919	1014
HCM Lane V/C Ratio	0.004	-	-	-	0.012	0.115
HCM Control Delay (s)	7.3	-	-	-	9	9
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0.4

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	36	7	1	24	1	1	1	1	4	11	32
Future Vol, veh/h	15	36	7	1	24	1	1	1	1	4	11	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	100	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	13	31	0	100	33	0	0	100	100	0	0	16
Mvmt Flow	15	36	7	1	24	1	1	1	1	4	11	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	43	0	0	118	97	40	97	100	25
Stage 1	-	-	-	-	-	-	70	70	-	27	27	-
Stage 2	-	-	-	-	-	-	48	27	-	70	73	-
Critical Hdwy	4.23	-	-	5.1	-	-	7.1	7.5	7.2	7.1	6.5	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Follow-up Hdwy	2.317	-	-	3.1	-	-	3.5	4.9	4.2	3.5	4	3.444
Pot Cap-1 Maneuver	1521	-	-	1113	-	-	863	641	810	890	794	1012
Stage 1	-	-	-	-	-	-	945	679	-	996	877	-
Stage 2	-	-	-	-	-	-	971	713	-	945	838	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1521	-	-	1113	-	-	820	634	810	880	785	1012
Mov Cap-2 Maneuver	-	-	-	-	-	-	820	634	-	880	785	-
Stage 1	-	-	-	-	-	-	936	672	-	986	876	-
Stage 2	-	-	-	-	-	-	928	712	-	933	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.3	8.4	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1073	1521	-	-	1113	-	-	937
HCM Lane V/C Ratio	0.003	0.01	-	-	0.001	-	-	0.05
HCM Control Delay (s)	8.4	7.4	-	-	8.2	-	-	9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	3	8	24	0	0
Future Vol, veh/h	37	3	8	24	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	8	33	0	13	0	0
Mvmt Flow	37	3	8	24	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	79	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1583	-	929	1038
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	924	1038
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1583	-
HCM Lane V/C Ratio	-	-	-	0.005	-
HCM Control Delay (s)	0	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1	0	14
Future Vol, veh/h	0	0	0	1	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	14
Mvmt Flow	0	0	0	1	0	14

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1009	1090	-	-	1635	-
Stage 1	1028	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1009	1090	-	-	1635	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1635	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	0	18	0
Future Vol, veh/h	1	0	0	0	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	11	0
Mvmt Flow	1	0	0	0	18	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	18	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1005	1066	1612	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1005	1066	1612	-	-	-
Mov Cap-2 Maneuver	1005	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1612	-	1005	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	5	1	9	7
Future Vol, veh/h	2	12	5	1	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	8	40	0	10	14
Mvmt Flow	2	12	5	1	9	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	24	13	16	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.4	6.28	4.5	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	2.56	-	-	-
Pot Cap-1 Maneuver	997	1050	1386	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1050	1386	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1386	-	1041	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.6	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	12	1	0	27	2	2	2	1	1	0	30
Future Vol, veh/h	6	12	1	0	27	2	2	2	1	1	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	33	50	0	0	15	0	0	0	0	0	0	24
Mvmt Flow	6	12	1	0	27	2	2	2	1	1	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	13	0	0	68	54	13	54	53	28
Stage 1	-	-	-	-	-	-	25	25	-	28	28	-
Stage 2	-	-	-	-	-	-	43	29	-	26	25	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.516
Pot Cap-1 Maneuver	1405	-	-	1619	-	-	930	841	1073	949	842	987
Stage 1	-	-	-	-	-	-	998	878	-	994	876	-
Stage 2	-	-	-	-	-	-	976	875	-	997	878	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1619	-	-	899	838	1073	943	839	987
Mov Cap-2 Maneuver	-	-	-	-	-	-	899	838	-	943	839	-
Stage 1	-	-	-	-	-	-	994	874	-	990	876	-
Stage 2	-	-	-	-	-	-	946	875	-	990	874	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	0	9	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	902	1405	-	-	1619	-	-	986
HCM Lane V/C Ratio	0.006	0.004	-	-	-	-	-	0.031
HCM Control Delay (s)	9	7.6	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	18	30	2	15	42
Future Vol, veh/h	5	18	30	2	15	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	20	6	21	0	12	13
Mvmt Flow	5	18	30	2	15	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	103	31	0	0	32	0
Stage 1	31	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.6	6.26	-	-	4.22	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.354	-	-	2.308	-
Pot Cap-1 Maneuver	853	1032	-	-	1518	-
Stage 1	947	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	844	1032	-	-	1518	-
Mov Cap-2 Maneuver	844	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	984	1518	-
HCM Lane V/C Ratio	-	-	0.023	0.01	-
HCM Control Delay (s)	-	-	8.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	56	0	0	0
Future Vol, veh/h	0	5	56	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	56	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	56	0	-	0	61	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1549	-	-	-	945	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1549	-	-	-	945	1011
Mov Cap-2 Maneuver	-	-	-	-	945	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	1018	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1549	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	0	3	0	0	0	4	0	0
Future Vol, veh/h	0	0	0	1	0	3	0	0	0	4	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	100	0	67	0	0	0	50	0	0
Mvmt Flow	0	0	0	1	0	3	0	0	0	4	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	8.2	0	8
HCM LOS	-	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	25%	100%
Vol Thru, %	100%	100%	0%	0%
Vol Right, %	0%	0%	75%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	4	4
LT Vol	0	0	1	4
Through Vol	0	0	0	0
RT Vol	0	0	3	0
Lane Flow Rate	0	0	4	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0.006	0.006
Departure Headway (Hd)	3.911	3.911	5.208	4.958
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	691	726
Service Time	1.917	1.917	3.212	2.962
HCM Lane V/C Ratio	0	0	0.006	0.006
HCM Control Delay	6.9	6.9	8.2	8
HCM Lane LOS	N	N	A	A
HCM 95th-tile Q	0	0	0	0

2025 No Build PM

Intersection	
Int Delay, s/veh	6.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	177	35	63	253	4
Future Vol, veh/h	20	177	35	63	253	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	10	20	6	5	5	50
Mvmt Flow	20	177	35	63	253	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	197	0	242	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	-	-	4.16	-	6.45	6.7
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.254	-	3.545	3.75
Pot Cap-1 Maneuver	-	-	1352	-	740	829
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1352	-	721	829
Mov Cap-2 Maneuver	-	-	-	-	721	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	863	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	722	-	-	1352	-
HCM Lane V/C Ratio	0.356	-	-	0.026	-
HCM Control Delay (s)	12.7	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	183	231	13	303	104	14
Future Vol, veh/h	183	231	13	303	104	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	17	8	8	5	25	21
Mvmt Flow	183	231	13	303	104	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	414	0	628	299
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	329	-
Critical Hdwy	-	-	4.18	-	6.65	6.41
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	2.272	-	3.725	3.489
Pot Cap-1 Maneuver	-	-	1113	-	412	698
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1113	-	407	698
Mov Cap-2 Maneuver	-	-	-	-	407	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	672	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	428	-	-	1113	-
HCM Lane V/C Ratio	0.276	-	-	0.012	-
HCM Control Delay (s)	16.6	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	179	48	215	187	5	84	2	230	5	0	2
Future Vol, veh/h	0	179	48	215	187	5	84	2	230	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	300	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	2	6	16	3	0	13	0	21	0	0	0
Mvmt Flow	0	179	48	215	187	5	84	2	230	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	192	0	0	227	0	0	824	825	203	939	847	190
Stage 1	-	-	-	-	-	-	203	203	-	620	620	-
Stage 2	-	-	-	-	-	-	621	622	-	319	227	-
Critical Hdwy	4.1	-	-	4.26	-	-	7.23	6.5	6.41	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.344	-	-	3.617	4	3.489	3.5	4	3.3
Pot Cap-1 Maneuver	1394	-	-	1263	-	-	280	310	792	246	301	857
Stage 1	-	-	-	-	-	-	774	737	-	479	483	-
Stage 2	-	-	-	-	-	-	457	482	-	697	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1394	-	-	1263	-	-	243	257	792	151	250	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	257	-	151	250	-
Stage 1	-	-	-	-	-	-	774	737	-	479	401	-
Stage 2	-	-	-	-	-	-	378	400	-	493	720	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.5	15.8	23.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	243	792	1394	-	-	1263	-	-	197
HCM Lane V/C Ratio	0.354	0.29	-	-	-	0.17	-	-	0.036
HCM Control Delay (s)	27.7	11.4	0	-	-	8.4	-	-	23.9
HCM Lane LOS	D	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.5	1.2	0	-	-	0.6	-	-	0.1

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	17	20	12	30	26	174	12	87	19	124	122	28
Future Vol, veh/h	17	20	12	30	26	174	12	87	19	124	122	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	230	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	6	0	0	7	0	16	0	15	32	29	5	0
Mvmt Flow	17	20	12	30	26	174	12	87	19	124	122	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	605	514	136	521	519	97	150	0	0	106	0	0
Stage 1	384	384	-	121	121	-	-	-	-	-	-	-
Stage 2	221	130	-	400	398	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.17	6.5	6.36	4.1	-	-	4.39	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.563	4	3.444	2.2	-	-	2.461	-	-
Pot Cap-1 Maneuver	404	467	918	458	464	922	1444	-	-	1333	-	-
Stage 1	631	615	-	871	800	-	-	-	-	-	-	-
Stage 2	772	792	-	616	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	288	420	918	402	418	922	1444	-	-	1333	-	-
Mov Cap-2 Maneuver	288	420	-	402	418	-	-	-	-	-	-	-
Stage 1	626	558	-	864	794	-	-	-	-	-	-	-
Stage 2	601	786	-	532	550	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15	12.5	0.8	3.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1444	-	-	409	707	1333	-	-
HCM Lane V/C Ratio	0.008	-	-	0.12	0.325	0.093	-	-
HCM Control Delay (s)	7.5	-	-	15	12.5	8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.4	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	5	214	8	3	111
Future Vol, veh/h	3	5	214	8	3	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	20	19	0	0	34
Mvmt Flow	3	5	214	8	3	111

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	335	218	0	0	222	0
Stage 1	218	-	-	-	-	-
Stage 2	117	-	-	-	-	-
Critical Hdwy	6.4	6.4	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.2	-
Pot Cap-1 Maneuver	664	779	-	-	1359	-
Stage 1	823	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	663	779	-	-	1359	-
Mov Cap-2 Maneuver	663	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	731	1359	-
HCM Lane V/C Ratio	-	-	0.011	0.002	-
HCM Control Delay (s)	-	-	10	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	0	0	191	0	0	101	0
Future Vol, veh/h	1	0	0	0	0	0	0	191	0	0	101	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	100	0	0	0	0	0	0	21	0	0	33	0
Mvmt Flow	1	0	0	0	0	0	0	191	0	0	101	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	292	292	101	292	292	191	101	0	0	191	0	0
Stage 1	101	101	-	191	191	-	-	-	-	-	-	-
Stage 2	191	191	-	101	101	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	504	622	960	664	622	856	1504	-	-	1395	-	-
Stage 1	713	815	-	815	746	-	-	-	-	-	-	-
Stage 2	629	746	-	910	815	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	504	622	960	664	622	856	1504	-	-	1395	-	-
Mov Cap-2 Maneuver	504	622	-	664	622	-	-	-	-	-	-	-
Stage 1	713	815	-	815	746	-	-	-	-	-	-	-
Stage 2	629	746	-	910	815	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1504	-	-	504	-	1395	-	-
HCM Lane V/C Ratio	-	-	-	0.002	-	-	-	-
HCM Control Delay (s)	0	-	-	12.2	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	4	0	13	1	59	1	146	43	40	56	2
Future Vol, veh/h	0	4	0	13	1	59	1	146	43	40	56	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	8	0	14	0	18	12	28	31	100
Mvmt Flow	0	4	0	13	1	59	1	146	43	40	56	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	337	328	57	309	308	168	58	0	0	189	0	0
Stage 1	137	137	-	170	170	-	-	-	-	-	-	-
Stage 2	200	191	-	139	138	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.34	4.1	-	-	4.38	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.426	2.2	-	-	2.452	-	-
Pot Cap-1 Maneuver	621	594	1015	632	609	846	1559	-	-	1243	-	-
Stage 1	871	787	-	818	762	-	-	-	-	-	-	-
Stage 2	806	746	-	850	786	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	562	574	1015	612	588	846	1559	-	-	1243	-	-
Mov Cap-2 Maneuver	562	574	-	612	588	-	-	-	-	-	-	-
Stage 1	870	761	-	817	761	-	-	-	-	-	-	-
Stage 2	748	745	-	818	760	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	10	0	3.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1559	-	-	574	788	1243	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.093	0.032	-	-
HCM Control Delay (s)	7.3	0	-	11.3	10	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	3	63	21	12
Future Vol, veh/h	9	2	3	63	21	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	8	14	0
Mvmt Flow	9	2	3	63	21	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	96	27	33	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	69	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	908	1054	1592	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	906	1054	1592	-	-	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1592	-	930	-	-
HCM Lane V/C Ratio	0.002	-	0.012	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	0	0	1	64	0	0	24	1
Future Vol, veh/h	0	0	0	0	0	0	1	64	0	0	24	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	13	0	0	8	0
Mvmt Flow	0	0	0	0	0	0	1	64	0	0	24	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	91	91	25	91	91	64	25	0	0	64	0	0
Stage 1	25	25	-	66	66	-	-	-	-	-	-	-
Stage 2	66	66	-	25	25	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	898	803	1057	898	803	1006	1603	-	-	1551	-	-
Stage 1	998	878	-	950	844	-	-	-	-	-	-	-
Stage 2	950	844	-	998	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	897	802	1057	897	802	1006	1603	-	-	1551	-	-
Mov Cap-2 Maneuver	897	802	-	897	802	-	-	-	-	-	-	-
Stage 1	997	878	-	949	843	-	-	-	-	-	-	-
Stage 2	949	843	-	998	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0.1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1603	-	-	-	-	1551	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	-
HCM Control Delay (s)	7.2	0	-	0	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	3	51	41	26	32
Future Vol, veh/h	12	3	51	41	26	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	17	0	14	23	12	26
Mvmt Flow	12	3	51	41	26	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	156	72	0	0	92	0
Stage 1	72	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.57	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	802	996	-	-	1442	-
Stage 1	914	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	788	996	-	-	1442	-
Mov Cap-2 Maneuver	788	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	3.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	822	1442	-
HCM Lane V/C Ratio	-	-	0.018	0.018	-
HCM Control Delay (s)	-	-	9.5	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			↰	↱		⇕			⇕	
Traffic Vol, veh/h	53	65	3	0	22	53	1	0	2	135	1	12
Future Vol, veh/h	53	65	3	0	22	53	1	0	2	135	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	29	14	0	0	18	46	0	0	0	21	0	75
Mvmt Flow	53	65	3	0	22	53	1	0	2	135	1	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	75	0	0	68	0	0	228	248	67	196	196	22
Stage 1	-	-	-	-	-	-	173	173	-	22	22	-
Stage 2	-	-	-	-	-	-	55	75	-	174	174	-
Critical Hdwy	4.39	-	-	4.1	-	-	7.1	6.5	6.2	7.31	6.5	6.95
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Follow-up Hdwy	2.461	-	-	2.2	-	-	3.5	4	3.3	3.689	4	3.975
Pot Cap-1 Maneuver	1369	-	-	1546	-	-	731	658	1002	723	703	879
Stage 1	-	-	-	-	-	-	834	760	-	950	881	-
Stage 2	-	-	-	-	-	-	962	836	-	785	759	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1369	-	-	1546	-	-	698	632	1002	700	675	879
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	632	-	700	675	-
Stage 1	-	-	-	-	-	-	801	730	-	912	881	-
Stage 2	-	-	-	-	-	-	948	836	-	752	729	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0	9.1	11.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	875	1369	-	-	1546	-	-	712
HCM Lane V/C Ratio	0.003	0.039	-	-	-	-	-	0.208
HCM Control Delay (s)	9.1	7.7	0	-	0	-	-	11.4
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	286	8	29	100	101	1	5	28	71	7	7
Future Vol, veh/h	9	286	8	29	100	101	1	5	28	71	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	22	12	0	7	41	11	0	0	0	9	14	14
Mvmt Flow	9	286	8	29	100	101	1	5	28	71	7	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	294	0	0	524	567	290	534	521	151
Stage 1	-	-	-	-	-	-	308	308	-	209	209	-
Stage 2	-	-	-	-	-	-	216	259	-	325	312	-
Critical Hdwy	4.32	-	-	4.17	-	-	7.1	6.5	6.2	7.19	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.19	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.19	5.64	-
Follow-up Hdwy	2.398	-	-	2.263	-	-	3.5	4	3.3	3.581	4.126	3.426
Pot Cap-1 Maneuver	1260	-	-	1239	-	-	467	436	754	446	443	865
Stage 1	-	-	-	-	-	-	706	664	-	777	707	-
Stage 2	-	-	-	-	-	-	791	697	-	673	637	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1260	-	-	1239	-	-	447	423	754	416	430	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	447	423	-	416	430	-
Stage 1	-	-	-	-	-	-	701	659	-	772	691	-
Stage 2	-	-	-	-	-	-	758	681	-	638	633	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1	10.7	15.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	664	1260	-	-	1239	-	-	436
HCM Lane V/C Ratio	0.051	0.007	-	-	0.023	-	-	0.195
HCM Control Delay (s)	10.7	7.9	-	-	8	-	-	15.2
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.7

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	96	266	13	167	0	0	0	0	1	4	54
Future Vol, veh/h	0	96	266	13	167	0	0	0	0	1	4	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	8	19	15	24	0	2	2	2	0	25	30
Mvmt Flow	0	96	266	13	167	0	0	0	0	1	4	54

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	362	0	0	422	555	167
Stage 1	-	-	-	-	-	-	193	193	-
Stage 2	-	-	-	-	-	-	229	362	-
Critical Hdwy	-	-	-	4.25	-	-	6.4	6.75	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.75	-
Follow-up Hdwy	-	-	-	2.335	-	-	3.5	4.225	3.57
Pot Cap-1 Maneuver	0	-	-	1128	-	0	592	410	809
Stage 1	0	-	-	-	-	0	845	700	-
Stage 2	0	-	-	-	-	0	814	587	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1128	-	-	584	0	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	584	0	-
Stage 1	-	-	-	-	-	-	845	0	-
Stage 2	-	-	-	-	-	-	803	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.6	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1128	-	803
HCM Lane V/C Ratio	-	-	0.012	-	0.073
HCM Control Delay (s)	-	-	8.2	0	9.8
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	10

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	4	0	0	6	5	174	10	6	0	0	0
Future Vol, veh/h	93	4	0	0	6	5	174	10	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	7	25	0	0	50	0	24	50	50	2	2	2
Mvmt Flow	93	4	0	0	6	5	174	10	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	11	0	-	-	-	0	199	201	4
Stage 1	-	-	-	-	-	-	190	190	-
Stage 2	-	-	-	-	-	-	9	11	-
Critical Hdwy	4.17	-	-	-	-	-	6.64	7	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	5.64	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.64	6	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.716	4.45	3.75
Pot Cap-1 Maneuver	1576	-	0	0	-	-	742	618	955
Stage 1	-	-	0	0	-	-	792	661	-
Stage 2	-	-	0	0	-	-	960	800	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1576	-	-	-	-	-	698	0	955
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	0	-
Stage 1	-	-	-	-	-	-	745	0	-
Stage 2	-	-	-	-	-	-	960	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.1	0	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	704	1576	-	-	-
HCM Lane V/C Ratio	0.27	0.059	-	-	-
HCM Control Delay (s)	12	7.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.1	0.2	-	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	7	7	2	0	0	0	0	6	11	6
Future Vol, veh/h	0	2	7	7	2	0	0	0	0	6	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	14	17	0	0	2	2	2	17	73	0
Mvmt Flow	0	2	7	7	2	0	0	0	0	6	11	6

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	9	0	0	22	25	2
Stage 1	-	-	-	-	-	-	16	16	-
Stage 2	-	-	-	-	-	-	6	9	-
Critical Hdwy	-	-	-	4.27	-	-	6.57	7.23	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.57	6.23	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.57	6.23	-
Follow-up Hdwy	-	-	-	2.353	-	-	3.653	4.657	3.3
Pot Cap-1 Maneuver	0	-	-	1518	-	0	957	747	1088
Stage 1	0	-	-	-	-	0	969	760	-
Stage 2	0	-	-	-	-	0	979	766	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1518	-	-	952	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	952	0	-
Stage 1	-	-	-	-	-	-	969	0	-
Stage 2	-	-	-	-	-	-	974	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.7	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1518	-	1015
HCM Lane V/C Ratio	-	-	0.005	-	0.023
HCM Control Delay (s)	-	-	7.4	0	8.6
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	3	0	0	8	18	1	3	9	0	0	0
Future Vol, veh/h	5	3	0	0	8	18	1	3	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	13	11	100	33	0	2	2	2
Mvmt Flow	5	3	0	0	8	18	1	3	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	26	0	-	-	-	0	30	39	3
Stage 1	-	-	-	-	-	-	13	13	-
Stage 2	-	-	-	-	-	-	17	26	-
Critical Hdwy	4.1	-	-	-	-	-	7.4	6.83	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.4	5.83	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.4	5.83	-
Follow-up Hdwy	2.2	-	-	-	-	-	4.4	4.297	3.3
Pot Cap-1 Maneuver	1601	-	0	0	-	-	783	796	1087
Stage 1	-	-	0	0	-	-	806	827	-
Stage 2	-	-	0	0	-	-	802	816	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1601	-	-	-	-	-	781	0	1087
Mov Cap-2 Maneuver	-	-	-	-	-	-	781	0	-
Stage 1	-	-	-	-	-	-	804	0	-
Stage 2	-	-	-	-	-	-	802	0	-

Approach	EB	WB	NB
HCM Control Delay, s	4.5	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1046	1601	-	-	-
HCM Lane V/C Ratio	0.012	0.003	-	-	-
HCM Control Delay (s)	8.5	7.3	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	7	4	0	14	0	12	2	0	0	0	0
Future Vol, veh/h	1	7	4	0	14	0	12	2	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	25	0	0	0	18	0	0	0	0	0
Mvmt Flow	1	7	4	0	14	0	12	2	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	11	0	0	25	25	9	26	27	14
Stage 1	-	-	-	-	-	-	11	11	-	14	14	-
Stage 2	-	-	-	-	-	-	14	14	-	12	13	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.28	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.28	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.28	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.662	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1617	-	-	1621	-	-	947	872	1079	990	870	1072
Stage 1	-	-	-	-	-	-	970	890	-	1011	888	-
Stage 2	-	-	-	-	-	-	966	888	-	1014	889	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1617	-	-	1621	-	-	946	871	1079	987	869	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	946	871	-	987	869	-
Stage 1	-	-	-	-	-	-	969	889	-	1010	888	-
Stage 2	-	-	-	-	-	-	966	888	-	1011	888	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	8.9	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	935	1617	-	-	1621	-	-	-
HCM Lane V/C Ratio	0.015	0.001	-	-	-	-	-	-
HCM Control Delay (s)	8.9	7.2	0	-	0	-	-	0
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	65	0	33	7	0	0	0	0	109	1	5
Future Vol, veh/h	0	65	0	33	7	0	0	0	0	109	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	19	0	13	0	0	2	2	2	3	100	20
Mvmt Flow	0	65	0	33	7	0	0	0	0	109	1	5

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	65	0	0	138	138	7
Stage 1	-	-	-	-	-	-	73	73	-
Stage 2	-	-	-	-	-	-	65	65	-
Critical Hdwy	-	-	-	4.23	-	-	6.43	7.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	6.5	-
Follow-up Hdwy	-	-	-	2.317	-	-	3.527	4.9	3.48
Pot Cap-1 Maneuver	0	-	-	1470	-	0	853	604	1025
Stage 1	0	-	-	-	-	0	947	676	-
Stage 2	0	-	-	-	-	0	955	683	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1470	-	-	833	0	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	833	0	-
Stage 1	-	-	-	-	-	-	947	0	-
Stage 2	-	-	-	-	-	-	933	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	6.2	10
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1470	-	840
HCM Lane V/C Ratio	-	-	0.022	-	0.137
HCM Control Delay (s)	-	-	7.5	0	10
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.5

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	132	0	0	31	78	9	4	121	0	0	0
Future Vol, veh/h	42	132	0	0	31	78	9	4	121	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	17	7	2	0	12	4	0	25	10	2	2	2
Mvmt Flow	42	132	0	0	31	78	9	4	121	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	109	0	-	-	-	0	286	325	132
Stage 1	-	-	-	-	-	-	216	216	-
Stage 2	-	-	-	-	-	-	70	109	-
Critical Hdwy	4.27	-	-	-	-	-	6.4	6.75	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.75	-
Follow-up Hdwy	2.353	-	-	-	-	-	3.5	4.225	3.39
Pot Cap-1 Maneuver	1393	-	0	0	-	-	709	557	896
Stage 1	-	-	0	0	-	-	825	683	-
Stage 2	-	-	0	0	-	-	958	763	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1393	-	-	-	-	-	686	0	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	686	0	-
Stage 1	-	-	-	-	-	-	798	0	-
Stage 2	-	-	-	-	-	-	958	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.9	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	877	1393	-	-	-
HCM Lane V/C Ratio	0.153	0.03	-	-	-
HCM Control Delay (s)	9.8	7.7	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	250	0	0	102	3	1	1	4	1	0	6
Future Vol, veh/h	3	250	0	0	102	3	1	1	4	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	7	0	0	4	67	0	0	0	0	0	17
Mvmt Flow	3	250	0	0	102	3	1	1	4	1	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	250	0	0	363	361	250	363	360	104
Stage 1	-	-	-	-	-	-	256	256	-	104	104	-
Stage 2	-	-	-	-	-	-	107	105	-	259	256	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.453
Pot Cap-1 Maneuver	1499	-	-	1327	-	-	597	569	794	597	570	911
Stage 1	-	-	-	-	-	-	753	699	-	907	813	-
Stage 2	-	-	-	-	-	-	903	812	-	750	699	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1499	-	-	1327	-	-	592	568	794	592	569	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	592	568	-	592	569	-
Stage 1	-	-	-	-	-	-	751	698	-	905	813	-
Stage 2	-	-	-	-	-	-	897	812	-	744	698	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	10.1	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	707	1499	-	-	1327	-	-	846
HCM Lane V/C Ratio	0.008	0.002	-	-	-	-	-	0.008
HCM Control Delay (s)	10.1	7.4	0	-	0	-	-	9.3
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	169	56	57	29	24	68
Future Vol, veh/h	169	56	57	29	24	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	5	9	11	7	0	6
Mvmt Flow	169	56	57	29	24	68

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	86	0	-	0	466	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	394	-
Critical Hdwy	4.15	-	-	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.245	-	-	-	3.5	3.354
Pot Cap-1 Maneuver	1492	-	-	-	559	979
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	686	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1492	-	-	-	496	979
Mov Cap-2 Maneuver	-	-	-	-	496	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	SB
HCM Control Delay, s	5.8	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1492	-	-	-	496	979
HCM Lane V/C Ratio	0.113	-	-	-	0.048	0.069
HCM Control Delay (s)	7.7	-	-	-	12.6	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	33	4	1	46	4	8	16	7	0	2	21
Future Vol, veh/h	47	33	4	1	46	4	8	16	7	0	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	100	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	28	50	0	11	25	0	6	14	0	0	10
Mvmt Flow	47	33	4	1	46	4	8	16	7	0	2	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	37	0	0	191	181	35	187	181	48
Stage 1	-	-	-	-	-	-	129	129	-	50	50	-
Stage 2	-	-	-	-	-	-	62	52	-	137	131	-
Critical Hdwy	4.21	-	-	4.1	-	-	7.1	6.56	6.34	7.1	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.56	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.56	-	6.1	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4.054	3.426	3.5	4	3.39
Pot Cap-1 Maneuver	1501	-	-	1587	-	-	773	706	1005	778	717	999
Stage 1	-	-	-	-	-	-	880	782	-	968	857	-
Stage 2	-	-	-	-	-	-	954	844	-	871	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1501	-	-	1587	-	-	737	683	1005	741	694	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	737	683	-	741	694	-
Stage 1	-	-	-	-	-	-	853	758	-	938	856	-
Stage 2	-	-	-	-	-	-	931	843	-	820	767	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.2	0.1	9.1	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	904	1501	-	-	1587	-	-	962
HCM Lane V/C Ratio	0.034	0.031	-	-	0.001	-	-	0.024
HCM Control Delay (s)	9.1	7.5	-	-	7.3	-	-	8.8
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	1	5	42	10	14
Future Vol, veh/h	40	1	5	42	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	26	0	0	15	0	7
Mvmt Flow	40	1	5	42	10	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	41	0	93	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.1	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1581	-	912	1016
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1581	-	909	1016
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	968	-	-	1581	-
HCM Lane V/C Ratio	0.025	-	-	0.003	-
HCM Control Delay (s)	8.8	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	16	0	0	6
Future Vol, veh/h	2	0	16	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	17
Mvmt Flow	2	0	16	0	0	6

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1000	1069	-	-	1615	-
Stage 1	1012	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1000	1069	-	-	1615	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1000	1615	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	21	5	0
Future Vol, veh/h	0	0	0	21	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	5	20	0
Mvmt Flow	0	0	0	21	5	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	26	5	5	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	995	1084	1630	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	995	1084	1630	-	-	-
Mov Cap-2 Maneuver	995	-	-	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	6	16	11	3	1
Future Vol, veh/h	4	6	16	11	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	25	33	0	0	0	33
Mvmt Flow	4	6	16	11	3	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	47	4	4	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.65	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	908	996	1631	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	899	996	1631	-	-	-
Mov Cap-2 Maneuver	899	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1631	-	955	-	-
HCM Lane V/C Ratio	0.01	-	0.01	-	-
HCM Control Delay (s)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	41	1	1	8	4	1	1	0	4	2	11
Future Vol, veh/h	29	41	1	1	8	4	1	1	0	4	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	18	100	0	0	0	0	0	0	25	0	0
Mvmt Flow	29	41	1	1	8	4	1	1	0	4	2	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	12	0	0	42	0	0	119	114	42	112	112	10
Stage 1	-	-	-	-	-	-	100	100	-	12	12	-
Stage 2	-	-	-	-	-	-	19	14	-	100	100	-
Critical Hdwy	4.21	-	-	4.1	-	-	7.1	6.5	6.2	7.35	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4	3.3	3.725	4	3.3
Pot Cap-1 Maneuver	1550	-	-	1580	-	-	861	780	1034	814	782	1077
Stage 1	-	-	-	-	-	-	911	816	-	952	890	-
Stage 2	-	-	-	-	-	-	1005	888	-	853	816	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1550	-	-	1580	-	-	838	764	1034	801	766	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	838	764	-	801	766	-
Stage 1	-	-	-	-	-	-	894	800	-	934	889	-
Stage 2	-	-	-	-	-	-	992	887	-	836	800	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3	0.6	9.5	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	799	1550	-	-	1580	-	-	954
HCM Lane V/C Ratio	0.003	0.019	-	-	0.001	-	-	0.018
HCM Control Delay (s)	9.5	7.4	0	-	7.3	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	48	74	8	54	36
Future Vol, veh/h	5	48	74	8	54	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	20	0	10	0	2	6
Mvmt Flow	5	48	74	8	54	36

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	222	78	0	0	82	0
Stage 1	78	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	728	988	-	-	1515	-
Stage 1	901	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	702	988	-	-	1515	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	951	1515	-
HCM Lane V/C Ratio	-	-	0.056	0.036	-
HCM Control Delay (s)	-	-	9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	0	0	3	0	0
Future Vol, veh/h	4	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	0	3	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	4	0	7	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1618	-	1014	1080
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1618	-	1014	1080
Mov Cap-2 Maneuver	-	-	-	-	1014	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1020	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1618	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	66	15	0	0	0
Future Vol, veh/h	0	66	15	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	66	15	0	0	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.3	7.1	0
HCM LOS	A	A	-

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	66	15	0
LT Vol	0	0	0
Through Vol	66	15	0
RT Vol	0	0	0
Lane Flow Rate	66	15	0
Geometry Grp	1	1	1
Degree of Util (X)	0.072	0.017	0
Departure Headway (Hd)	3.945	3.983	4.074
Convergence, Y/N	Yes	Yes	Yes
Cap	913	902	0
Service Time	1.948	1.994	2.107
HCM Lane V/C Ratio	0.072	0.017	0
HCM Control Delay	7.3	7.1	7.1
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0.2	0.1	0

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	0	0	3	0	1	1	3	2	0
Future Vol, veh/h	1	0	0	0	0	3	0	1	1	3	2	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	33	0	0	0	33	0	0
Mvmt Flow	1	0	0	0	0	3	0	1	1	3	2	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	6.3	6.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	0%	60%
Vol Thru, %	50%	0%	0%	40%
Vol Right, %	50%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	1	3	5
LT Vol	0	1	0	3
Through Vol	1	0	0	2
RT Vol	1	0	3	0
Lane Flow Rate	2	1	3	5
Geometry Grp	1	1	1	1
Degree of Util (X)	0.002	0.001	0.003	0.006
Departure Headway (Hd)	3.611	4.114	3.313	4.591
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	996	874	1086	784
Service Time	1.613	2.118	1.316	2.591
HCM Lane V/C Ratio	0.002	0.001	0.003	0.006
HCM Control Delay	6.6	7.1	6.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

2025 Build AM Phase 1 Laydown 1

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	92	103	6	22	138	8
Future Vol, veh/h	92	103	6	22	138	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	8	18	0	18	8	0
Mvmt Flow	92	103	6	22	138	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	195	0	178	144
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.1	-	6.48	6.2
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.2	-	3.572	3.3
Pot Cap-1 Maneuver	-	-	1390	-	798	909
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1390	-	795	909
Mov Cap-2 Maneuver	-	-	-	-	795	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	801	-	-	1390	-
HCM Lane V/C Ratio	0.182	-	-	0.004	-
HCM Control Delay (s)	10.5	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	144	202	5	155	84	51
Future Vol, veh/h	144	202	5	155	84	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	13	9	0	10	31	4
Mvmt Flow	144	202	5	155	84	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	346	0	410	245
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	165	-
Critical Hdwy	-	-	4.1	-	6.71	6.24
Critical Hdwy Stg 1	-	-	-	-	5.71	-
Critical Hdwy Stg 2	-	-	-	-	5.71	-
Follow-up Hdwy	-	-	2.2	-	3.779	3.336
Pot Cap-1 Maneuver	-	-	1224	-	546	789
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1224	-	544	789
Mov Cap-2 Maneuver	-	-	-	-	544	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	796	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	616	-	-	1224	-
HCM Lane V/C Ratio	0.219	-	-	0.004	-
HCM Control Delay (s)	12.5	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	134	31	114	121	4	20	1	211	1	1	0
Future Vol, veh/h	1	134	31	114	121	4	20	1	211	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	300	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	8	10	30	7	0	15	0	10	0	100	0
Mvmt Flow	1	134	31	114	121	4	20	1	211	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	165	0	0	504	505	150	609	518	123
Stage 1	-	-	-	-	-	-	152	152	-	351	351	-
Stage 2	-	-	-	-	-	-	352	353	-	258	167	-
Critical Hdwy	4.1	-	-	4.4	-	-	7.25	6.5	6.3	7.1	7.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.47	-	-	3.635	4	3.39	3.5	4.9	3.3
Pot Cap-1 Maneuver	1474	-	-	1260	-	-	458	473	876	410	348	933
Stage 1	-	-	-	-	-	-	821	775	-	670	490	-
Stage 2	-	-	-	-	-	-	639	634	-	751	608	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1474	-	-	1260	-	-	425	430	876	289	316	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	425	430	-	289	316	-
Stage 1	-	-	-	-	-	-	820	774	-	669	446	-
Stage 2	-	-	-	-	-	-	580	577	-	569	607	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.9	10.7	17
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	425	876	1474	-	-	1260	-	-	302
HCM Lane V/C Ratio	0.049	0.241	0.001	-	-	0.09	-	-	0.007
HCM Control Delay (s)	13.9	10.4	7.4	-	-	8.1	-	-	17
HCM Lane LOS	B	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.9	0	-	-	0.3	-	-	0

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	19	8	13	10	9	65	8	139	14	92	50	4
Future Vol, veh/h	19	8	13	10	9	65	8	139	14	92	50	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	230	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	0	0	23	0	4	7	36	23	0
Mvmt Flow	19	8	13	10	9	65	8	139	14	92	50	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	435	405	52	409	400	146	54	0	0	153	0	0
Stage 1	236	236	-	162	162	-	-	-	-	-	-	-
Stage 2	199	169	-	247	238	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.28	7.1	6.5	6.43	4.1	-	-	4.46	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.372	3.5	4	3.507	2.2	-	-	2.524	-	-
Pot Cap-1 Maneuver	535	538	999	556	541	848	1564	-	-	1244	-	-
Stage 1	772	713	-	845	768	-	-	-	-	-	-	-
Stage 2	807	763	-	761	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	458	495	999	509	498	848	1564	-	-	1244	-	-
Mov Cap-2 Maneuver	458	495	-	509	498	-	-	-	-	-	-	-
Stage 1	768	660	-	841	764	-	-	-	-	-	-	-
Stage 2	733	759	-	687	659	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	10.5	0.4	5.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1564	-	-	566	734	1244	-	-
HCM Lane V/C Ratio	0.005	-	-	0.071	0.114	0.074	-	-
HCM Control Delay (s)	7.3	-	-	11.8	10.5	8.1	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	26	0	0	224
Future Vol, veh/h	2	0	26	0	0	224
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	40	0	0	6
Mvmt Flow	2	0	26	0	0	224

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	250	26	0	0	26	0
Stage 1	26	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	743	1056	-	-	1601	-
Stage 1	1002	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	743	1056	-	-	1601	-
Mov Cap-2 Maneuver	743	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	743	1601	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	-	-	9.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	40	0	0	183	0
Future Vol, veh/h	0	0	0	0	0	0	0	40	0	0	183	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	49	0	0	10	0
Mvmt Flow	0	0	0	0	0	0	0	40	0	0	183	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	223	223	183	223	223	40	183	0	0	40	0	0
Stage 1	183	183	-	40	40	-	-	-	-	-	-	-
Stage 2	40	40	-	183	183	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	737	679	865	737	679	1037	1404	-	-	1583	-	-
Stage 1	823	752	-	980	866	-	-	-	-	-	-	-
Stage 2	980	866	-	823	752	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	737	679	865	737	679	1037	1404	-	-	1583	-	-
Mov Cap-2 Maneuver	737	679	-	737	679	-	-	-	-	-	-	-
Stage 1	823	752	-	980	866	-	-	-	-	-	-	-
Stage 2	980	866	-	823	752	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1404	-	-	-	-	1583	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	4	0	34	0	9	0	23	9	38	153	0
Future Vol, veh/h	0	4	0	34	0	9	0	23	9	38	153	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	6	0	44	0	39	33	16	13	0
Mvmt Flow	0	4	0	34	0	9	0	23	9	38	153	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	261	261	153	259	257	28	153	0	0	32	0	0
Stage 1	229	229	-	28	28	-	-	-	-	-	-	-
Stage 2	32	32	-	231	229	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.16	6.5	6.64	4.1	-	-	4.26	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.554	4	3.696	2.2	-	-	2.344	-	-
Pot Cap-1 Maneuver	696	647	898	686	651	938	1440	-	-	1494	-	-
Stage 1	778	718	-	979	876	-	-	-	-	-	-	-
Stage 2	990	872	-	763	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	674	629	898	668	633	938	1440	-	-	1494	-	-
Mov Cap-2 Maneuver	674	629	-	668	633	-	-	-	-	-	-	-
Stage 1	778	698	-	979	876	-	-	-	-	-	-	-
Stage 2	981	872	-	737	698	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	10.4	0	1.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1440	-	-	629	711	1494	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.06	0.025	-	-
HCM Control Delay (s)	0	-	-	10.8	10.4	7.5	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	13	44	7
Future Vol, veh/h	0	0	1	13	44	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	46	5	0
Mvmt Flow	0	0	1	13	44	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	63	48	51	0	-	0
Stage 1	48	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	948	1027	1568	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	947	1027	1568	-	-	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1568	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	0	0	13	0	1	43	0
Future Vol, veh/h	1	0	0	0	0	0	0	13	0	1	43	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	46	0	0	7	0
Mvmt Flow	1	0	0	0	0	0	0	13	0	1	43	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	58	58	43	58	58	13	43	0	0	13	0	0
Stage 1	45	45	-	13	13	-	-	-	-	-	-	-
Stage 2	13	13	-	45	45	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	944	837	1033	944	837	1073	1579	-	-	1619	-	-
Stage 1	974	861	-	1013	889	-	-	-	-	-	-	-
Stage 2	1013	889	-	974	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	943	836	1033	943	836	1073	1579	-	-	1619	-	-
Mov Cap-2 Maneuver	943	836	-	943	836	-	-	-	-	-	-	-
Stage 1	974	860	-	1013	889	-	-	-	-	-	-	-
Stage 2	1013	889	-	973	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	0	0	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1579	-	-	943	-	1619	-	-
HCM Lane V/C Ratio	-	-	-	0.001	-	0.001	-	-
HCM Control Delay (s)	0	-	-	8.8	0	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	21	9	3	6	23
Future Vol, veh/h	35	21	9	3	6	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	0	22	0	22	0
Mvmt Flow	35	21	9	3	6	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	46	11	0	0	12	0
Stage 1	11	-	-	-	-	-
Stage 2	35	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.32	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.398	-
Pot Cap-1 Maneuver	962	1076	-	-	1486	-
Stage 1	1009	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	958	1076	-	-	1486	-
Mov Cap-2 Maneuver	958	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	981	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	1.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	999	1486	-
HCM Lane V/C Ratio	-	-	0.056	0.004	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	12	8	0	1	97	137	0	1	0	53	0	30
Future Vol, veh/h	12	8	0	1	97	137	0	1	0	53	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	58	0	0	0	8	10	0	0	0	19	0	10
Mvmt Flow	12	8	0	1	97	137	0	1	0	53	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	234	0	0	8	0	0	215	268	8	132	131	97
Stage 1	-	-	-	-	-	-	32	32	-	99	99	-
Stage 2	-	-	-	-	-	-	183	236	-	33	32	-
Critical Hdwy	4.68	-	-	4.1	-	-	7.1	6.5	6.2	7.29	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.29	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.29	5.5	-
Follow-up Hdwy	2.722	-	-	2.2	-	-	3.5	4	3.3	3.671	4	3.39
Pot Cap-1 Maneuver	1065	-	-	1625	-	-	746	641	1080	802	763	938
Stage 1	-	-	-	-	-	-	990	872	-	867	817	-
Stage 2	-	-	-	-	-	-	823	713	-	941	872	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1065	-	-	1625	-	-	715	633	1080	794	754	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	715	633	-	794	754	-
Stage 1	-	-	-	-	-	-	979	862	-	857	816	-
Stage 2	-	-	-	-	-	-	796	712	-	930	862	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	0	10.7	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	633	1065	-	-	1625	-	-	841
HCM Lane V/C Ratio	0.002	0.011	-	-	0.001	-	-	0.099
HCM Control Delay (s)	10.7	8.4	0	-	7.2	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	36	1	11	342	31	4	0	9	70	2	7
Future Vol, veh/h	1	36	1	11	342	31	4	0	9	70	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	100	23	0	0	6	13	0	0	0	9	0	29
Mvmt Flow	1	36	1	11	342	31	4	0	9	70	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	373	0	0	37	0	0	423	434	37	423	419	358
Stage 1	-	-	-	-	-	-	39	39	-	380	380	-
Stage 2	-	-	-	-	-	-	384	395	-	43	39	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.19	6.5	6.49
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.19	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.19	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.581	4	3.561
Pot Cap-1 Maneuver	800	-	-	1587	-	-	545	518	1041	529	528	630
Stage 1	-	-	-	-	-	-	981	866	-	628	617	-
Stage 2	-	-	-	-	-	-	643	608	-	954	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	800	-	-	1587	-	-	534	514	1041	521	524	630
Mov Cap-2 Maneuver	-	-	-	-	-	-	534	514	-	521	524	-
Stage 1	-	-	-	-	-	-	980	865	-	627	613	-
Stage 2	-	-	-	-	-	-	629	604	-	945	865	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	9.5	13
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	806	800	-	-	1587	-	-	529
HCM Lane V/C Ratio	0.016	0.001	-	-	0.007	-	-	0.149
HCM Control Delay (s)	9.5	9.5	-	-	7.3	-	-	13
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	87	8	302	0	0	0	0	2	2	98
Future Vol, veh/h	0	10	87	8	302	0	0	0	0	2	2	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	20	21	75	12	0	2	2	2	0	50	14
Mvmt Flow	0	10	87	8	302	0	0	0	0	2	2	98

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	97	0	0	372	415	302
Stage 1	-	-	-	-	-	-	318	318	-
Stage 2	-	-	-	-	-	-	54	97	-
Critical Hdwy	-	-	-	4.85	-	-	6.4	7	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6	-
Follow-up Hdwy	-	-	-	2.875	-	-	3.5	4.45	3.426
Pot Cap-1 Maneuver	0	-	-	1142	-	0	633	461	710
Stage 1	0	-	-	-	-	0	742	576	-
Stage 2	0	-	-	-	-	0	974	730	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1142	-	-	628	0	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	628	0	-
Stage 1	-	-	-	-	-	-	742	0	-
Stage 2	-	-	-	-	-	-	966	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1142	-	708
HCM Lane V/C Ratio	-	-	0.007	-	0.144
HCM Control Delay (s)	-	-	8.2	0	10.9
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.5

Intersection	
Int Delay, s/veh	10.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	3	0	0	4	1	306	5	23	0	0	0
Future Vol, veh/h	9	3	0	0	4	1	306	5	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	14	0	0	0	75	0	10	80	26	2	2	2
Mvmt Flow	9	3	0	0	4	1	306	5	23	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	5	0	-	-	-	0	26	26	3
Stage 1	-	-	-	-	-	-	21	21	-
Stage 2	-	-	-	-	-	-	5	5	-
Critical Hdwy	4.24	-	-	-	-	-	6.5	7.3	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	6.3	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	6.3	-
Follow-up Hdwy	2.326	-	-	-	-	-	3.59	4.72	3.534
Pot Cap-1 Maneuver	1541	-	0	0	-	-	969	736	1015
Stage 1	-	-	0	0	-	-	981	745	-
Stage 2	-	-	0	0	-	-	998	759	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1541	-	-	-	-	-	963	0	1015
Mov Cap-2 Maneuver	-	-	-	-	-	-	963	0	-
Stage 1	-	-	-	-	-	-	975	0	-
Stage 2	-	-	-	-	-	-	998	0	-

Approach	EB	WB	NB
HCM Control Delay, s	5.5	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	966	1541	-	-	-
HCM Lane V/C Ratio	0.346	0.006	-	-	-
HCM Control Delay (s)	10.7	7.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.6	0	-	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	2	5	11	0	0	0	0	10	6	3
Future Vol, veh/h	0	5	2	5	11	0	0	0	0	10	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	20	0	0	50	0	2	2	2	10	83	0
Mvmt Flow	0	5	2	5	11	0	0	0	0	10	6	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	7	0	0	27	28	11
Stage 1	-	-	-	-	-	-	21	21	-
Stage 2	-	-	-	-	-	-	6	7	-
Critical Hdwy	-	-	-	4.1	-	-	6.5	7.33	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	6.33	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	6.33	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.59	4.747	3.3
Pot Cap-1 Maneuver	0	-	-	1627	-	0	968	730	1076
Stage 1	0	-	-	-	-	0	981	741	-
Stage 2	0	-	-	-	-	0	997	753	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1627	-	-	965	0	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	965	0	-
Stage 1	-	-	-	-	-	-	981	0	-
Stage 2	-	-	-	-	-	-	994	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2.3	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1627	-	989
HCM Lane V/C Ratio	-	-	0.003	-	0.019
HCM Control Delay (s)	-	-	7.2	0	8.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	0	0	16	4	0	5	70	0	0	0
Future Vol, veh/h	0	15	0	0	16	4	0	5	70	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	11	0	0	29	0	0	80	12	2	2	2
Mvmt Flow	0	15	0	0	16	4	0	5	70	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	20	0	-	-	-	0	33	35	15
Stage 1	-	-	-	-	-	-	15	15	-
Stage 2	-	-	-	-	-	-	18	20	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	7.3	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.3	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6.3	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4.72	3.408
Pot Cap-1 Maneuver	1609	-	0	0	-	-	986	727	1036
Stage 1	-	-	0	0	-	-	1013	750	-
Stage 2	-	-	0	0	-	-	1010	746	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1609	-	-	-	-	-	986	0	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	986	0	-
Stage 1	-	-	-	-	-	-	1013	0	-
Stage 2	-	-	-	-	-	-	1010	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1036	1609	-	-	-
HCM Lane V/C Ratio	0.072	-	-	-	-
HCM Control Delay (s)	8.7	0	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	62	21	2	0	14	0	2	0	0	0	0	4
Future Vol, veh/h	62	21	2	0	14	0	2	0	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	13	0	0	21	0	0	0	0	0	0	50
Mvmt Flow	62	21	2	0	14	0	2	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	23	0	0	162	160	22	160	161	14
Stage 1	-	-	-	-	-	-	146	146	-	14	14	-
Stage 2	-	-	-	-	-	-	16	14	-	146	147	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	1617	-	-	1605	-	-	808	736	1061	810	735	942
Stage 1	-	-	-	-	-	-	861	780	-	1011	888	-
Stage 2	-	-	-	-	-	-	1009	888	-	861	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1617	-	-	1605	-	-	781	707	1061	786	706	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	781	707	-	786	706	-
Stage 1	-	-	-	-	-	-	827	750	-	972	888	-
Stage 2	-	-	-	-	-	-	1005	888	-	827	749	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.3	0	9.6	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	781	1617	-	-	1605	-	-	942
HCM Lane V/C Ratio	0.003	0.038	-	-	-	-	-	0.004
HCM Control Delay (s)	9.6	7.3	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	14.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	34	5	116	10	0	0	0	0	364	1	36
Future Vol, veh/h	0	34	5	116	10	0	0	0	0	364	1	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	25	0	6	0	0	2	2	2	3	0	0
Mvmt Flow	0	34	5	116	10	0	0	0	0	364	1	36

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	39	0	0	279	281	10
Stage 1	-	-	-	-	-	-	242	242	-
Stage 2	-	-	-	-	-	-	37	39	-
Critical Hdwy	-	-	-	4.16	-	-	6.43	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.5	-
Follow-up Hdwy	-	-	-	2.254	-	-	3.527	4	3.3
Pot Cap-1 Maneuver	0	-	-	1545	-	0	709	631	1077
Stage 1	0	-	-	-	-	0	796	709	-
Stage 2	0	-	-	-	-	0	983	866	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1545	-	-	655	0	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	655	0	-
Stage 1	-	-	-	-	-	-	796	0	-
Stage 2	-	-	-	-	-	-	908	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	6.9	17.7
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1545	-	679
HCM Lane V/C Ratio	-	-	0.075	-	0.591
HCM Control Delay (s)	-	-	7.5	0	17.7
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.2	-	3.9

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	384	0	0	105	95	21	2	9	0	0	0
Future Vol, veh/h	14	384	0	0	105	95	21	2	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	57	41	0	0	18	23	0	100	33	2	2	2
Mvmt Flow	14	384	0	0	105	95	21	2	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	200	0	-	-	-	0	565	612	384
Stage 1	-	-	-	-	-	-	412	412	-
Stage 2	-	-	-	-	-	-	153	200	-
Critical Hdwy	4.67	-	-	-	-	-	6.4	7.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6.5	-
Follow-up Hdwy	2.713	-	-	-	-	-	3.5	4.9	3.597
Pot Cap-1 Maneuver	1103	-	0	0	-	-	490	303	601
Stage 1	-	-	0	0	-	-	673	456	-
Stage 2	-	-	0	0	-	-	880	585	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1103	-	-	-	-	-	482	0	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	482	0	-
Stage 1	-	-	-	-	-	-	662	0	-
Stage 2	-	-	-	-	-	-	880	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	512	1103	-	-	-
HCM Lane V/C Ratio	0.063	0.013	-	-	-
HCM Control Delay (s)	12.5	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	86	304	24	186	0	11	0	1	1	0	3
Future Vol, veh/h	3	86	304	24	186	0	11	0	1	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	33	38	50	0	21	0	0	0	0	0	0	67
Mvmt Flow	3	86	304	24	186	0	11	0	1	1	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	186	0	0	390	0	0	480	478	238	479	630	186
Stage 1	-	-	-	-	-	-	244	244	-	234	234	-
Stage 2	-	-	-	-	-	-	236	234	-	245	396	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.903
Pot Cap-1 Maneuver	1222	-	-	1180	-	-	499	489	806	500	401	714
Stage 1	-	-	-	-	-	-	764	708	-	774	715	-
Stage 2	-	-	-	-	-	-	772	715	-	763	607	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1222	-	-	1180	-	-	487	476	806	490	391	714
Mov Cap-2 Maneuver	-	-	-	-	-	-	487	476	-	490	391	-
Stage 1	-	-	-	-	-	-	762	706	-	772	699	-
Stage 2	-	-	-	-	-	-	751	699	-	760	605	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.9	12.3	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	504	1222	-	-	1180	-	-	641
HCM Lane V/C Ratio	0.024	0.002	-	-	0.02	-	-	0.006
HCM Control Delay (s)	12.3	8	0	-	8.1	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	19	49	15	11	136
Future Vol, veh/h	7	19	49	15	11	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	5	7	0	0	2
Mvmt Flow	7	19	49	15	11	136

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	90	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	4.1	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	1551	-	-	-	915	1009
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1551	-	-	-	910	1009
Mov Cap-2 Maneuver	-	-	-	-	910	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1551	-	-	-	910	1009
HCM Lane V/C Ratio	0.005	-	-	-	0.012	0.135
HCM Control Delay (s)	7.3	-	-	-	9	9.1
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0.5

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	36	7	1	28	1	1	1	1	4	11	32
Future Vol, veh/h	15	36	7	1	28	1	1	1	1	4	11	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	100	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	13	31	0	100	33	0	0	100	100	0	0	16
Mvmt Flow	15	36	7	1	28	1	1	1	1	4	11	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	43	0	0	122	101	40	101	104	29
Stage 1	-	-	-	-	-	-	70	70	-	31	31	-
Stage 2	-	-	-	-	-	-	52	31	-	70	73	-
Critical Hdwy	4.23	-	-	5.1	-	-	7.1	7.5	7.2	7.1	6.5	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Follow-up Hdwy	2.317	-	-	3.1	-	-	3.5	4.9	4.2	3.5	4	3.444
Pot Cap-1 Maneuver	1516	-	-	1113	-	-	858	637	810	885	790	1007
Stage 1	-	-	-	-	-	-	945	679	-	991	873	-
Stage 2	-	-	-	-	-	-	966	709	-	945	838	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1516	-	-	1113	-	-	815	630	810	875	781	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	815	630	-	875	781	-
Stage 1	-	-	-	-	-	-	936	672	-	981	872	-
Stage 2	-	-	-	-	-	-	923	708	-	933	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.3	8.4	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1066	1516	-	-	1113	-	-	932
HCM Lane V/C Ratio	0.003	0.01	-	-	0.001	-	-	0.05
HCM Control Delay (s)	8.4	7.4	-	-	8.2	-	-	9.1
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	3	8	28	0	0
Future Vol, veh/h	37	3	8	28	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	8	33	0	13	0	0
Mvmt Flow	37	3	8	28	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	83	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1583	-	924	1038
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	919	1038
Mov Cap-2 Maneuver	-	-	-	-	919	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	979	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1583	-
HCM Lane V/C Ratio	-	-	-	0.005	-
HCM Control Delay (s)	0	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1	0	14
Future Vol, veh/h	0	0	0	1	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	14
Mvmt Flow	0	0	0	1	0	14

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1009	1090	-	-	1635	-
Stage 1	1028	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1009	1090	-	-	1635	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1635	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	0	18	0
Future Vol, veh/h	1	0	0	0	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	11	0
Mvmt Flow	1	0	0	0	18	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	18	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1005	1066	1612	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1005	1066	1612	-	-	-
Mov Cap-2 Maneuver	1005	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1612	-	1005	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	5	1	9	7
Future Vol, veh/h	2	12	5	1	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	8	40	0	10	14
Mvmt Flow	2	12	5	1	9	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	24	13	16	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.4	6.28	4.5	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	2.56	-	-	-
Pot Cap-1 Maneuver	997	1050	1386	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1050	1386	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1386	-	1041	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.6	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	16	1	0	27	2	2	2	1	1	0	30
Future Vol, veh/h	6	16	1	0	27	2	2	2	1	1	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	33	50	0	0	15	0	0	0	0	0	0	24
Mvmt Flow	6	16	1	0	27	2	2	2	1	1	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	17	0	0	72	58	17	58	57	28
Stage 1	-	-	-	-	-	-	29	29	-	28	28	-
Stage 2	-	-	-	-	-	-	43	29	-	30	29	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.516
Pot Cap-1 Maneuver	1405	-	-	1613	-	-	924	837	1068	944	838	987
Stage 1	-	-	-	-	-	-	993	875	-	994	876	-
Stage 2	-	-	-	-	-	-	976	875	-	992	875	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1613	-	-	894	834	1068	938	835	987
Mov Cap-2 Maneuver	-	-	-	-	-	-	894	834	-	938	835	-
Stage 1	-	-	-	-	-	-	989	872	-	990	876	-
Stage 2	-	-	-	-	-	-	946	875	-	985	872	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0	9	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	897	1405	-	-	1613	-	-	985
HCM Lane V/C Ratio	0.006	0.004	-	-	-	-	-	0.031
HCM Control Delay (s)	9	7.6	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	18	30	2	15	42
Future Vol, veh/h	5	18	30	2	15	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	20	6	21	0	12	13
Mvmt Flow	5	18	30	2	15	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	103	31	0	0	32	0
Stage 1	31	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.6	6.26	-	-	4.22	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.354	-	-	2.308	-
Pot Cap-1 Maneuver	853	1032	-	-	1518	-
Stage 1	947	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	844	1032	-	-	1518	-
Mov Cap-2 Maneuver	844	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	984	1518	-
HCM Lane V/C Ratio	-	-	0.023	0.01	-
HCM Control Delay (s)	-	-	8.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	387	0	4	13	0
Future Vol, veh/h	4	387	0	4	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	387	0	4	13	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	391	0	202	198
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1168	-	787	843
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1168	-	787	843
Mov Cap-2 Maneuver	-	-	-	-	787	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	787	-	-	1168	-
HCM Lane V/C Ratio	0.017	-	-	-	-
HCM Control Delay (s)	9.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	56	0	0	0
Future Vol, veh/h	0	9	56	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	56	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	56	0	-	0	65	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1549	-	-	-	941	1011
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1549	-	-	-	941	1011
Mov Cap-2 Maneuver	-	-	-	-	941	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	1014	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1549	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	3	0	14	0	0	62	329	0	0
Future Vol, veh/h	0	0	0	3	0	14	0	0	62	329	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	100	0	67	0	0	0	50	0	0
Mvmt Flow	0	0	0	3	0	14	0	0	62	329	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	9.3	7	12.3
HCM LOS	-	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	18%	100%
Vol Thru, %	0%	100%	0%	0%
Vol Right, %	100%	0%	82%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	0	17	329
LT Vol	0	0	3	329
Through Vol	0	0	0	0
RT Vol	62	0	14	0
Lane Flow Rate	62	0	17	329
Geometry Grp	1	1	1	1
Degree of Util (X)	0.064	0	0.029	0.459
Departure Headway (Hd)	3.738	4.931	6.149	5.027
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	963	0	585	717
Service Time	1.742	2.936	4.153	3.062
HCM Lane V/C Ratio	0.064	0	0.029	0.459
HCM Control Delay	7	7.9	9.3	12.3
HCM Lane LOS	A	N	A	B
HCM 95th-tile Q	0.2	0	0.1	2.4

2025 Build PM Phase 1 Laydown 1

Intersection	
Int Delay, s/veh	6.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	177	35	63	268	4
Future Vol, veh/h	20	177	35	63	268	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	10	20	6	5	5	50
Mvmt Flow	20	177	35	63	268	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	197	0	242	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	-	-	4.16	-	6.45	6.7
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.254	-	3.545	3.75
Pot Cap-1 Maneuver	-	-	1352	-	740	829
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1352	-	721	829
Mov Cap-2 Maneuver	-	-	-	-	721	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	863	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	722	-	-	1352	-
HCM Lane V/C Ratio	0.377	-	-	0.026	-
HCM Control Delay (s)	13	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.8	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	183	232	13	318	104	14
Future Vol, veh/h	183	232	13	318	104	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	17	8	8	5	25	21
Mvmt Flow	183	232	13	318	104	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	415	0	643	299
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	344	-
Critical Hdwy	-	-	4.18	-	6.65	6.41
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	2.272	-	3.725	3.489
Pot Cap-1 Maneuver	-	-	1112	-	403	698
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1112	-	398	698
Mov Cap-2 Maneuver	-	-	-	-	398	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	419	-	-	1112	-
HCM Lane V/C Ratio	0.282	-	-	0.012	-
HCM Control Delay (s)	16.9	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	179	48	230	187	5	84	2	231	5	0	2
Future Vol, veh/h	0	179	48	230	187	5	84	2	231	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	300	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	2	6	16	3	0	13	0	21	0	0	0
Mvmt Flow	0	179	48	230	187	5	84	2	231	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	192	0	0	227	0	0	854	855	203	970	877	190
Stage 1	-	-	-	-	-	-	203	203	-	650	650	-
Stage 2	-	-	-	-	-	-	651	652	-	320	227	-
Critical Hdwy	4.1	-	-	4.26	-	-	7.23	6.5	6.41	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.344	-	-	3.617	4	3.489	3.5	4	3.3
Pot Cap-1 Maneuver	1394	-	-	1263	-	-	267	298	792	235	289	857
Stage 1	-	-	-	-	-	-	774	737	-	461	468	-
Stage 2	-	-	-	-	-	-	440	467	-	696	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1394	-	-	1263	-	-	229	244	792	142	236	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	229	244	-	142	236	-
Stage 1	-	-	-	-	-	-	774	737	-	461	383	-
Stage 2	-	-	-	-	-	-	359	382	-	492	720	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.6	16.4	25.1
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	229	792	1394	-	-	1263	-	-	186
HCM Lane V/C Ratio	0.376	0.292	-	-	-	0.182	-	-	0.038
HCM Control Delay (s)	29.9	11.4	0	-	-	8.5	-	-	25.1
HCM Lane LOS	D	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.7	1.2	0	-	-	0.7	-	-	0.1

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	17	20	12	30	26	174	12	88	19	124	137	28
Future Vol, veh/h	17	20	12	30	26	174	12	88	19	124	137	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	230	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	6	0	0	7	0	16	0	15	32	29	5	0
Mvmt Flow	17	20	12	30	26	174	12	88	19	124	137	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	621	530	151	537	535	98	165	0	0	107	0	0
Stage 1	399	399	-	122	122	-	-	-	-	-	-	-
Stage 2	222	131	-	415	413	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.17	6.5	6.36	4.1	-	-	4.39	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.563	4	3.444	2.2	-	-	2.461	-	-
Pot Cap-1 Maneuver	394	457	901	447	454	921	1426	-	-	1331	-	-
Stage 1	619	606	-	870	799	-	-	-	-	-	-	-
Stage 2	771	792	-	605	597	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	281	411	901	392	409	921	1426	-	-	1331	-	-
Mov Cap-2 Maneuver	281	411	-	392	409	-	-	-	-	-	-	-
Stage 1	614	550	-	863	793	-	-	-	-	-	-	-
Stage 2	600	786	-	522	541	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.3	12.7	0.8	3.4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	400	699	1331	-	-
HCM Lane V/C Ratio	0.008	-	-	0.123	0.329	0.093	-	-
HCM Control Delay (s)	7.5	-	-	15.3	12.7	8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.4	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	5	214	8	3	111
Future Vol, veh/h	3	5	214	8	3	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	20	19	0	0	34
Mvmt Flow	3	5	214	8	3	111

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	335	218	0	0	222	0
Stage 1	218	-	-	-	-	-
Stage 2	117	-	-	-	-	-
Critical Hdwy	6.4	6.4	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.2	-
Pot Cap-1 Maneuver	664	779	-	-	1359	-
Stage 1	823	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	663	779	-	-	1359	-
Mov Cap-2 Maneuver	663	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	731	1359	-
HCM Lane V/C Ratio	-	-	0.011	0.002	-
HCM Control Delay (s)	-	-	10	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	0	0	0	0	0	0	191	0	0	101	0
Future Vol, veh/h	1	0	0	0	0	0	0	191	0	0	101	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	100	0	0	0	0	0	0	21	0	0	33	0
Mvmt Flow	1	0	0	0	0	0	0	191	0	0	101	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	292	292	101	292	292	191	101	0	0	191	0	0
Stage 1	101	101	-	191	191	-	-	-	-	-	-	-
Stage 2	191	191	-	101	101	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	504	622	960	664	622	856	1504	-	-	1395	-	-
Stage 1	713	815	-	815	746	-	-	-	-	-	-	-
Stage 2	629	746	-	910	815	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	504	622	960	664	622	856	1504	-	-	1395	-	-
Mov Cap-2 Maneuver	504	622	-	664	622	-	-	-	-	-	-	-
Stage 1	713	815	-	815	746	-	-	-	-	-	-	-
Stage 2	629	746	-	910	815	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1504	-	-	504	-	1395	-	-
HCM Lane V/C Ratio	-	-	-	0.002	-	-	-	-
HCM Control Delay (s)	0	-	-	12.2	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	4	0	13	5	59	1	146	43	40	56	2
Future Vol, veh/h	0	4	0	13	5	59	1	146	43	40	56	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	8	0	14	0	18	12	28	31	100
Mvmt Flow	0	4	0	13	5	59	1	146	43	40	56	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	339	328	57	309	308	168	58	0	0	189	0	0
Stage 1	137	137	-	170	170	-	-	-	-	-	-	-
Stage 2	202	191	-	139	138	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.34	4.1	-	-	4.38	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.426	2.2	-	-	2.452	-	-
Pot Cap-1 Maneuver	619	594	1015	632	609	846	1559	-	-	1243	-	-
Stage 1	871	787	-	818	762	-	-	-	-	-	-	-
Stage 2	805	746	-	850	786	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	557	574	1015	612	588	846	1559	-	-	1243	-	-
Mov Cap-2 Maneuver	557	574	-	612	588	-	-	-	-	-	-	-
Stage 1	870	761	-	817	761	-	-	-	-	-	-	-
Stage 2	743	745	-	818	760	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	10.2	0	3.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1559	-	-	574	774	1243	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.099	0.032	-	-
HCM Control Delay (s)	7.3	0	-	11.3	10.2	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	3	63	21	12
Future Vol, veh/h	9	2	3	63	21	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	8	14	0
Mvmt Flow	9	2	3	63	21	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	96	27	33	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	69	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	908	1054	1592	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	906	1054	1592	-	-	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1592	-	930	-	-
HCM Lane V/C Ratio	0.002	-	0.012	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	1	64	0	0	24	1
Future Vol, veh/h	0	0	0	0	0	0	1	64	0	0	24	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	13	0	0	8	0
Mvmt Flow	0	0	0	0	0	0	1	64	0	0	24	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	91	91	25	91	91	64	25	0	0	64	0	0
Stage 1	25	25	-	66	66	-	-	-	-	-	-	-
Stage 2	66	66	-	25	25	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	898	803	1057	898	803	1006	1603	-	-	1551	-	-
Stage 1	998	878	-	950	844	-	-	-	-	-	-	-
Stage 2	950	844	-	998	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	897	802	1057	897	802	1006	1603	-	-	1551	-	-
Mov Cap-2 Maneuver	897	802	-	897	802	-	-	-	-	-	-	-
Stage 1	997	878	-	949	843	-	-	-	-	-	-	-
Stage 2	949	843	-	998	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0.1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1603	-	-	-	-	1551	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	-
HCM Control Delay (s)	7.2	0	-	0	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	7	51	41	26	32
Future Vol, veh/h	12	7	51	41	26	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	17	0	14	23	12	26
Mvmt Flow	12	7	51	41	26	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	156	72	0	0	92	0
Stage 1	72	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.57	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	802	996	-	-	1442	-
Stage 1	914	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	788	996	-	-	1442	-
Mov Cap-2 Maneuver	788	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	3.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	854	1442	-
HCM Lane V/C Ratio	-	-	0.022	0.018	-
HCM Control Delay (s)	-	-	9.3	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	65	3	0	22	53	1	0	2	135	1	12
Future Vol, veh/h	53	65	3	0	22	53	1	0	2	135	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	29	14	0	0	18	46	0	0	0	21	0	75
Mvmt Flow	53	65	3	0	22	53	1	0	2	135	1	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	75	0	0	68	0	0	228	248	67	196	196	22
Stage 1	-	-	-	-	-	-	173	173	-	22	22	-
Stage 2	-	-	-	-	-	-	55	75	-	174	174	-
Critical Hdwy	4.39	-	-	4.1	-	-	7.1	6.5	6.2	7.31	6.5	6.95
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Follow-up Hdwy	2.461	-	-	2.2	-	-	3.5	4	3.3	3.689	4	3.975
Pot Cap-1 Maneuver	1369	-	-	1546	-	-	731	658	1002	723	703	879
Stage 1	-	-	-	-	-	-	834	760	-	950	881	-
Stage 2	-	-	-	-	-	-	962	836	-	785	759	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1369	-	-	1546	-	-	698	632	1002	700	675	879
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	632	-	700	675	-
Stage 1	-	-	-	-	-	-	801	730	-	912	881	-
Stage 2	-	-	-	-	-	-	948	836	-	752	729	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0	9.1	11.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	875	1369	-	-	1546	-	-	712
HCM Lane V/C Ratio	0.003	0.039	-	-	-	-	-	0.208
HCM Control Delay (s)	9.1	7.7	0	-	0	-	-	11.4
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	286	8	29	100	101	1	5	28	71	7	7
Future Vol, veh/h	9	286	8	29	100	101	1	5	28	71	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	22	12	0	7	41	11	0	0	0	9	14	14
Mvmt Flow	9	286	8	29	100	101	1	5	28	71	7	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	294	0	0	524	567	290	534	521	151
Stage 1	-	-	-	-	-	-	308	308	-	209	209	-
Stage 2	-	-	-	-	-	-	216	259	-	325	312	-
Critical Hdwy	4.32	-	-	4.17	-	-	7.1	6.5	6.2	7.19	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.19	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.19	5.64	-
Follow-up Hdwy	2.398	-	-	2.263	-	-	3.5	4	3.3	3.581	4.126	3.426
Pot Cap-1 Maneuver	1260	-	-	1239	-	-	467	436	754	446	443	865
Stage 1	-	-	-	-	-	-	706	664	-	777	707	-
Stage 2	-	-	-	-	-	-	791	697	-	673	637	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1260	-	-	1239	-	-	447	423	754	416	430	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	447	423	-	416	430	-
Stage 1	-	-	-	-	-	-	701	659	-	772	691	-
Stage 2	-	-	-	-	-	-	758	681	-	638	633	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1	10.7	15.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	664	1260	-	-	1239	-	-	436
HCM Lane V/C Ratio	0.051	0.007	-	-	0.023	-	-	0.195
HCM Control Delay (s)	10.7	7.9	-	-	8	-	-	15.2
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.7

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	96	266	13	167	0	0	0	0	1	4	54
Future Vol, veh/h	0	96	266	13	167	0	0	0	0	1	4	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	8	19	15	24	0	2	2	2	0	25	30
Mvmt Flow	0	96	266	13	167	0	0	0	0	1	4	54

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	362	0	0	422	555	167
Stage 1	-	-	-	-	-	-	193	193	-
Stage 2	-	-	-	-	-	-	229	362	-
Critical Hdwy	-	-	-	4.25	-	-	6.4	6.75	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.75	-
Follow-up Hdwy	-	-	-	2.335	-	-	3.5	4.225	3.57
Pot Cap-1 Maneuver	0	-	-	1128	-	0	592	410	809
Stage 1	0	-	-	-	-	0	845	700	-
Stage 2	0	-	-	-	-	0	814	587	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1128	-	-	584	0	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	584	0	-
Stage 1	-	-	-	-	-	-	845	0	-
Stage 2	-	-	-	-	-	-	803	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.6	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1128	-	803
HCM Lane V/C Ratio	-	-	0.012	-	0.073
HCM Control Delay (s)	-	-	8.2	0	9.8
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	10

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	4	0	0	6	5	174	10	6	0	0	0
Future Vol, veh/h	93	4	0	0	6	5	174	10	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	7	25	0	0	50	0	24	50	50	2	2	2
Mvmt Flow	93	4	0	0	6	5	174	10	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	11	0	-	-	-	0	199	201	4
Stage 1	-	-	-	-	-	-	190	190	-
Stage 2	-	-	-	-	-	-	9	11	-
Critical Hdwy	4.17	-	-	-	-	-	6.64	7	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	5.64	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.64	6	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.716	4.45	3.75
Pot Cap-1 Maneuver	1576	-	0	0	-	-	742	618	955
Stage 1	-	-	0	0	-	-	792	661	-
Stage 2	-	-	0	0	-	-	960	800	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1576	-	-	-	-	-	698	0	955
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	0	-
Stage 1	-	-	-	-	-	-	745	0	-
Stage 2	-	-	-	-	-	-	960	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.1	0	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	704	1576	-	-	-
HCM Lane V/C Ratio	0.27	0.059	-	-	-
HCM Control Delay (s)	12	7.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.1	0.2	-	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	7	69	2	0	0	0	0	6	11	6
Future Vol, veh/h	0	2	7	69	2	0	0	0	0	6	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	14	17	0	0	2	2	2	17	73	0
Mvmt Flow	0	2	7	69	2	0	0	0	0	6	11	6

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	9	0	0	146	149	2
Stage 1	-	-	-	-	-	-	140	140	-
Stage 2	-	-	-	-	-	-	6	9	-
Critical Hdwy	-	-	-	4.27	-	-	6.57	7.23	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.57	6.23	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.57	6.23	-
Follow-up Hdwy	-	-	-	2.353	-	-	3.653	4.657	3.3
Pot Cap-1 Maneuver	0	-	-	1518	-	0	812	630	1088
Stage 1	0	-	-	-	-	0	851	663	-
Stage 2	0	-	-	-	-	0	979	766	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1518	-	-	775	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	775	0	-
Stage 1	-	-	-	-	-	-	851	0	-
Stage 2	-	-	-	-	-	-	934	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	7.3	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1518	-	905
HCM Lane V/C Ratio	-	-	0.045	-	0.025
HCM Control Delay (s)	-	-	7.5	0	9.1
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	3	0	0	70	18	1	3	11	0	0	0
Future Vol, veh/h	5	3	0	0	70	18	1	3	11	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	13	11	100	33	0	2	2	2
Mvmt Flow	5	3	0	0	70	18	1	3	11	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	88	0	-	-	-	0	92	101	3
Stage 1	-	-	-	-	-	-	13	13	-
Stage 2	-	-	-	-	-	-	79	88	-
Critical Hdwy	4.1	-	-	-	-	-	7.4	6.83	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.4	5.83	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.4	5.83	-
Follow-up Hdwy	2.2	-	-	-	-	-	4.4	4.297	3.3
Pot Cap-1 Maneuver	1520	-	0	0	-	-	716	734	1087
Stage 1	-	-	0	0	-	-	806	827	-
Stage 2	-	-	0	0	-	-	746	765	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1520	-	-	-	-	-	714	0	1087
Mov Cap-2 Maneuver	-	-	-	-	-	-	714	0	-
Stage 1	-	-	-	-	-	-	804	0	-
Stage 2	-	-	-	-	-	-	746	0	-

Approach	EB	WB	NB
HCM Control Delay, s	4.6	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1042	1520	-	-	-
HCM Lane V/C Ratio	0.014	0.003	-	-	-
HCM Control Delay (s)	8.5	7.4	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	7	4	0	14	0	12	2	0	0	0	62
Future Vol, veh/h	3	7	4	0	14	0	12	2	0	0	0	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	25	0	0	0	18	0	0	0	0	0
Mvmt Flow	3	7	4	0	14	0	12	2	0	0	0	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	11	0	0	60	29	9	30	31	14
Stage 1	-	-	-	-	-	-	15	15	-	14	14	-
Stage 2	-	-	-	-	-	-	45	14	-	16	17	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.28	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.28	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.28	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.662	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1617	-	-	1621	-	-	898	868	1079	984	866	1072
Stage 1	-	-	-	-	-	-	965	887	-	1011	888	-
Stage 2	-	-	-	-	-	-	930	888	-	1009	885	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1617	-	-	1621	-	-	845	866	1079	981	864	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	845	866	-	981	864	-
Stage 1	-	-	-	-	-	-	963	885	-	1009	888	-
Stage 2	-	-	-	-	-	-	876	888	-	1005	883	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0	9.3	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	848	1617	-	-	1621	-	-	1072
HCM Lane V/C Ratio	0.017	0.002	-	-	-	-	-	0.058
HCM Control Delay (s)	9.3	7.2	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	65	0	33	11	0	0	0	0	119	1	5
Future Vol, veh/h	0	65	0	33	11	0	0	0	0	119	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	19	0	13	0	0	2	2	2	3	100	20
Mvmt Flow	0	65	0	33	11	0	0	0	0	119	1	5

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	65	0	0	142	142	11
Stage 1	-	-	-	-	-	-	77	77	-
Stage 2	-	-	-	-	-	-	65	65	-
Critical Hdwy	-	-	-	4.23	-	-	6.43	7.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	6.5	-
Follow-up Hdwy	-	-	-	2.317	-	-	3.527	4.9	3.48
Pot Cap-1 Maneuver	0	-	-	1470	-	0	848	601	1020
Stage 1	0	-	-	-	-	0	943	673	-
Stage 2	0	-	-	-	-	0	955	683	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1470	-	-	828	0	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	828	0	-
Stage 1	-	-	-	-	-	-	943	0	-
Stage 2	-	-	-	-	-	-	933	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.6	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1470	-	834
HCM Lane V/C Ratio	-	-	0.022	-	0.15
HCM Control Delay (s)	-	-	7.5	0	10.1
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.5

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	142	0	0	35	376	9	4	121	0	0	0
Future Vol, veh/h	42	142	0	0	35	376	9	4	121	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	17	7	2	0	12	4	0	25	10	2	2	2
Mvmt Flow	42	142	0	0	35	376	9	4	121	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	411	0	-	-	-	0	449	637	142
Stage 1	-	-	-	-	-	-	226	226	-
Stage 2	-	-	-	-	-	-	223	411	-
Critical Hdwy	4.27	-	-	-	-	-	6.4	6.75	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.75	-
Follow-up Hdwy	2.353	-	-	-	-	-	3.5	4.225	3.39
Pot Cap-1 Maneuver	1072	-	0	0	-	-	571	366	885
Stage 1	-	-	0	0	-	-	816	676	-
Stage 2	-	-	0	0	-	-	819	557	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1072	-	-	-	-	-	546	0	885
Mov Cap-2 Maneuver	-	-	-	-	-	-	546	0	-
Stage 1	-	-	-	-	-	-	781	0	-
Stage 2	-	-	-	-	-	-	819	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.9	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	849	1072	-	-	-
HCM Lane V/C Ratio	0.158	0.039	-	-	-
HCM Control Delay (s)	10	8.5	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	250	10	1	102	3	303	1	27	1	0	6
Future Vol, veh/h	3	250	10	1	102	3	303	1	27	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	7	0	0	4	67	0	0	0	0	0	17
Mvmt Flow	3	250	10	1	102	3	303	1	27	1	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	260	0	0	370	368	255	381	372	104
Stage 1	-	-	-	-	-	-	261	261	-	106	106	-
Stage 2	-	-	-	-	-	-	109	107	-	275	266	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.453
Pot Cap-1 Maneuver	1499	-	-	1316	-	-	590	564	789	581	561	911
Stage 1	-	-	-	-	-	-	748	696	-	905	811	-
Stage 2	-	-	-	-	-	-	901	811	-	736	692	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1499	-	-	1316	-	-	585	562	789	559	559	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	585	562	-	559	559	-
Stage 1	-	-	-	-	-	-	747	695	-	903	810	-
Stage 2	-	-	-	-	-	-	894	810	-	708	691	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	18.2	9.3
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	598	1499	-	-	1316	-	-	836
HCM Lane V/C Ratio	0.554	0.002	-	-	0.001	-	-	0.008
HCM Control Delay (s)	18.2	7.4	0	-	7.7	0	-	9.3
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	3.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	188	60	57	29	24	69
Future Vol, veh/h	188	60	57	29	24	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	5	9	11	7	0	6
Mvmt Flow	188	60	57	29	24	69

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	86	0	-	0	508	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	436	-
Critical Hdwy	4.15	-	-	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.245	-	-	-	3.5	3.354
Pot Cap-1 Maneuver	1492	-	-	-	528	979
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1492	-	-	-	461	979
Mov Cap-2 Maneuver	-	-	-	-	461	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	SB
HCM Control Delay, s	5.9	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1492	-	-	-	461	979
HCM Lane V/C Ratio	0.126	-	-	-	0.052	0.07
HCM Control Delay (s)	7.8	-	-	-	13.2	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	37	4	1	46	4	8	16	7	0	2	21
Future Vol, veh/h	47	37	4	1	46	4	8	16	7	0	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	100	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	28	50	0	11	25	0	6	14	0	0	10
Mvmt Flow	47	37	4	1	46	4	8	16	7	0	2	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	41	0	0	195	185	39	191	185	48
Stage 1	-	-	-	-	-	-	133	133	-	50	50	-
Stage 2	-	-	-	-	-	-	62	52	-	141	135	-
Critical Hdwy	4.21	-	-	4.1	-	-	7.1	6.56	6.34	7.1	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.56	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.56	-	6.1	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4.054	3.426	3.5	4	3.39
Pot Cap-1 Maneuver	1501	-	-	1581	-	-	769	702	999	773	713	999
Stage 1	-	-	-	-	-	-	875	779	-	968	857	-
Stage 2	-	-	-	-	-	-	954	844	-	867	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1501	-	-	1581	-	-	733	680	999	735	690	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	733	680	-	735	690	-
Stage 1	-	-	-	-	-	-	848	755	-	938	856	-
Stage 2	-	-	-	-	-	-	931	843	-	816	765	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4	0.1	9.1	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	900	1501	-	-	1581	-	-	962
HCM Lane V/C Ratio	0.034	0.031	-	-	0.001	-	-	0.024
HCM Control Delay (s)	9.1	7.5	-	-	7.3	-	-	8.8
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	1	5	42	10	14
Future Vol, veh/h	44	1	5	42	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	26	0	0	15	0	7
Mvmt Flow	44	1	5	42	10	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	45	0	97	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.1	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1576	-	907	1011
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	904	1011
Mov Cap-2 Maneuver	-	-	-	-	904	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	963	-	-	1576	-
HCM Lane V/C Ratio	0.025	-	-	0.003	-
HCM Control Delay (s)	8.8	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	16	0	0	6
Future Vol, veh/h	2	0	16	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	17
Mvmt Flow	2	0	16	0	0	6

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1000	1069	-	-	1615	-
Stage 1	1012	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1000	1069	-	-	1615	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1000	1615	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	21	5	0
Future Vol, veh/h	0	0	0	21	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	5	20	0
Mvmt Flow	0	0	0	21	5	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	26	5	5	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	995	1084	1630	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	995	1084	1630	-	-	-
Mov Cap-2 Maneuver	995	-	-	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	6	16	11	3	1
Future Vol, veh/h	4	6	16	11	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	25	33	0	0	0	33
Mvmt Flow	4	6	16	11	3	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	47	4	4	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.65	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	908	996	1631	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	899	996	1631	-	-	-
Mov Cap-2 Maneuver	899	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1631	-	955	-	-
HCM Lane V/C Ratio	0.01	-	0.01	-	-
HCM Control Delay (s)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	29	41	1	1	12	4	1	1	0	4	2	11
Future Vol, veh/h	29	41	1	1	12	4	1	1	0	4	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	18	100	0	0	0	0	0	0	25	0	0
Mvmt Flow	29	41	1	1	12	4	1	1	0	4	2	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	16	0	0	42	0	0	123	118	42	116	116	14
Stage 1	-	-	-	-	-	-	100	100	-	16	16	-
Stage 2	-	-	-	-	-	-	23	18	-	100	100	-
Critical Hdwy	4.21	-	-	4.1	-	-	7.1	6.5	6.2	7.35	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4	3.3	3.725	4	3.3
Pot Cap-1 Maneuver	1545	-	-	1580	-	-	856	776	1034	809	778	1072
Stage 1	-	-	-	-	-	-	911	816	-	947	886	-
Stage 2	-	-	-	-	-	-	1000	884	-	853	816	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1545	-	-	1580	-	-	833	760	1034	796	762	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	833	760	-	796	762	-
Stage 1	-	-	-	-	-	-	894	800	-	929	885	-
Stage 2	-	-	-	-	-	-	987	883	-	836	800	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3	0.4	9.5	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	795	1545	-	-	1580	-	-	949
HCM Lane V/C Ratio	0.003	0.019	-	-	0.001	-	-	0.018
HCM Control Delay (s)	9.5	7.4	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	48	74	8	54	36
Future Vol, veh/h	5	48	74	8	54	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	20	0	10	0	2	6
Mvmt Flow	5	48	74	8	54	36

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	222	78	0	0	82	0
Stage 1	78	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	728	988	-	-	1515	-
Stage 1	901	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	702	988	-	-	1515	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	951	1515	-
HCM Lane V/C Ratio	-	-	0.056	0.036	-
HCM Control Delay (s)	-	-	9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	10.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	13	0	3	387	0
Future Vol, veh/h	4	13	0	3	387	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	13	0	3	387	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	17	0	14	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1600	-	1005	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1600	-	1005	1070
Mov Cap-2 Maneuver	-	-	-	-	1005	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1020	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1005	-	-	1600	-
HCM Lane V/C Ratio	0.385	-	-	-	-
HCM Control Delay (s)	10.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.8	-	-	0	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	66	19	0	0	0
Future Vol, veh/h	0	66	19	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	66	19	0	0	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.3	7.1	0
HCM LOS	A	A	-

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%
Vol Thru, %	100%	100%	100%
Vol Right, %	0%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	66	19	0
LT Vol	0	0	0
Through Vol	66	19	0
RT Vol	0	0	0
Lane Flow Rate	66	19	0
Geometry Grp	1	1	1
Degree of Util (X)	0.072	0.021	0
Departure Headway (Hd)	3.948	3.983	4.082
Convergence, Y/N	Yes	Yes	Yes
Cap	912	902	0
Service Time	1.951	1.994	2.115
HCM Lane V/C Ratio	0.072	0.021	0
HCM Control Delay	7.3	7.1	7.1
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0.2	0.1	0

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	62	0	328	0	1	3	14	2	0
Future Vol, veh/h	1	0	0	62	0	328	0	1	3	14	2	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	33	0	0	0	33	0	0
Mvmt Flow	1	0	0	62	0	328	0	1	3	14	2	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	8.6	7.2	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	16%	88%
Vol Thru, %	25%	0%	0%	12%
Vol Right, %	75%	0%	84%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	1	390	16
LT Vol	0	1	62	14
Through Vol	1	0	0	2
RT Vol	3	0	328	0
Lane Flow Rate	4	1	390	16
Geometry Grp	1	1	1	1
Degree of Util (X)	0.005	0.001	0.375	0.024
Departure Headway (Hd)	4.143	4.427	3.463	5.326
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	856	805	1037	669
Service Time	2.208	2.474	1.485	3.382
HCM Lane V/C Ratio	0.005	0.001	0.376	0.024
HCM Control Delay	7.2	7.5	8.6	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	1.8	0.1

2025 Build AM Phase 1 Laydown 2

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	92	105	6	22	137	8
Future Vol, veh/h	92	105	6	22	137	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	8	18	0	18	8	0
Mvmt Flow	92	105	6	22	137	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	197	0	179	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.1	-	6.48	6.2
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.2	-	3.572	3.3
Pot Cap-1 Maneuver	-	-	1388	-	797	908
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1388	-	794	908
Mov Cap-2 Maneuver	-	-	-	-	794	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	800	-	-	1388	-
HCM Lane V/C Ratio	0.181	-	-	0.004	-
HCM Control Delay (s)	10.5	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	146	187	5	154	138	51
Future Vol, veh/h	146	187	5	154	138	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	13	9	0	10	31	4
Mvmt Flow	146	187	5	154	138	51

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	333	0	404	240
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	164	-
Critical Hdwy	-	-	4.1	-	6.71	6.24
Critical Hdwy Stg 1	-	-	-	-	5.71	-
Critical Hdwy Stg 2	-	-	-	-	5.71	-
Follow-up Hdwy	-	-	2.2	-	3.779	3.336
Pot Cap-1 Maneuver	-	-	1238	-	550	794
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1238	-	548	794
Mov Cap-2 Maneuver	-	-	-	-	548	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	796	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	598	-	-	1238	-
HCM Lane V/C Ratio	0.316	-	-	0.004	-
HCM Control Delay (s)	13.8	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	134	31	167	121	4	20	1	198	1	1	0
Future Vol, veh/h	1	134	31	167	121	4	20	1	198	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	300	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	8	10	30	7	0	15	0	10	0	100	0
Mvmt Flow	1	134	31	167	121	4	20	1	198	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	165	0	0	610	611	150	708	624	123
Stage 1	-	-	-	-	-	-	152	152	-	457	457	-
Stage 2	-	-	-	-	-	-	458	459	-	251	167	-
Critical Hdwy	4.1	-	-	4.4	-	-	7.25	6.5	6.3	7.1	7.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.47	-	-	3.635	4	3.39	3.5	4.9	3.3
Pot Cap-1 Maneuver	1474	-	-	1260	-	-	388	411	876	352	297	933
Stage 1	-	-	-	-	-	-	821	775	-	587	432	-
Stage 2	-	-	-	-	-	-	559	570	-	758	608	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1474	-	-	1260	-	-	347	356	876	244	257	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	347	356	-	244	257	-
Stage 1	-	-	-	-	-	-	820	774	-	586	375	-
Stage 2	-	-	-	-	-	-	484	494	-	586	607	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.7	10.8	19.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	347	876	1474	-	-	1260	-	-	250
HCM Lane V/C Ratio	0.061	0.226	0.001	-	-	0.133	-	-	0.008
HCM Control Delay (s)	16	10.3	7.4	-	-	8.3	-	-	19.5
HCM Lane LOS	C	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.9	0	-	-	0.5	-	-	0

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	8	13	11	9	67	8	124	30	146	49	4
Future Vol, veh/h	19	8	13	11	9	67	8	124	30	146	49	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	230	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	0	0	23	0	4	7	36	23	0
Mvmt Flow	19	8	13	11	9	67	8	124	30	146	49	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	536	513	51	509	500	139	53	0	0	154	0	0
Stage 1	343	343	-	155	155	-	-	-	-	-	-	-
Stage 2	193	170	-	354	345	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.28	7.1	6.5	6.43	4.1	-	-	4.46	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.372	3.5	4	3.507	2.2	-	-	2.524	-	-
Pot Cap-1 Maneuver	459	468	1000	478	476	856	1566	-	-	1243	-	-
Stage 1	676	641	-	852	773	-	-	-	-	-	-	-
Stage 2	813	762	-	667	640	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	377	411	1000	422	418	856	1566	-	-	1243	-	-
Mov Cap-2 Maneuver	377	411	-	422	418	-	-	-	-	-	-	-
Stage 1	673	566	-	848	769	-	-	-	-	-	-	-
Stage 2	737	758	-	573	565	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	11	0.4	6.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1566	-	-	483	691	1243	-	-
HCM Lane V/C Ratio	0.005	-	-	0.083	0.126	0.117	-	-
HCM Control Delay (s)	7.3	-	-	13.1	11	8.3	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0.4	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	29	0	0	294
Future Vol, veh/h	2	0	29	0	0	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	40	0	0	6
Mvmt Flow	2	0	29	0	0	294

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	323	29	0	0	29	0
Stage 1	29	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	675	1052	-	-	1597	-
Stage 1	999	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	675	1052	-	-	1597	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	675	1597	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	-	-	10.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	43	0	0	253	0
Future Vol, veh/h	0	0	0	0	0	0	0	43	0	0	253	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	49	0	0	10	0
Mvmt Flow	0	0	0	0	0	0	0	43	0	0	253	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	296	296	253	296	296	43	253	0	0	43	0	0
Stage 1	253	253	-	43	43	-	-	-	-	-	-	-
Stage 2	43	43	-	253	253	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	660	619	791	660	619	1033	1324	-	-	1579	-	-
Stage 1	756	701	-	976	863	-	-	-	-	-	-	-
Stage 2	976	863	-	756	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	660	619	791	660	619	1033	1324	-	-	1579	-	-
Mov Cap-2 Maneuver	660	619	-	660	619	-	-	-	-	-	-	-
Stage 1	756	701	-	976	863	-	-	-	-	-	-	-
Stage 2	976	863	-	756	701	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1324	-	-	-	-	1579	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	4	0	34	0	12	0	23	9	108	153	0
Future Vol, veh/h	0	4	0	34	0	12	0	23	9	108	153	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	6	0	44	0	39	33	16	13	0
Mvmt Flow	0	4	0	34	0	12	0	23	9	108	153	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	403	401	153	399	397	28	153	0	0	32	0	0
Stage 1	369	369	-	28	28	-	-	-	-	-	-	-
Stage 2	34	32	-	371	369	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.16	6.5	6.64	4.1	-	-	4.26	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.554	4	3.696	2.2	-	-	2.344	-	-
Pot Cap-1 Maneuver	562	541	898	554	544	938	1440	-	-	1494	-	-
Stage 1	655	624	-	979	876	-	-	-	-	-	-	-
Stage 2	987	872	-	641	624	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	522	498	898	517	501	938	1440	-	-	1494	-	-
Mov Cap-2 Maneuver	522	498	-	517	501	-	-	-	-	-	-	-
Stage 1	655	575	-	979	876	-	-	-	-	-	-	-
Stage 2	974	872	-	586	575	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.3	11.7	0	3.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1440	-	-	498	586	1494	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.078	0.072	-	-
HCM Control Delay (s)	0	-	-	12.3	11.7	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	15	110	7
Future Vol, veh/h	0	0	1	15	110	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	46	5	0
Mvmt Flow	0	0	1	15	110	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	131	114	117	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	868	944	1484	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	867	944	1484	-	-	-
Mov Cap-2 Maneuver	867	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	0	0	15	0	1	109	0
Future Vol, veh/h	1	0	0	0	0	0	0	15	0	1	109	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	46	0	0	7	0
Mvmt Flow	1	0	0	0	0	0	0	15	0	1	109	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	126	126	109	126	126	15	109	0	0	15	0	0
Stage 1	111	111	-	15	15	-	-	-	-	-	-	-
Stage 2	15	15	-	111	111	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	852	768	950	852	768	1070	1494	-	-	1616	-	-
Stage 1	899	807	-	1010	887	-	-	-	-	-	-	-
Stage 2	1010	887	-	899	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	851	767	950	851	767	1070	1494	-	-	1616	-	-
Mov Cap-2 Maneuver	851	767	-	851	767	-	-	-	-	-	-	-
Stage 1	899	806	-	1010	887	-	-	-	-	-	-	-
Stage 2	1010	887	-	898	806	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	0	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1494	-	-	851	-	1616	-	-
HCM Lane V/C Ratio	-	-	-	0.001	-	0.001	-	-
HCM Control Delay (s)	0	-	-	9.2	0	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	26	9	65	142	23
Future Vol, veh/h	37	26	9	65	142	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	0	22	0	22	0
Mvmt Flow	37	26	9	65	142	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	349	42	0	0	74	0
Stage 1	42	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.32	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.398	-
Pot Cap-1 Maneuver	646	1034	-	-	1408	-
Stage 1	978	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	580	1034	-	-	1408	-
Mov Cap-2 Maneuver	580	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	6.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	708	1408	-
HCM Lane V/C Ratio	-	-	0.089	0.101	-
HCM Control Delay (s)	-	-	10.6	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	12	8	0	1	97	137	0	1	0	53	0	30
Future Vol, veh/h	12	8	0	1	97	137	0	1	0	53	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	58	0	0	0	8	10	0	0	0	19	0	10
Mvmt Flow	12	8	0	1	97	137	0	1	0	53	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	234	0	0	8	0	0	215	268	8	132	131	97
Stage 1	-	-	-	-	-	-	32	32	-	99	99	-
Stage 2	-	-	-	-	-	-	183	236	-	33	32	-
Critical Hdwy	4.68	-	-	4.1	-	-	7.1	6.5	6.2	7.29	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.29	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.29	5.5	-
Follow-up Hdwy	2.722	-	-	2.2	-	-	3.5	4	3.3	3.671	4	3.39
Pot Cap-1 Maneuver	1065	-	-	1625	-	-	746	641	1080	802	763	938
Stage 1	-	-	-	-	-	-	990	872	-	867	817	-
Stage 2	-	-	-	-	-	-	823	713	-	941	872	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1065	-	-	1625	-	-	715	633	1080	794	754	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	715	633	-	794	754	-
Stage 1	-	-	-	-	-	-	979	862	-	857	816	-
Stage 2	-	-	-	-	-	-	796	712	-	930	862	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	0	10.7	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	633	1065	-	-	1625	-	-	841
HCM Lane V/C Ratio	0.002	0.011	-	-	0.001	-	-	0.099
HCM Control Delay (s)	10.7	8.4	0	-	7.2	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	36	1	11	342	93	4	0	9	72	2	7
Future Vol, veh/h	1	36	1	11	342	93	4	0	9	72	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	100	23	0	0	6	13	0	0	0	9	0	29
Mvmt Flow	1	36	1	11	342	93	4	0	9	72	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	435	0	0	37	0	0	454	496	37	454	450	389
Stage 1	-	-	-	-	-	-	39	39	-	411	411	-
Stage 2	-	-	-	-	-	-	415	457	-	43	39	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.19	6.5	6.49
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.19	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.19	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.581	4	3.561
Pot Cap-1 Maneuver	752	-	-	1587	-	-	520	478	1041	505	508	604
Stage 1	-	-	-	-	-	-	981	866	-	604	598	-
Stage 2	-	-	-	-	-	-	619	571	-	954	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	752	-	-	1587	-	-	509	474	1041	497	504	604
Mov Cap-2 Maneuver	-	-	-	-	-	-	509	474	-	497	504	-
Stage 1	-	-	-	-	-	-	980	865	-	603	594	-
Stage 2	-	-	-	-	-	-	606	567	-	944	865	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	9.6	13.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	788	752	-	-	1587	-	-	505
HCM Lane V/C Ratio	0.016	0.001	-	-	0.007	-	-	0.16
HCM Control Delay (s)	9.6	9.8	-	-	7.3	-	-	13.5
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	89	8	364	0	0	0	0	2	2	98
Future Vol, veh/h	0	10	89	8	364	0	0	0	0	2	2	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	20	21	75	12	0	2	2	2	0	50	14
Mvmt Flow	0	10	89	8	364	0	0	0	0	2	2	98

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	99	0	0	435	479	364
Stage 1	-	-	-	-	-	-	380	380	-
Stage 2	-	-	-	-	-	-	55	99	-
Critical Hdwy	-	-	-	4.85	-	-	6.4	7	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6	-
Follow-up Hdwy	-	-	-	2.875	-	-	3.5	4.45	3.426
Pot Cap-1 Maneuver	0	-	-	1140	-	0	582	422	655
Stage 1	0	-	-	-	-	0	696	538	-
Stage 2	0	-	-	-	-	0	973	729	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1140	-	-	577	0	655
Mov Cap-2 Maneuver	-	-	-	-	-	-	577	0	-
Stage 1	-	-	-	-	-	-	696	0	-
Stage 2	-	-	-	-	-	-	964	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.2	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1140	-	653
HCM Lane V/C Ratio	-	-	0.007	-	0.156
HCM Control Delay (s)	-	-	8.2	0	11.5
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.6

Intersection	
Int Delay, s/veh	11

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	3	0	0	4	1	368	5	23	0	0	0
Future Vol, veh/h	9	3	0	0	4	1	368	5	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	14	0	0	0	75	0	10	80	26	2	2	2
Mvmt Flow	9	3	0	0	4	1	368	5	23	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	5	0	-	-	-	0	26	26	3
Stage 1	-	-	-	-	-	-	21	21	-
Stage 2	-	-	-	-	-	-	5	5	-
Critical Hdwy	4.24	-	-	-	-	-	6.5	7.3	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	6.3	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	6.3	-
Follow-up Hdwy	2.326	-	-	-	-	-	3.59	4.72	3.534
Pot Cap-1 Maneuver	1541	-	0	0	-	-	969	736	1015
Stage 1	-	-	0	0	-	-	981	745	-
Stage 2	-	-	0	0	-	-	998	759	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1541	-	-	-	-	-	963	0	1015
Mov Cap-2 Maneuver	-	-	-	-	-	-	963	0	-
Stage 1	-	-	-	-	-	-	975	0	-
Stage 2	-	-	-	-	-	-	998	0	-

Approach	EB	WB	NB
HCM Control Delay, s	5.5	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	966	1541	-	-	-
HCM Lane V/C Ratio	0.41	0.006	-	-	-
HCM Control Delay (s)	11.3	7.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	2	0	-	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	2	3	11	0	0	0	0	10	6	3
Future Vol, veh/h	0	5	2	3	11	0	0	0	0	10	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	20	0	0	50	0	2	2	2	10	83	0
Mvmt Flow	0	5	2	3	11	0	0	0	0	10	6	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	7	0	0	23	24	11
Stage 1	-	-	-	-	-	-	17	17	-
Stage 2	-	-	-	-	-	-	6	7	-
Critical Hdwy	-	-	-	4.1	-	-	6.5	7.33	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	6.33	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	6.33	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.59	4.747	3.3
Pot Cap-1 Maneuver	0	-	-	1627	-	0	973	734	1076
Stage 1	0	-	-	-	-	0	985	744	-
Stage 2	0	-	-	-	-	0	997	753	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1627	-	-	971	0	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	971	0	-
Stage 1	-	-	-	-	-	-	985	0	-
Stage 2	-	-	-	-	-	-	995	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.5	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1627	-	993
HCM Lane V/C Ratio	-	-	0.002	-	0.019
HCM Control Delay (s)	-	-	7.2	0	8.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	0	0	14	4	0	5	8	0	0	0
Future Vol, veh/h	0	15	0	0	14	4	0	5	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	11	0	0	29	0	0	80	12	2	2	2
Mvmt Flow	0	15	0	0	14	4	0	5	8	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	18	0	-	-	-	0	31	33	15
Stage 1	-	-	-	-	-	-	15	15	-
Stage 2	-	-	-	-	-	-	16	18	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	7.3	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.3	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6.3	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4.72	3.408
Pot Cap-1 Maneuver	1612	-	0	0	-	-	988	729	1036
Stage 1	-	-	0	0	-	-	1013	750	-
Stage 2	-	-	0	0	-	-	1012	748	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1612	-	-	-	-	-	988	0	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	988	0	-
Stage 1	-	-	-	-	-	-	1013	0	-
Stage 2	-	-	-	-	-	-	1012	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1036	1612	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	8.5	0	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	21	2	0	14	0	2	0	0	0	0	2
Future Vol, veh/h	0	21	2	0	14	0	2	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	13	0	0	21	0	0	0	0	0	0	50
Mvmt Flow	0	21	2	0	14	0	2	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	23	0	0	37	36	22	36	37	14
Stage 1	-	-	-	-	-	-	22	22	-	14	14	-
Stage 2	-	-	-	-	-	-	15	14	-	22	23	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	1617	-	-	1605	-	-	973	860	1061	975	859	942
Stage 1	-	-	-	-	-	-	1002	881	-	1011	888	-
Stage 2	-	-	-	-	-	-	1010	888	-	1002	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1617	-	-	1605	-	-	971	860	1061	975	859	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	971	860	-	975	859	-
Stage 1	-	-	-	-	-	-	1002	881	-	1011	888	-
Stage 2	-	-	-	-	-	-	1008	888	-	1002	880	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.7	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	971	1617	-	-	1605	-	-	942
HCM Lane V/C Ratio	0.002	-	-	-	-	-	-	0.002
HCM Control Delay (s)	8.7	0	-	-	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	33	5	116	25	0	0	0	0	66	1	125
Future Vol, veh/h	0	33	5	116	25	0	0	0	0	66	1	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	25	0	6	0	0	2	2	2	3	0	0
Mvmt Flow	0	33	5	116	25	0	0	0	0	66	1	125

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	38	0	0	293	295	25
Stage 1	-	-	-	-	-	-	257	257	-
Stage 2	-	-	-	-	-	-	36	38	-
Critical Hdwy	-	-	-	4.16	-	-	6.43	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.5	-
Follow-up Hdwy	-	-	-	2.254	-	-	3.527	4	3.3
Pot Cap-1 Maneuver	0	-	-	1547	-	0	696	620	1057
Stage 1	0	-	-	-	-	0	784	699	-
Stage 2	0	-	-	-	-	0	984	867	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1547	-	-	643	0	1057
Mov Cap-2 Maneuver	-	-	-	-	-	-	643	0	-
Stage 1	-	-	-	-	-	-	784	0	-
Stage 2	-	-	-	-	-	-	909	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	6.2	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1547	-	865
HCM Lane V/C Ratio	-	-	0.075	-	0.222
HCM Control Delay (s)	-	-	7.5	0	10.3
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.2	-	0.8

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	82	0	0	120	85	21	2	9	0	0	0
Future Vol, veh/h	17	82	0	0	120	85	21	2	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	57	41	0	0	18	23	0	100	33	2	2	2
Mvmt Flow	17	82	0	0	120	85	21	2	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	205	0	-	-	-	0	279	321	82
Stage 1	-	-	-	-	-	-	116	116	-
Stage 2	-	-	-	-	-	-	163	205	-
Critical Hdwy	4.67	-	-	-	-	-	6.4	7.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6.5	-
Follow-up Hdwy	2.713	-	-	-	-	-	3.5	4.9	3.597
Pot Cap-1 Maneuver	1098	-	0	0	-	-	715	465	898
Stage 1	-	-	0	0	-	-	914	644	-
Stage 2	-	-	0	0	-	-	871	581	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1098	-	-	-	-	-	704	0	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	704	0	-
Stage 1	-	-	-	-	-	-	899	0	-
Stage 2	-	-	-	-	-	-	871	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.4	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	753	1098	-	-	-
HCM Lane V/C Ratio	0.042	0.015	-	-	-
HCM Control Delay (s)	10	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	87	2	1	201	0	1	0	0	1	0	3
Future Vol, veh/h	3	87	2	1	201	0	1	0	0	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	33	38	50	0	21	0	0	0	0	0	0	67
Mvmt Flow	3	87	2	1	201	0	1	0	0	1	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	201	0	0	89	0	0	299	297	88	297	298	201
Stage 1	-	-	-	-	-	-	94	94	-	203	203	-
Stage 2	-	-	-	-	-	-	205	203	-	94	95	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.903
Pot Cap-1 Maneuver	1206	-	-	1519	-	-	657	618	976	659	617	699
Stage 1	-	-	-	-	-	-	918	821	-	804	737	-
Stage 2	-	-	-	-	-	-	802	737	-	918	820	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1206	-	-	1519	-	-	652	616	976	657	615	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	652	616	-	657	615	-
Stage 1	-	-	-	-	-	-	915	819	-	802	736	-
Stage 2	-	-	-	-	-	-	798	736	-	915	818	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	10.5	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	652	1206	-	-	1519	-	-	688
HCM Lane V/C Ratio	0.002	0.002	-	-	0.001	-	-	0.006
HCM Control Delay (s)	10.5	8	0	-	7.4	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	19	49	15	11	128
Future Vol, veh/h	6	19	49	15	11	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	5	7	0	0	2
Mvmt Flow	6	19	49	15	11	128

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	88	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	4.1	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	1551	-	-	-	918	1009
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1551	-	-	-	914	1009
Mov Cap-2 Maneuver	-	-	-	-	914	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1551	-	-	-	914	1009
HCM Lane V/C Ratio	0.004	-	-	-	0.012	0.127
HCM Control Delay (s)	7.3	-	-	-	9	9.1
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0.4

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	36	7	1	28	1	1	1	1	4	11	32
Future Vol, veh/h	15	36	7	1	28	1	1	1	1	4	11	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	100	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	13	31	0	100	33	0	0	100	100	0	0	16
Mvmt Flow	15	36	7	1	28	1	1	1	1	4	11	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	43	0	0	122	101	40	101	104	29
Stage 1	-	-	-	-	-	-	70	70	-	31	31	-
Stage 2	-	-	-	-	-	-	52	31	-	70	73	-
Critical Hdwy	4.23	-	-	5.1	-	-	7.1	7.5	7.2	7.1	6.5	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Follow-up Hdwy	2.317	-	-	3.1	-	-	3.5	4.9	4.2	3.5	4	3.444
Pot Cap-1 Maneuver	1516	-	-	1113	-	-	858	637	810	885	790	1007
Stage 1	-	-	-	-	-	-	945	679	-	991	873	-
Stage 2	-	-	-	-	-	-	966	709	-	945	838	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1516	-	-	1113	-	-	815	630	810	875	781	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	815	630	-	875	781	-
Stage 1	-	-	-	-	-	-	936	672	-	981	872	-
Stage 2	-	-	-	-	-	-	923	708	-	933	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.3	8.4	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1066	1516	-	-	1113	-	-	932
HCM Lane V/C Ratio	0.003	0.01	-	-	0.001	-	-	0.05
HCM Control Delay (s)	8.4	7.4	-	-	8.2	-	-	9.1
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	3	8	28	0	0
Future Vol, veh/h	37	3	8	28	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	8	33	0	13	0	0
Mvmt Flow	37	3	8	28	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	83	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1583	-	924	1038
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	919	1038
Mov Cap-2 Maneuver	-	-	-	-	919	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	979	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1583	-
HCM Lane V/C Ratio	-	-	-	0.005	-
HCM Control Delay (s)	0	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1	0	14
Future Vol, veh/h	0	0	0	1	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	14
Mvmt Flow	0	0	0	1	0	14

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1009	1090	-	-	1635	-
Stage 1	1028	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1009	1090	-	-	1635	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1635	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	0	18	0
Future Vol, veh/h	1	0	0	0	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	11	0
Mvmt Flow	1	0	0	0	18	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	18	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1005	1066	1612	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1005	1066	1612	-	-	-
Mov Cap-2 Maneuver	1005	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1612	-	1005	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	5	1	9	7
Future Vol, veh/h	2	12	5	1	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	8	40	0	10	14
Mvmt Flow	2	12	5	1	9	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	24	13	16	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.4	6.28	4.5	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	2.56	-	-	-
Pot Cap-1 Maneuver	997	1050	1386	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1050	1386	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1386	-	1041	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.6	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	15	1	0	131	2	2	2	1	1	0	111
Future Vol, veh/h	9	15	1	0	131	2	2	2	1	1	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	33	50	0	0	15	0	0	0	0	0	0	24
Mvmt Flow	9	15	1	0	131	2	2	2	1	1	0	111

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	16	0	0	222	167	16	167	166	132
Stage 1	-	-	-	-	-	-	34	34	-	132	132	-
Stage 2	-	-	-	-	-	-	188	133	-	35	34	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.516
Pot Cap-1 Maneuver	1281	-	-	1615	-	-	738	729	1069	802	730	862
Stage 1	-	-	-	-	-	-	987	871	-	876	791	-
Stage 2	-	-	-	-	-	-	818	790	-	986	871	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1281	-	-	1615	-	-	640	724	1069	796	725	862
Mov Cap-2 Maneuver	-	-	-	-	-	-	640	724	-	796	725	-
Stage 1	-	-	-	-	-	-	980	865	-	870	791	-
Stage 2	-	-	-	-	-	-	713	790	-	976	865	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0	9.9	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	733	1281	-	-	1615	-	-	861
HCM Lane V/C Ratio	0.007	0.007	-	-	-	-	-	0.13
HCM Control Delay (s)	9.9	7.8	0	-	0	-	-	9.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	18	32	2	15	108
Future Vol, veh/h	5	18	32	2	15	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	20	6	21	0	12	13
Mvmt Flow	5	18	32	2	15	108

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	171	33	0	0	34	0
Stage 1	33	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.6	6.26	-	-	4.22	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.354	-	-	2.308	-
Pot Cap-1 Maneuver	779	1029	-	-	1515	-
Stage 1	945	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	770	1029	-	-	1515	-
Mov Cap-2 Maneuver	770	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	959	1515	-
HCM Lane V/C Ratio	-	-	0.024	0.01	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	0	0	4	0	0
Future Vol, veh/h	4	0	0	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	0	4	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	4	0	8	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1618	-	1013	1080
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1618	-	1013	1080
Mov Cap-2 Maneuver	-	-	-	-	1013	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1618	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	202	5	56	185	6	7
Future Vol, veh/h	202	5	56	185	6	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	202	5	56	185	6	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	241	0	-	0	558	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	409	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1326	-	-	-	491	898
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1326	-	-	-	416	898
Mov Cap-2 Maneuver	-	-	-	-	416	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	671	-

Approach	EB	WB	SB
HCM Control Delay, s	8	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1326	-	-	-	585
HCM Lane V/C Ratio	0.152	-	-	-	0.022
HCM Control Delay (s)	8.2	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	3	0	0	0	4	0	0
Future Vol, veh/h	0	0	0	1	0	3	0	0	0	4	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	100	0	67	0	0	0	50	0	0
Mvmt Flow	0	0	0	1	0	3	0	0	0	4	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	8.2	0	8
HCM LOS	-	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	25%	100%
Vol Thru, %	100%	100%	0%	0%
Vol Right, %	0%	0%	75%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	4	4
LT Vol	0	0	1	4
Through Vol	0	0	0	0
RT Vol	0	0	3	0
Lane Flow Rate	0	0	4	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0.006	0.006
Departure Headway (Hd)	3.911	3.911	5.208	4.958
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	691	726
Service Time	1.917	1.917	3.212	2.962
HCM Lane V/C Ratio	0	0	0.006	0.006
HCM Control Delay	6.9	6.9	8.2	8
HCM Lane LOS	N	N	A	A
HCM 95th-tile Q	0	0	0	0

2025 Build PM Phase 1 Laydown 2

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	231	35	63	253	4
Future Vol, veh/h	20	231	35	63	253	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	10	20	6	5	5	50
Mvmt Flow	20	231	35	63	253	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	251	0	269	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	-	-	4.16	-	6.45	6.7
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.254	-	3.545	3.75
Pot Cap-1 Maneuver	-	-	1291	-	714	799
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1291	-	695	799
Mov Cap-2 Maneuver	-	-	-	-	695	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	696	-	-	1291	-
HCM Lane V/C Ratio	0.369	-	-	0.027	-
HCM Control Delay (s)	13.2	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	237	231	13	303	106	14
Future Vol, veh/h	237	231	13	303	106	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	17	8	8	5	25	21
Mvmt Flow	237	231	13	303	106	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	468	0	682	353
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	329	-
Critical Hdwy	-	-	4.18	-	6.65	6.41
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	2.272	-	3.725	3.489
Pot Cap-1 Maneuver	-	-	1063	-	382	650
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1063	-	377	650
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	672	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	18
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	396	-	-	1063	-
HCM Lane V/C Ratio	0.303	-	-	0.012	-
HCM Control Delay (s)	18	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.3	-	-	0	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	179	48	217	187	5	84	2	284	5	0	2
Future Vol, veh/h	0	179	48	217	187	5	84	2	284	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	300	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	2	6	16	3	0	13	0	21	0	0	0
Mvmt Flow	0	179	48	217	187	5	84	2	284	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	192	0	0	227	0	0	828	829	203	970	851	190
Stage 1	-	-	-	-	-	-	203	203	-	624	624	-
Stage 2	-	-	-	-	-	-	625	626	-	346	227	-
Critical Hdwy	4.1	-	-	4.26	-	-	7.23	6.5	6.41	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.344	-	-	3.617	4	3.489	3.5	4	3.3
Pot Cap-1 Maneuver	1394	-	-	1263	-	-	278	308	792	235	299	857
Stage 1	-	-	-	-	-	-	774	737	-	477	481	-
Stage 2	-	-	-	-	-	-	454	480	-	674	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1394	-	-	1263	-	-	241	255	792	130	248	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	241	255	-	130	248	-
Stage 1	-	-	-	-	-	-	774	737	-	477	398	-
Stage 2	-	-	-	-	-	-	375	397	-	431	720	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.5	15.8	26.8
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	792	1394	-	-	1263	-	-	172
HCM Lane V/C Ratio	0.357	0.359	-	-	-	0.172	-	-	0.041
HCM Control Delay (s)	28	12.1	0	-	-	8.4	-	-	26.8
HCM Lane LOS	D	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.5	1.6	0	-	-	0.6	-	-	0.1

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	20	12	45	26	228	12	87	20	126	122	28
Future Vol, veh/h	17	20	12	45	26	228	12	87	20	126	122	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	230	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	6	0	0	7	0	16	0	15	32	29	5	0
Mvmt Flow	17	20	12	45	26	228	12	87	20	126	122	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	636	519	136	525	523	97	150	0	0	107	0	0
Stage 1	388	388	-	121	121	-	-	-	-	-	-	-
Stage 2	248	131	-	404	402	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.17	6.5	6.36	4.1	-	-	4.39	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.563	4	3.444	2.2	-	-	2.461	-	-
Pot Cap-1 Maneuver	385	464	918	455	462	922	1444	-	-	1331	-	-
Stage 1	628	612	-	871	800	-	-	-	-	-	-	-
Stage 2	747	792	-	613	604	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	254	417	918	399	415	922	1444	-	-	1331	-	-
Mov Cap-2 Maneuver	254	417	-	399	415	-	-	-	-	-	-	-
Stage 1	623	554	-	864	794	-	-	-	-	-	-	-
Stage 2	539	786	-	528	547	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	13.8	0.8	3.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1444	-	-	383	707	1331	-	-
HCM Lane V/C Ratio	0.008	-	-	0.128	0.423	0.095	-	-
HCM Control Delay (s)	7.5	-	-	15.8	13.8	8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	2.1	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	5	284	8	3	114
Future Vol, veh/h	3	5	284	8	3	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	20	19	0	0	34
Mvmt Flow	3	5	284	8	3	114

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	408	288	0	0	292	0
Stage 1	288	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.4	6.4	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.2	-
Pot Cap-1 Maneuver	603	710	-	-	1281	-
Stage 1	766	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	601	710	-	-	1281	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	665	1281	-
HCM Lane V/C Ratio	-	-	0.012	0.002	-
HCM Control Delay (s)	-	-	10.5	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	0	0	261	0	0	104	0
Future Vol, veh/h	1	0	0	0	0	0	0	261	0	0	104	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	100	0	0	0	0	0	0	21	0	0	33	0
Mvmt Flow	1	0	0	0	0	0	0	261	0	0	104	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	365	365	104	365	365	261	104	0	0	261	0	0
Stage 1	104	104	-	261	261	-	-	-	-	-	-	-
Stage 2	261	261	-	104	104	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	446	566	956	595	566	783	1500	-	-	1315	-	-
Stage 1	710	813	-	748	696	-	-	-	-	-	-	-
Stage 2	571	696	-	907	813	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	446	566	956	595	566	783	1500	-	-	1315	-	-
Mov Cap-2 Maneuver	446	566	-	595	566	-	-	-	-	-	-	-
Stage 1	710	813	-	748	696	-	-	-	-	-	-	-
Stage 2	571	696	-	907	813	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1500	-	-	446	-	1315	-	-
HCM Lane V/C Ratio	-	-	-	0.002	-	-	-	-
HCM Control Delay (s)	0	-	-	13.1	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	4	0	13	5	129	1	146	43	43	56	2
Future Vol, veh/h	0	4	0	13	5	129	1	146	43	43	56	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	8	0	14	0	18	12	28	31	100
Mvmt Flow	0	4	0	13	5	129	1	146	43	43	56	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	380	334	57	315	314	168	58	0	0	189	0	0
Stage 1	143	143	-	170	170	-	-	-	-	-	-	-
Stage 2	237	191	-	145	144	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.34	4.1	-	-	4.38	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.426	2.2	-	-	2.452	-	-
Pot Cap-1 Maneuver	581	589	1015	626	605	846	1559	-	-	1243	-	-
Stage 1	865	782	-	818	762	-	-	-	-	-	-	-
Stage 2	771	746	-	844	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	475	567	1015	605	583	846	1559	-	-	1243	-	-
Mov Cap-2 Maneuver	475	567	-	605	583	-	-	-	-	-	-	-
Stage 1	864	754	-	817	761	-	-	-	-	-	-	-
Stage 2	648	745	-	809	754	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	10.5	0	3.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1559	-	-	567	805	1243	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.183	0.035	-	-
HCM Control Delay (s)	7.3	0	-	11.4	10.5	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.7	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	3	129	23	12
Future Vol, veh/h	9	2	3	129	23	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	8	14	0
Mvmt Flow	9	2	3	129	23	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	164	29	35	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	135	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	831	1052	1589	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	829	1052	1589	-	-	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	862	-	-
HCM Lane V/C Ratio	0.002	-	0.013	-	-
HCM Control Delay (s)	7.3	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	1	130	0	0	26	1
Future Vol, veh/h	0	0	0	0	0	0	1	130	0	0	26	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	13	0	0	8	0
Mvmt Flow	0	0	0	0	0	0	1	130	0	0	26	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	159	159	27	159	159	130	27	0	0	130	0	0
Stage 1	27	27	-	132	132	-	-	-	-	-	-	-
Stage 2	132	132	-	27	27	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	811	737	1054	811	737	925	1600	-	-	1468	-	-
Stage 1	996	877	-	876	791	-	-	-	-	-	-	-
Stage 2	876	791	-	996	877	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	810	736	1054	810	736	925	1600	-	-	1468	-	-
Mov Cap-2 Maneuver	810	736	-	810	736	-	-	-	-	-	-	-
Stage 1	995	877	-	875	790	-	-	-	-	-	-	-
Stage 2	875	790	-	996	877	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0.1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1600	-	-	-	-	1468	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	-
HCM Control Delay (s)	7.3	0	-	0	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	6.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	74	143	51	43	31	32
Future Vol, veh/h	74	143	51	43	31	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	17	0	14	23	12	26
Mvmt Flow	74	143	51	43	31	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	167	73	0	0	94	0
Stage 1	73	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.57	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	790	995	-	-	1440	-
Stage 1	913	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	773	995	-	-	1440	-
Mov Cap-2 Maneuver	773	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	873	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	3.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	906	1440	-
HCM Lane V/C Ratio	-	-	0.24	0.022	-
HCM Control Delay (s)	-	-	10.2	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	65	3	0	22	53	1	0	2	135	1	12
Future Vol, veh/h	53	65	3	0	22	53	1	0	2	135	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	29	14	0	0	18	46	0	0	0	21	0	75
Mvmt Flow	53	65	3	0	22	53	1	0	2	135	1	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	75	0	0	68	0	0	228	248	67	196	196	22
Stage 1	-	-	-	-	-	-	173	173	-	22	22	-
Stage 2	-	-	-	-	-	-	55	75	-	174	174	-
Critical Hdwy	4.39	-	-	4.1	-	-	7.1	6.5	6.2	7.31	6.5	6.95
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Follow-up Hdwy	2.461	-	-	2.2	-	-	3.5	4	3.3	3.689	4	3.975
Pot Cap-1 Maneuver	1369	-	-	1546	-	-	731	658	1002	723	703	879
Stage 1	-	-	-	-	-	-	834	760	-	950	881	-
Stage 2	-	-	-	-	-	-	962	836	-	785	759	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1369	-	-	1546	-	-	698	632	1002	700	675	879
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	632	-	700	675	-
Stage 1	-	-	-	-	-	-	801	730	-	912	881	-
Stage 2	-	-	-	-	-	-	948	836	-	752	729	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0	9.1	11.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	875	1369	-	-	1546	-	-	712
HCM Lane V/C Ratio	0.003	0.039	-	-	-	-	-	0.208
HCM Control Delay (s)	9.1	7.7	0	-	0	-	-	11.4
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	286	8	29	100	103	1	5	28	133	7	7
Future Vol, veh/h	9	286	8	29	100	103	1	5	28	133	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	22	12	0	7	41	11	0	0	0	9	14	14
Mvmt Flow	9	286	8	29	100	103	1	5	28	133	7	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	294	0	0	525	569	290	535	522	152
Stage 1	-	-	-	-	-	-	308	308	-	210	210	-
Stage 2	-	-	-	-	-	-	217	261	-	325	312	-
Critical Hdwy	4.32	-	-	4.17	-	-	7.1	6.5	6.2	7.19	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.19	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.19	5.64	-
Follow-up Hdwy	2.398	-	-	2.263	-	-	3.5	4	3.3	3.581	4.126	3.426
Pot Cap-1 Maneuver	1258	-	-	1239	-	-	466	435	754	445	443	864
Stage 1	-	-	-	-	-	-	706	664	-	776	706	-
Stage 2	-	-	-	-	-	-	790	696	-	673	637	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1258	-	-	1239	-	-	446	422	754	415	430	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	422	-	415	430	-
Stage 1	-	-	-	-	-	-	701	659	-	771	690	-
Stage 2	-	-	-	-	-	-	757	680	-	638	633	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1	10.7	17.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	664	1258	-	-	1239	-	-	426
HCM Lane V/C Ratio	0.051	0.007	-	-	0.023	-	-	0.345
HCM Control Delay (s)	10.7	7.9	-	-	8	-	-	17.8
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	1.5

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	96	328	13	169	0	0	0	0	1	4	54
Future Vol, veh/h	0	96	328	13	169	0	0	0	0	1	4	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	8	19	15	24	0	2	2	2	0	25	30
Mvmt Flow	0	96	328	13	169	0	0	0	0	1	4	54

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	424	0	0	455	619	169
Stage 1	-	-	-	-	-	-	195	195	-
Stage 2	-	-	-	-	-	-	260	424	-
Critical Hdwy	-	-	-	4.25	-	-	6.4	6.75	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.75	-
Follow-up Hdwy	-	-	-	2.335	-	-	3.5	4.225	3.57
Pot Cap-1 Maneuver	0	-	-	1069	-	0	567	376	807
Stage 1	0	-	-	-	-	0	843	698	-
Stage 2	0	-	-	-	-	0	788	549	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1069	-	-	560	0	807
Mov Cap-2 Maneuver	-	-	-	-	-	-	560	0	-
Stage 1	-	-	-	-	-	-	843	0	-
Stage 2	-	-	-	-	-	-	778	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.6	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1069	-	801
HCM Lane V/C Ratio	-	-	0.012	-	0.074
HCM Control Delay (s)	-	-	8.4	0	9.9
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	10

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	4	0	0	6	5	176	10	6	0	0	0
Future Vol, veh/h	93	4	0	0	6	5	176	10	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	7	25	0	0	50	0	24	50	50	2	2	2
Mvmt Flow	93	4	0	0	6	5	176	10	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	11	0	-	-	-	0	199	201	4
Stage 1	-	-	-	-	-	-	190	190	-
Stage 2	-	-	-	-	-	-	9	11	-
Critical Hdwy	4.17	-	-	-	-	-	6.64	7	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	5.64	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.64	6	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.716	4.45	3.75
Pot Cap-1 Maneuver	1576	-	0	0	-	-	742	618	955
Stage 1	-	-	0	0	-	-	792	661	-
Stage 2	-	-	0	0	-	-	960	800	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1576	-	-	-	-	-	698	0	955
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	0	-
Stage 1	-	-	-	-	-	-	745	0	-
Stage 2	-	-	-	-	-	-	960	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.1	0	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	704	1576	-	-	-
HCM Lane V/C Ratio	0.273	0.059	-	-	-
HCM Control Delay (s)	12	7.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.1	0.2	-	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	7	7	2	0	0	0	0	6	11	6
Future Vol, veh/h	0	2	7	7	2	0	0	0	0	6	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	14	17	0	0	2	2	2	17	73	0
Mvmt Flow	0	2	7	7	2	0	0	0	0	6	11	6

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	9	0	0	22	25	2
Stage 1	-	-	-	-	-	-	16	16	-
Stage 2	-	-	-	-	-	-	6	9	-
Critical Hdwy	-	-	-	4.27	-	-	6.57	7.23	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.57	6.23	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.57	6.23	-
Follow-up Hdwy	-	-	-	2.353	-	-	3.653	4.657	3.3
Pot Cap-1 Maneuver	0	-	-	1518	-	0	957	747	1088
Stage 1	0	-	-	-	-	0	969	760	-
Stage 2	0	-	-	-	-	0	979	766	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1518	-	-	952	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	952	0	-
Stage 1	-	-	-	-	-	-	969	0	-
Stage 2	-	-	-	-	-	-	974	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.7	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1518	-	1015
HCM Lane V/C Ratio	-	-	0.005	-	0.023
HCM Control Delay (s)	-	-	7.4	0	8.6
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	3	0	0	8	18	1	3	9	0	0	0
Future Vol, veh/h	5	3	0	0	8	18	1	3	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	13	11	100	33	0	2	2	2
Mvmt Flow	5	3	0	0	8	18	1	3	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	26	0	-	-	-	0	30	39	3
Stage 1	-	-	-	-	-	-	13	13	-
Stage 2	-	-	-	-	-	-	17	26	-
Critical Hdwy	4.1	-	-	-	-	-	7.4	6.83	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.4	5.83	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.4	5.83	-
Follow-up Hdwy	2.2	-	-	-	-	-	4.4	4.297	3.3
Pot Cap-1 Maneuver	1601	-	0	0	-	-	783	796	1087
Stage 1	-	-	0	0	-	-	806	827	-
Stage 2	-	-	0	0	-	-	802	816	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1601	-	-	-	-	-	781	0	1087
Mov Cap-2 Maneuver	-	-	-	-	-	-	781	0	-
Stage 1	-	-	-	-	-	-	804	0	-
Stage 2	-	-	-	-	-	-	802	0	-

Approach	EB	WB	NB
HCM Control Delay, s	4.5	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1046	1601	-	-	-
HCM Lane V/C Ratio	0.012	0.003	-	-	-
HCM Control Delay (s)	8.5	7.3	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	7	4	0	14	0	12	2	0	0	0	0
Future Vol, veh/h	1	7	4	0	14	0	12	2	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	25	0	0	0	18	0	0	0	0	0
Mvmt Flow	1	7	4	0	14	0	12	2	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	11	0	0	25	25	9	26	27	14
Stage 1	-	-	-	-	-	-	11	11	-	14	14	-
Stage 2	-	-	-	-	-	-	14	14	-	12	13	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.28	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.28	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.28	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.662	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1617	-	-	1621	-	-	947	872	1079	990	870	1072
Stage 1	-	-	-	-	-	-	970	890	-	1011	888	-
Stage 2	-	-	-	-	-	-	966	888	-	1014	889	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1617	-	-	1621	-	-	946	871	1079	987	869	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	946	871	-	987	869	-
Stage 1	-	-	-	-	-	-	969	889	-	1010	888	-
Stage 2	-	-	-	-	-	-	966	888	-	1011	888	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	8.9	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	935	1617	-	-	1621	-	-	-
HCM Lane V/C Ratio	0.015	0.001	-	-	-	-	-	-
HCM Control Delay (s)	8.9	7.2	0	-	0	-	-	0
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	169	0	33	7	0	0	0	0	109	1	8
Future Vol, veh/h	0	169	0	33	7	0	0	0	0	109	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	19	0	13	0	0	2	2	2	3	100	20
Mvmt Flow	0	169	0	33	7	0	0	0	0	109	1	8

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	169	0	0	242	242	7
Stage 1	-	-	-	-	-	-	73	73	-
Stage 2	-	-	-	-	-	-	169	169	-
Critical Hdwy	-	-	-	4.23	-	-	6.43	7.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	6.5	-
Follow-up Hdwy	-	-	-	2.317	-	-	3.527	4.9	3.48
Pot Cap-1 Maneuver	0	-	-	1344	-	0	744	521	1025
Stage 1	0	-	-	-	-	0	947	676	-
Stage 2	0	-	-	-	-	0	858	606	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1344	-	-	725	0	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	725	0	-
Stage 1	-	-	-	-	-	-	947	0	-
Stage 2	-	-	-	-	-	-	837	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	6.4	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1344	-	740
HCM Lane V/C Ratio	-	-	0.025	-	0.159
HCM Control Delay (s)	-	-	7.7	0	10.8
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.6

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	131	147	0	0	31	78	9	4	121	0	0	0
Future Vol, veh/h	131	147	0	0	31	78	9	4	121	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	17	7	2	0	12	4	0	25	10	2	2	2
Mvmt Flow	131	147	0	0	31	78	9	4	121	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	109	0	-	-	-	0	479	518	147
Stage 1	-	-	-	-	-	-	409	409	-
Stage 2	-	-	-	-	-	-	70	109	-
Critical Hdwy	4.27	-	-	-	-	-	6.4	6.75	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.75	-
Follow-up Hdwy	2.353	-	-	-	-	-	3.5	4.225	3.39
Pot Cap-1 Maneuver	1393	-	0	0	-	-	549	431	879
Stage 1	-	-	0	0	-	-	675	558	-
Stage 2	-	-	0	0	-	-	958	763	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1393	-	-	-	-	-	493	0	879
Mov Cap-2 Maneuver	-	-	-	-	-	-	493	0	-
Stage 1	-	-	-	-	-	-	606	0	-
Stage 2	-	-	-	-	-	-	958	0	-

Approach	EB	WB	NB
HCM Control Delay, s	3.7	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	834	1393	-	-	-
HCM Lane V/C Ratio	0.161	0.094	-	-	-
HCM Control Delay (s)	10.1	7.9	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.6	0.3	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	265	0	0	102	3	1	1	4	1	0	6
Future Vol, veh/h	3	265	0	0	102	3	1	1	4	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	7	0	0	4	67	0	0	0	0	0	17
Mvmt Flow	3	265	0	0	102	3	1	1	4	1	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	265	0	0	378	376	265	378	375	104
Stage 1	-	-	-	-	-	-	271	271	-	104	104	-
Stage 2	-	-	-	-	-	-	107	105	-	274	271	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.453
Pot Cap-1 Maneuver	1499	-	-	1311	-	-	583	558	779	583	559	911
Stage 1	-	-	-	-	-	-	739	689	-	907	813	-
Stage 2	-	-	-	-	-	-	903	812	-	736	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1499	-	-	1311	-	-	578	557	779	578	558	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	578	557	-	578	558	-
Stage 1	-	-	-	-	-	-	738	688	-	905	813	-
Stage 2	-	-	-	-	-	-	897	812	-	730	688	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	10.2	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	693	1499	-	-	1311	-	-	842
HCM Lane V/C Ratio	0.009	0.002	-	-	-	-	-	0.008
HCM Control Delay (s)	10.2	7.4	0	-	0	-	-	9.3
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	180	60	57	29	24	68
Future Vol, veh/h	180	60	57	29	24	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	5	9	11	7	0	6
Mvmt Flow	180	60	57	29	24	68

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	86	0	-	0	492	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	420	-
Critical Hdwy	4.15	-	-	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.245	-	-	-	3.5	3.354
Pot Cap-1 Maneuver	1492	-	-	-	540	979
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1492	-	-	-	475	979
Mov Cap-2 Maneuver	-	-	-	-	475	-
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	667	-

Approach	EB	WB	SB
HCM Control Delay, s	5.8	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1492	-	-	-	475	979
HCM Lane V/C Ratio	0.121	-	-	-	0.051	0.069
HCM Control Delay (s)	7.7	-	-	-	13	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	37	4	1	46	4	8	16	7	0	2	21
Future Vol, veh/h	47	37	4	1	46	4	8	16	7	0	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	100	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	28	50	0	11	25	0	6	14	0	0	10
Mvmt Flow	47	37	4	1	46	4	8	16	7	0	2	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	41	0	0	195	185	39	191	185	48
Stage 1	-	-	-	-	-	-	133	133	-	50	50	-
Stage 2	-	-	-	-	-	-	62	52	-	141	135	-
Critical Hdwy	4.21	-	-	4.1	-	-	7.1	6.56	6.34	7.1	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.56	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.56	-	6.1	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4.054	3.426	3.5	4	3.39
Pot Cap-1 Maneuver	1501	-	-	1581	-	-	769	702	999	773	713	999
Stage 1	-	-	-	-	-	-	875	779	-	968	857	-
Stage 2	-	-	-	-	-	-	954	844	-	867	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1501	-	-	1581	-	-	733	680	999	735	690	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	733	680	-	735	690	-
Stage 1	-	-	-	-	-	-	848	755	-	938	856	-
Stage 2	-	-	-	-	-	-	931	843	-	816	765	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4	0.1	9.1	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	900	1501	-	-	1581	-	-	962
HCM Lane V/C Ratio	0.034	0.031	-	-	0.001	-	-	0.024
HCM Control Delay (s)	9.1	7.5	-	-	7.3	-	-	8.8
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	1	5	42	10	14
Future Vol, veh/h	44	1	5	42	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	26	0	0	15	0	7
Mvmt Flow	44	1	5	42	10	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	45	0	97	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.1	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1576	-	907	1011
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	904	1011
Mov Cap-2 Maneuver	-	-	-	-	904	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	963	-	-	1576	-
HCM Lane V/C Ratio	0.025	-	-	0.003	-
HCM Control Delay (s)	8.8	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	16	0	0	6
Future Vol, veh/h	2	0	16	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	17
Mvmt Flow	2	0	16	0	0	6

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1000	1069	-	-	1615	-
Stage 1	1012	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1000	1069	-	-	1615	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1000	1615	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	21	5	0
Future Vol, veh/h	0	0	0	21	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	5	20	0
Mvmt Flow	0	0	0	21	5	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	26	5	5	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	995	1084	1630	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	995	1084	1630	-	-	-
Mov Cap-2 Maneuver	995	-	-	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	6	16	11	3	1
Future Vol, veh/h	4	6	16	11	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	25	33	0	0	0	33
Mvmt Flow	4	6	16	11	3	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	47	4	4	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.65	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	908	996	1631	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	899	996	1631	-	-	-
Mov Cap-2 Maneuver	899	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1631	-	955	-	-
HCM Lane V/C Ratio	0.01	-	0.01	-	-
HCM Control Delay (s)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	110	145	1	1	11	4	1	1	0	4	2	14
Future Vol, veh/h	110	145	1	1	11	4	1	1	0	4	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	18	100	0	0	0	0	0	0	25	0	0
Mvmt Flow	110	145	1	1	11	4	1	1	0	4	2	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	146	0	0	389	383	146	381	381	13
Stage 1	-	-	-	-	-	-	366	366	-	15	15	-
Stage 2	-	-	-	-	-	-	23	17	-	366	366	-
Critical Hdwy	4.21	-	-	4.1	-	-	7.1	6.5	6.2	7.35	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4	3.3	3.725	4	3.3
Pot Cap-1 Maneuver	1546	-	-	1448	-	-	574	553	906	537	555	1073
Stage 1	-	-	-	-	-	-	657	626	-	949	887	-
Stage 2	-	-	-	-	-	-	1000	885	-	609	626	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1546	-	-	1448	-	-	531	510	906	504	512	1073
Mov Cap-2 Maneuver	-	-	-	-	-	-	531	510	-	504	512	-
Stage 1	-	-	-	-	-	-	606	578	-	876	886	-
Stage 2	-	-	-	-	-	-	984	884	-	561	578	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.2	0.5	12	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	520	1546	-	-	1448	-	-	804
HCM Lane V/C Ratio	0.004	0.071	-	-	0.001	-	-	0.025
HCM Control Delay (s)	12	7.5	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	48	140	8	54	38
Future Vol, veh/h	5	48	140	8	54	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	20	0	10	0	2	6
Mvmt Flow	5	48	140	8	54	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	290	144	0	0	148	0
Stage 1	144	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	664	909	-	-	1434	-
Stage 1	841	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	639	909	-	-	1434	-
Mov Cap-2 Maneuver	639	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	874	1434	-
HCM Lane V/C Ratio	-	-	0.061	0.038	-
HCM Control Delay (s)	-	-	9.4	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	0	0	3	0	0
Future Vol, veh/h	4	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	0	3	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	4	0	7	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1618	-	1014	1080
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1618	-	1014	1080
Mov Cap-2 Maneuver	-	-	-	-	1014	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1020	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1618	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	66	15	6	185	202
Future Vol, veh/h	7	66	15	6	185	202
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	66	15	6	185	202
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.3	7.8	9.8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	0%	48%
Vol Thru, %	90%	71%	0%
Vol Right, %	0%	29%	52%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	73	21	387
LT Vol	7	0	185
Through Vol	66	15	0
RT Vol	0	6	202
Lane Flow Rate	73	21	387
Geometry Grp	1	1	1
Degree of Util (X)	0.097	0.027	0.417
Departure Headway (Hd)	4.802	4.679	3.879
Convergence, Y/N	Yes	Yes	Yes
Cap	750	769	917
Service Time	2.803	2.682	1.956
HCM Lane V/C Ratio	0.097	0.027	0.422
HCM Control Delay	8.3	7.8	9.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.1	2.1

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	0	0	3	0	1	1	3	2	0
Future Vol, veh/h	1	0	0	0	0	3	0	1	1	3	2	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	33	0	0	0	33	0	0
Mvmt Flow	1	0	0	0	0	3	0	1	1	3	2	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	6.3	6.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	0%	60%
Vol Thru, %	50%	0%	0%	40%
Vol Right, %	50%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	1	3	5
LT Vol	0	1	0	3
Through Vol	1	0	0	2
RT Vol	1	0	3	0
Lane Flow Rate	2	1	3	5
Geometry Grp	1	1	1	1
Degree of Util (X)	0.002	0.001	0.003	0.006
Departure Headway (Hd)	3.611	4.114	3.313	4.591
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	996	874	1086	784
Service Time	1.613	2.118	1.316	2.591
HCM Lane V/C Ratio	0.002	0.001	0.003	0.006
HCM Control Delay	6.6	7.1	6.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

2026 No Build AM

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	93	104	6	23	138	8
Future Vol, veh/h	93	104	6	23	138	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	8	18	0	18	8	0
Mvmt Flow	93	104	6	23	138	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	197	0	180	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	-	-	4.1	-	6.48	6.2
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.2	-	3.572	3.3
Pot Cap-1 Maneuver	-	-	1388	-	796	908
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1388	-	793	908
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	968	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	799	-	-	1388	-
HCM Lane V/C Ratio	0.183	-	-	0.004	-
HCM Control Delay (s)	10.5	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	189	5	156	84	52
Future Vol, veh/h	145	189	5	156	84	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	13	9	0	10	31	4
Mvmt Flow	145	189	5	156	84	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	334	0	406	240
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	-	-	4.1	-	6.71	6.24
Critical Hdwy Stg 1	-	-	-	-	5.71	-
Critical Hdwy Stg 2	-	-	-	-	5.71	-
Follow-up Hdwy	-	-	2.2	-	3.779	3.336
Pot Cap-1 Maneuver	-	-	1237	-	549	794
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1237	-	547	794
Mov Cap-2 Maneuver	-	-	-	-	547	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	795	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	621	-	-	1237	-
HCM Lane V/C Ratio	0.219	-	-	0.004	-
HCM Control Delay (s)	12.4	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	135	31	114	122	4	21	1	198	1	1	0
Future Vol, veh/h	1	135	31	114	122	4	21	1	198	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	300	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	8	10	30	7	0	15	0	10	0	100	0
Mvmt Flow	1	135	31	114	122	4	21	1	198	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	166	0	0	506	507	151	604	520	124
Stage 1	-	-	-	-	-	-	153	153	-	352	352	-
Stage 2	-	-	-	-	-	-	353	354	-	252	168	-
Critical Hdwy	4.1	-	-	4.4	-	-	7.25	6.5	6.3	7.1	7.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.47	-	-	3.635	4	3.39	3.5	4.9	3.3
Pot Cap-1 Maneuver	1473	-	-	1259	-	-	457	471	875	413	347	932
Stage 1	-	-	-	-	-	-	820	775	-	669	490	-
Stage 2	-	-	-	-	-	-	638	634	-	757	607	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1259	-	-	424	428	875	297	315	932
Mov Cap-2 Maneuver	-	-	-	-	-	-	424	428	-	297	315	-
Stage 1	-	-	-	-	-	-	819	774	-	668	445	-
Stage 2	-	-	-	-	-	-	579	576	-	585	606	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.9	10.7	16.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	424	875	1473	-	-	1259	-	-	306
HCM Lane V/C Ratio	0.052	0.226	0.001	-	-	0.091	-	-	0.007
HCM Control Delay (s)	14	10.3	7.4	-	-	8.1	-	-	16.8
HCM Lane LOS	B	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.9	0	-	-	0.3	-	-	0

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	20	8	13	10	9	66	8	126	14	93	49	4
Future Vol, veh/h	20	8	13	10	9	66	8	126	14	93	49	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	230	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	0	0	23	0	4	7	36	23	0
Mvmt Flow	20	8	13	10	9	66	8	126	14	93	49	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	424	393	51	397	388	133	53	0	0	140	0	0
Stage 1	237	237	-	149	149	-	-	-	-	-	-	-
Stage 2	187	156	-	248	239	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.28	7.1	6.5	6.43	4.1	-	-	4.46	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.372	3.5	4	3.507	2.2	-	-	2.524	-	-
Pot Cap-1 Maneuver	544	546	1000	567	550	863	1566	-	-	1259	-	-
Stage 1	771	713	-	858	778	-	-	-	-	-	-	-
Stage 2	819	772	-	760	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	466	503	1000	520	507	863	1566	-	-	1259	-	-
Mov Cap-2 Maneuver	466	503	-	520	507	-	-	-	-	-	-	-
Stage 1	767	660	-	854	774	-	-	-	-	-	-	-
Stage 2	744	768	-	686	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	10.4	0.4	5.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1566	-	-	571	749	1259	-	-
HCM Lane V/C Ratio	0.005	-	-	0.072	0.113	0.074	-	-
HCM Control Delay (s)	7.3	-	-	11.8	10.4	8.1	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	26	0	0	227
Future Vol, veh/h	2	0	26	0	0	227
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	40	0	0	6
Mvmt Flow	2	0	26	0	0	227

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	253	26	0	0	26	0
Stage 1	26	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	740	1056	-	-	1601	-
Stage 1	1002	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	740	1056	-	-	1601	-
Mov Cap-2 Maneuver	740	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	815	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	740	1601	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	-	-	9.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	40	0	0	184	0
Future Vol, veh/h	0	0	0	0	0	0	0	40	0	0	184	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	49	0	0	10	0
Mvmt Flow	0	0	0	0	0	0	0	40	0	0	184	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	224	224	184	224	224	40	184	0	0	40	0	0
Stage 1	184	184	-	40	40	-	-	-	-	-	-	-
Stage 2	40	40	-	184	184	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	736	678	864	736	678	1037	1403	-	-	1583	-	-
Stage 1	822	751	-	980	866	-	-	-	-	-	-	-
Stage 2	980	866	-	822	751	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	736	678	864	736	678	1037	1403	-	-	1583	-	-
Mov Cap-2 Maneuver	736	678	-	736	678	-	-	-	-	-	-	-
Stage 1	822	751	-	980	866	-	-	-	-	-	-	-
Stage 2	980	866	-	822	751	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1403	-	-	-	-	1583	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	34	0	9	0	24	9	38	155	0
Future Vol, veh/h	0	0	0	34	0	9	0	24	9	38	155	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	6	0	44	0	39	33	16	13	0
Mvmt Flow	0	0	0	34	0	9	0	24	9	38	155	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	264	264	155	260	260	29	155	0	0	33	0	0
Stage 1	231	231	-	29	29	-	-	-	-	-	-	-
Stage 2	33	33	-	231	231	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.16	6.5	6.64	4.1	-	-	4.26	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.554	4	3.696	2.2	-	-	2.344	-	-
Pot Cap-1 Maneuver	693	645	896	685	648	937	1438	-	-	1493	-	-
Stage 1	776	717	-	978	875	-	-	-	-	-	-	-
Stage 2	988	872	-	763	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	672	627	896	671	630	937	1438	-	-	1493	-	-
Mov Cap-2 Maneuver	672	627	-	671	630	-	-	-	-	-	-	-
Stage 1	776	697	-	978	875	-	-	-	-	-	-	-
Stage 2	979	872	-	742	697	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.4	0	1.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	-	713	1493	-	-
HCM Lane V/C Ratio	-	-	-	-	0.06	0.025	-	-
HCM Control Delay (s)	0	-	-	0	10.4	7.5	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	13	44	7
Future Vol, veh/h	0	0	1	13	44	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	46	5	0
Mvmt Flow	0	0	1	13	44	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	63	48	51	0	-	0
Stage 1	48	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	948	1027	1568	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	947	1027	1568	-	-	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1568	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	0	0	13	0	1	43	0
Future Vol, veh/h	1	0	0	0	0	0	0	13	0	1	43	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	46	0	0	7	0
Mvmt Flow	1	0	0	0	0	0	0	13	0	1	43	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	58	58	43	58	58	13	43	0	0	13	0	0
Stage 1	45	45	-	13	13	-	-	-	-	-	-	-
Stage 2	13	13	-	45	45	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	944	837	1033	944	837	1073	1579	-	-	1619	-	-
Stage 1	974	861	-	1013	889	-	-	-	-	-	-	-
Stage 2	1013	889	-	974	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	943	836	1033	943	836	1073	1579	-	-	1619	-	-
Mov Cap-2 Maneuver	943	836	-	943	836	-	-	-	-	-	-	-
Stage 1	974	860	-	1013	889	-	-	-	-	-	-	-
Stage 2	1013	889	-	973	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	0	0	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1579	-	-	943	-	1619	-	-
HCM Lane V/C Ratio	-	-	-	0.001	-	0.001	-	-
HCM Control Delay (s)	0	-	-	8.8	0	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	22	9	3	2	24
Future Vol, veh/h	35	22	9	3	2	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	0	22	0	22	0
Mvmt Flow	35	22	9	3	2	24

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	39	11	0	0	12	0
Stage 1	11	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.32	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.398	-
Pot Cap-1 Maneuver	970	1076	-	-	1486	-
Stage 1	1009	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	969	1076	-	-	1486	-
Mov Cap-2 Maneuver	969	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	991	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1008	1486	-
HCM Lane V/C Ratio	-	-	0.057	0.001	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	12	8	0	1	98	138	0	1	0	54	0	30
Future Vol, veh/h	12	8	0	1	98	138	0	1	0	54	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	58	0	0	0	8	10	0	0	0	19	0	10
Mvmt Flow	12	8	0	1	98	138	0	1	0	54	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	236	0	0	8	0	0	216	270	8	133	132	98
Stage 1	-	-	-	-	-	-	32	32	-	100	100	-
Stage 2	-	-	-	-	-	-	184	238	-	33	32	-
Critical Hdwy	4.68	-	-	4.1	-	-	7.1	6.5	6.2	7.29	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.29	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.29	5.5	-
Follow-up Hdwy	2.722	-	-	2.2	-	-	3.5	4	3.3	3.671	4	3.39
Pot Cap-1 Maneuver	1063	-	-	1625	-	-	745	640	1080	801	762	936
Stage 1	-	-	-	-	-	-	990	872	-	866	816	-
Stage 2	-	-	-	-	-	-	822	712	-	941	872	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1063	-	-	1625	-	-	714	632	1080	793	753	936
Mov Cap-2 Maneuver	-	-	-	-	-	-	714	632	-	793	753	-
Stage 1	-	-	-	-	-	-	979	862	-	856	815	-
Stage 2	-	-	-	-	-	-	795	711	-	930	862	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	0	10.7	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	632	1063	-	-	1625	-	-	839
HCM Lane V/C Ratio	0.002	0.011	-	-	0.001	-	-	0.1
HCM Control Delay (s)	10.7	8.4	0	-	7.2	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	36	1	11	345	31	4	0	9	71	2	7
Future Vol, veh/h	1	36	1	11	345	31	4	0	9	71	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	100	23	0	0	6	13	0	0	0	9	0	29
Mvmt Flow	1	36	1	11	345	31	4	0	9	71	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	376	0	0	37	0	0	426	437	37	426	422	361
Stage 1	-	-	-	-	-	-	39	39	-	383	383	-
Stage 2	-	-	-	-	-	-	387	398	-	43	39	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.19	6.5	6.49
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.19	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.19	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.581	4	3.561
Pot Cap-1 Maneuver	798	-	-	1587	-	-	542	516	1041	527	526	627
Stage 1	-	-	-	-	-	-	981	866	-	626	616	-
Stage 2	-	-	-	-	-	-	641	606	-	954	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	798	-	-	1587	-	-	531	512	1041	519	522	627
Mov Cap-2 Maneuver	-	-	-	-	-	-	531	512	-	519	522	-
Stage 1	-	-	-	-	-	-	980	865	-	625	612	-
Stage 2	-	-	-	-	-	-	627	602	-	945	865	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	9.6	13.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	804	798	-	-	1587	-	-	527
HCM Lane V/C Ratio	0.016	0.001	-	-	0.007	-	-	0.152
HCM Control Delay (s)	9.6	9.5	-	-	7.3	-	-	13.1
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	88	8	305	0	0	0	0	2	2	99
Future Vol, veh/h	0	10	88	8	305	0	0	0	0	2	2	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	20	21	75	12	0	2	2	2	0	50	14
Mvmt Flow	0	10	88	8	305	0	0	0	0	2	2	99

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	98	0	0	375	419	305
Stage 1	-	-	-	-	-	-	321	321	-
Stage 2	-	-	-	-	-	-	54	98	-
Critical Hdwy	-	-	-	4.85	-	-	6.4	7	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6	-
Follow-up Hdwy	-	-	-	2.875	-	-	3.5	4.45	3.426
Pot Cap-1 Maneuver	0	-	-	1141	-	0	630	459	708
Stage 1	0	-	-	-	-	0	740	574	-
Stage 2	0	-	-	-	-	0	974	730	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1141	-	-	625	0	708
Mov Cap-2 Maneuver	-	-	-	-	-	-	625	0	-
Stage 1	-	-	-	-	-	-	740	0	-
Stage 2	-	-	-	-	-	-	966	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.2	11
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1141	-	706
HCM Lane V/C Ratio	-	-	0.007	-	0.146
HCM Control Delay (s)	-	-	8.2	0	11
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.5

Intersection	
Int Delay, s/veh	10.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	3	0	0	4	1	309	5	24	0	0	0
Future Vol, veh/h	9	3	0	0	4	1	309	5	24	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	14	0	0	0	75	0	10	80	26	2	2	2
Mvmt Flow	9	3	0	0	4	1	309	5	24	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	5	0	-	-	-	0	26	26	3
Stage 1	-	-	-	-	-	-	21	21	-
Stage 2	-	-	-	-	-	-	5	5	-
Critical Hdwy	4.24	-	-	-	-	-	6.5	7.3	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	6.3	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	6.3	-
Follow-up Hdwy	2.326	-	-	-	-	-	3.59	4.72	3.534
Pot Cap-1 Maneuver	1541	-	0	0	-	-	969	736	1015
Stage 1	-	-	0	0	-	-	981	745	-
Stage 2	-	-	0	0	-	-	998	759	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1541	-	-	-	-	-	963	0	1015
Mov Cap-2 Maneuver	-	-	-	-	-	-	963	0	-
Stage 1	-	-	-	-	-	-	975	0	-
Stage 2	-	-	-	-	-	-	998	0	-

Approach	EB	WB	NB
HCM Control Delay, s	5.5	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	967	1541	-	-	-
HCM Lane V/C Ratio	0.35	0.006	-	-	-
HCM Control Delay (s)	10.7	7.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.6	0	-	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	2	3	11	0	0	0	0	10	6	3
Future Vol, veh/h	0	5	2	3	11	0	0	0	0	10	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	20	0	0	50	0	2	2	2	10	83	0
Mvmt Flow	0	5	2	3	11	0	0	0	0	10	6	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	7	0	0	23	24	11
Stage 1	-	-	-	-	-	-	17	17	-
Stage 2	-	-	-	-	-	-	6	7	-
Critical Hdwy	-	-	-	4.1	-	-	6.5	7.33	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	6.33	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	6.33	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.59	4.747	3.3
Pot Cap-1 Maneuver	0	-	-	1627	-	0	973	734	1076
Stage 1	0	-	-	-	-	0	985	744	-
Stage 2	0	-	-	-	-	0	997	753	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1627	-	-	971	0	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	971	0	-
Stage 1	-	-	-	-	-	-	985	0	-
Stage 2	-	-	-	-	-	-	995	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.5	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1627	-	993
HCM Lane V/C Ratio	-	-	0.002	-	0.019
HCM Control Delay (s)	-	-	7.2	0	8.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	0	0	14	4	0	5	9	0	0	0
Future Vol, veh/h	0	15	0	0	14	4	0	5	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	11	0	0	29	0	0	80	12	2	2	2
Mvmt Flow	0	15	0	0	14	4	0	5	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	18	0	-	-	-	0	31	33	15
Stage 1	-	-	-	-	-	-	15	15	-
Stage 2	-	-	-	-	-	-	16	18	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	7.3	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.3	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6.3	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4.72	3.408
Pot Cap-1 Maneuver	1612	-	0	0	-	-	988	729	1036
Stage 1	-	-	0	0	-	-	1013	750	-
Stage 2	-	-	0	0	-	-	1012	748	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1612	-	-	-	-	-	988	0	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	988	0	-
Stage 1	-	-	-	-	-	-	1013	0	-
Stage 2	-	-	-	-	-	-	1012	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1036	1612	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	8.5	0	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	22	2	0	14	0	2	0	0	0	0	2
Future Vol, veh/h	0	22	2	0	14	0	2	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	13	0	0	21	0	0	0	0	0	0	50
Mvmt Flow	0	22	2	0	14	0	2	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	24	0	0	38	37	23	37	38	14
Stage 1	-	-	-	-	-	-	23	23	-	14	14	-
Stage 2	-	-	-	-	-	-	15	14	-	23	24	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	1617	-	-	1604	-	-	972	859	1060	973	858	942
Stage 1	-	-	-	-	-	-	1000	880	-	1011	888	-
Stage 2	-	-	-	-	-	-	1010	888	-	1000	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1617	-	-	1604	-	-	970	859	1060	973	858	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	970	859	-	973	858	-
Stage 1	-	-	-	-	-	-	1000	880	-	1011	888	-
Stage 2	-	-	-	-	-	-	1008	888	-	1000	879	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.7	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	970	1617	-	-	1604	-	-	942
HCM Lane V/C Ratio	0.002	-	-	-	-	-	-	0.002
HCM Control Delay (s)	8.7	0	-	-	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	30	5	118	10	0	0	0	0	67	1	36
Future Vol, veh/h	0	30	5	118	10	0	0	0	0	67	1	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	25	0	6	0	0	2	2	2	3	0	0
Mvmt Flow	0	30	5	118	10	0	0	0	0	67	1	36

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	35	0	0	279	281	10
Stage 1	-	-	-	-	-	-	246	246	-
Stage 2	-	-	-	-	-	-	33	35	-
Critical Hdwy	-	-	-	4.16	-	-	6.43	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.5	-
Follow-up Hdwy	-	-	-	2.254	-	-	3.527	4	3.3
Pot Cap-1 Maneuver	0	-	-	1551	-	0	709	631	1077
Stage 1	0	-	-	-	-	0	793	706	-
Stage 2	0	-	-	-	-	0	987	870	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1551	-	-	654	0	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	654	0	-
Stage 1	-	-	-	-	-	-	793	0	-
Stage 2	-	-	-	-	-	-	911	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	6.9	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1551	-	758
HCM Lane V/C Ratio	-	-	0.076	-	0.137
HCM Control Delay (s)	-	-	7.5	0	10.5
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.2	-	0.5

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	83	0	0	106	86	22	2	9	0	0	0
Future Vol, veh/h	14	83	0	0	106	86	22	2	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	57	41	0	0	18	23	0	100	33	2	2	2
Mvmt Flow	14	83	0	0	106	86	22	2	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	192	0	-	-	-	0	260	303	83
Stage 1	-	-	-	-	-	-	111	111	-
Stage 2	-	-	-	-	-	-	149	192	-
Critical Hdwy	4.67	-	-	-	-	-	6.4	7.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6.5	-
Follow-up Hdwy	2.713	-	-	-	-	-	3.5	4.9	3.597
Pot Cap-1 Maneuver	1111	-	0	0	-	-	733	477	897
Stage 1	-	-	0	0	-	-	919	648	-
Stage 2	-	-	0	0	-	-	884	590	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1111	-	-	-	-	-	723	0	897
Mov Cap-2 Maneuver	-	-	-	-	-	-	723	0	-
Stage 1	-	-	-	-	-	-	907	0	-
Stage 2	-	-	-	-	-	-	884	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.2	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	766	1111	-	-	-
HCM Lane V/C Ratio	0.043	0.013	-	-	-
HCM Control Delay (s)	9.9	8.3	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	87	2	1	188	0	1	0	0	1	0	3
Future Vol, veh/h	3	87	2	1	188	0	1	0	0	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	33	38	50	0	21	0	0	0	0	0	0	67
Mvmt Flow	3	87	2	1	188	0	1	0	0	1	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	89	0	0	286	284	88	284	285	188
Stage 1	-	-	-	-	-	-	94	94	-	190	190	-
Stage 2	-	-	-	-	-	-	192	190	-	94	95	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.903
Pot Cap-1 Maneuver	1220	-	-	1519	-	-	670	628	976	672	628	712
Stage 1	-	-	-	-	-	-	918	821	-	816	747	-
Stage 2	-	-	-	-	-	-	814	747	-	918	820	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1220	-	-	1519	-	-	665	625	976	670	625	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	665	625	-	670	625	-
Stage 1	-	-	-	-	-	-	915	819	-	814	746	-
Stage 2	-	-	-	-	-	-	810	746	-	915	818	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	10.4	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	665	1220	-	-	1519	-	-	701
HCM Lane V/C Ratio	0.002	0.002	-	-	0.001	-	-	0.006
HCM Control Delay (s)	10.4	8	0	-	7.4	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	20	45	15	11	118
Future Vol, veh/h	6	20	45	15	11	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	5	7	0	0	2
Mvmt Flow	6	20	45	15	11	118

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	60	0	-	0	85	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	4.1	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	1556	-	-	-	921	1014
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1556	-	-	-	917	1014
Mov Cap-2 Maneuver	-	-	-	-	917	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1556	-	-	-	917	1014
HCM Lane V/C Ratio	0.004	-	-	-	0.012	0.116
HCM Control Delay (s)	7.3	-	-	-	9	9
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0.4

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	36	7	1	25	1	1	1	1	4	11	32
Future Vol, veh/h	15	36	7	1	25	1	1	1	1	4	11	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	100	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	13	31	0	100	33	0	0	100	100	0	0	16
Mvmt Flow	15	36	7	1	25	1	1	1	1	4	11	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	26	0	0	43	0	0	119	98	40	98	101	26
Stage 1	-	-	-	-	-	-	70	70	-	28	28	-
Stage 2	-	-	-	-	-	-	49	28	-	70	73	-
Critical Hdwy	4.23	-	-	5.1	-	-	7.1	7.5	7.2	7.1	6.5	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Follow-up Hdwy	2.317	-	-	3.1	-	-	3.5	4.9	4.2	3.5	4	3.444
Pot Cap-1 Maneuver	1520	-	-	1113	-	-	861	640	810	889	793	1011
Stage 1	-	-	-	-	-	-	945	679	-	994	876	-
Stage 2	-	-	-	-	-	-	969	712	-	945	838	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1520	-	-	1113	-	-	818	633	810	879	784	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	818	633	-	879	784	-
Stage 1	-	-	-	-	-	-	936	672	-	984	875	-
Stage 2	-	-	-	-	-	-	926	711	-	933	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.3	8.4	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1071	1520	-	-	1113	-	-	936
HCM Lane V/C Ratio	0.003	0.01	-	-	0.001	-	-	0.05
HCM Control Delay (s)	8.4	7.4	-	-	8.2	-	-	9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	3	8	25	0	0
Future Vol, veh/h	37	3	8	25	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	8	33	0	13	0	0
Mvmt Flow	37	3	8	25	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	80	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1583	-	927	1038
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	922	1038
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1583	-
HCM Lane V/C Ratio	-	-	-	0.005	-
HCM Control Delay (s)	0	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1	0	14
Future Vol, veh/h	0	0	0	1	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	14
Mvmt Flow	0	0	0	1	0	14

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1009	1090	-	-	1635	-
Stage 1	1028	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1009	1090	-	-	1635	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1635	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	0	19	0
Future Vol, veh/h	1	0	0	0	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	11	0
Mvmt Flow	1	0	0	0	19	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	19	19	19	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1004	1065	1611	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1004	1065	1611	-	-	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	1004	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	5	1	9	7
Future Vol, veh/h	2	12	5	1	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	8	40	0	10	14
Mvmt Flow	2	12	5	1	9	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	24	13	16	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.4	6.28	4.5	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	2.56	-	-	-
Pot Cap-1 Maneuver	997	1050	1386	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1050	1386	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1386	-	1041	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.6	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	12	1	0	27	2	2	2	1	1	0	30
Future Vol, veh/h	6	12	1	0	27	2	2	2	1	1	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	33	50	0	0	15	0	0	0	0	0	0	24
Mvmt Flow	6	12	1	0	27	2	2	2	1	1	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	13	0	0	68	54	13	54	53	28
Stage 1	-	-	-	-	-	-	25	25	-	28	28	-
Stage 2	-	-	-	-	-	-	43	29	-	26	25	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.516
Pot Cap-1 Maneuver	1405	-	-	1619	-	-	930	841	1073	949	842	987
Stage 1	-	-	-	-	-	-	998	878	-	994	876	-
Stage 2	-	-	-	-	-	-	976	875	-	997	878	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1619	-	-	899	838	1073	943	839	987
Mov Cap-2 Maneuver	-	-	-	-	-	-	899	838	-	943	839	-
Stage 1	-	-	-	-	-	-	994	874	-	990	876	-
Stage 2	-	-	-	-	-	-	946	875	-	990	874	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	0	9	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	902	1405	-	-	1619	-	-	986
HCM Lane V/C Ratio	0.006	0.004	-	-	-	-	-	0.031
HCM Control Delay (s)	9	7.6	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	19	30	2	15	42
Future Vol, veh/h	5	19	30	2	15	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	20	6	21	0	12	13
Mvmt Flow	5	19	30	2	15	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	103	31	0	0	32	0
Stage 1	31	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.6	6.26	-	-	4.22	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.354	-	-	2.308	-
Pot Cap-1 Maneuver	853	1032	-	-	1518	-
Stage 1	947	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	844	1032	-	-	1518	-
Mov Cap-2 Maneuver	844	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	986	1518	-
HCM Lane V/C Ratio	-	-	0.024	0.01	-
HCM Control Delay (s)	-	-	8.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	0	0	4	0	0
Future Vol, veh/h	4	0	0	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	0	4	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	4	0	8	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1618	-	1013	1080
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1618	-	1013	1080
Mov Cap-2 Maneuver	-	-	-	-	1013	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1618	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	57	0	0	0
Future Vol, veh/h	0	5	57	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	57	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	57	0	-	0	62	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1547	-	-	-	944	1009
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1547	-	-	-	944	1009
Mov Cap-2 Maneuver	-	-	-	-	944	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	1018	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	3	0	0	0	4	0	0
Future Vol, veh/h	0	0	0	1	0	3	0	0	0	4	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	100	0	67	0	0	0	50	0	0
Mvmt Flow	0	0	0	1	0	3	0	0	0	4	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	8.2	0	8
HCM LOS	-	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	25%	100%
Vol Thru, %	100%	100%	0%	0%
Vol Right, %	0%	0%	75%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	4	4
LT Vol	0	0	1	4
Through Vol	0	0	0	0
RT Vol	0	0	3	0
Lane Flow Rate	0	0	4	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0.006	0.006
Departure Headway (Hd)	3.911	3.911	5.208	4.958
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	691	726
Service Time	1.917	1.917	3.212	2.962
HCM Lane V/C Ratio	0	0	0.006	0.006
HCM Control Delay	6.9	6.9	8.2	8
HCM Lane LOS	N	N	A	A
HCM 95th-tile Q	0	0	0	0

2026 No Build PM

Intersection	
Int Delay, s/veh	6.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	178	35	64	256	4
Future Vol, veh/h	21	178	35	64	256	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	10	20	6	5	5	50
Mvmt Flow	21	178	35	64	256	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	199	0	244	110
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.16	-	6.45	6.7
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.254	-	3.545	3.75
Pot Cap-1 Maneuver	-	-	1350	-	738	828
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1350	-	719	828
Mov Cap-2 Maneuver	-	-	-	-	719	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	720	-	-	1350	-
HCM Lane V/C Ratio	0.361	-	-	0.026	-
HCM Control Delay (s)	12.8	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	184	233	14	306	105	15
Future Vol, veh/h	184	233	14	306	105	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	17	8	8	5	25	21
Mvmt Flow	184	233	14	306	105	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	417	0	635	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	334	-
Critical Hdwy	-	-	4.18	-	6.65	6.41
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	2.272	-	3.725	3.489
Pot Cap-1 Maneuver	-	-	1110	-	408	696
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1110	-	403	696
Mov Cap-2 Maneuver	-	-	-	-	403	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	668	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	425	-	-	1110	-
HCM Lane V/C Ratio	0.282	-	-	0.013	-
HCM Control Delay (s)	16.8	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	180	48	217	189	5	84	2	232	5	0	2
Future Vol, veh/h	0	180	48	217	189	5	84	2	232	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	300	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	2	6	16	3	0	13	0	21	0	0	0
Mvmt Flow	0	180	48	217	189	5	84	2	232	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	228	0	0	831	832	204	947	854	192
Stage 1	-	-	-	-	-	-	204	204	-	626	626	-
Stage 2	-	-	-	-	-	-	627	628	-	321	228	-
Critical Hdwy	4.1	-	-	4.26	-	-	7.23	6.5	6.41	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.344	-	-	3.617	4	3.489	3.5	4	3.3
Pot Cap-1 Maneuver	1391	-	-	1262	-	-	277	307	791	243	298	855
Stage 1	-	-	-	-	-	-	773	737	-	475	480	-
Stage 2	-	-	-	-	-	-	453	479	-	695	719	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1262	-	-	240	254	791	148	247	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	240	254	-	148	247	-
Stage 1	-	-	-	-	-	-	773	737	-	475	397	-
Stage 2	-	-	-	-	-	-	374	397	-	490	719	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.5	15.9	24.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	240	791	1391	-	-	1262	-	-	194
HCM Lane V/C Ratio	0.358	0.293	-	-	-	0.172	-	-	0.036
HCM Control Delay (s)	28.1	11.4	0	-	-	8.4	-	-	24.3
HCM Lane LOS	D	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1.6	1.2	0	-	-	0.6	-	-	0.1

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	18	21	12	30	26	176	12	88	20	126	124	28
Future Vol, veh/h	18	21	12	30	26	176	12	88	20	126	124	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	230	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	6	0	0	7	0	16	0	15	32	29	5	0
Mvmt Flow	18	21	12	30	26	176	12	88	20	126	124	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	613	522	138	529	526	98	152	0	0	108	0	0
Stage 1	390	390	-	122	122	-	-	-	-	-	-	-
Stage 2	223	132	-	407	404	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.17	6.5	6.36	4.1	-	-	4.39	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.563	4	3.444	2.2	-	-	2.461	-	-
Pot Cap-1 Maneuver	399	462	916	453	460	921	1441	-	-	1330	-	-
Stage 1	626	611	-	870	799	-	-	-	-	-	-	-
Stage 2	771	791	-	611	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	283	415	916	396	413	921	1441	-	-	1330	-	-
Mov Cap-2 Maneuver	283	415	-	396	413	-	-	-	-	-	-	-
Stage 1	621	553	-	863	793	-	-	-	-	-	-	-
Stage 2	598	785	-	525	546	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.3	12.6	0.8	3.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	401	703	1330	-	-
HCM Lane V/C Ratio	0.008	-	-	0.127	0.33	0.095	-	-
HCM Control Delay (s)	7.5	-	-	15.3	12.6	8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.4	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	5	216	8	3	112
Future Vol, veh/h	3	5	216	8	3	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	20	19	0	0	34
Mvmt Flow	3	5	216	8	3	112

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	338	220	0	0	224	0
Stage 1	220	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.4	6.4	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.2	-
Pot Cap-1 Maneuver	662	777	-	-	1357	-
Stage 1	821	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	661	777	-	-	1357	-
Mov Cap-2 Maneuver	661	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	729	1357	-
HCM Lane V/C Ratio	-	-	0.011	0.002	-
HCM Control Delay (s)	-	-	10	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	0	0	193	0	0	102	0
Future Vol, veh/h	1	0	0	0	0	0	0	193	0	0	102	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	100	0	0	0	0	0	0	21	0	0	33	0
Mvmt Flow	1	0	0	0	0	0	0	193	0	0	102	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	295	295	102	295	295	193	102	0	0	193	0	0
Stage 1	102	102	-	193	193	-	-	-	-	-	-	-
Stage 2	193	193	-	102	102	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	502	620	959	661	620	854	1503	-	-	1392	-	-
Stage 1	712	815	-	813	745	-	-	-	-	-	-	-
Stage 2	628	745	-	909	815	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	502	620	959	661	620	854	1503	-	-	1392	-	-
Mov Cap-2 Maneuver	502	620	-	661	620	-	-	-	-	-	-	-
Stage 1	712	815	-	813	745	-	-	-	-	-	-	-
Stage 2	628	745	-	909	815	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1503	-	-	502	-	1392	-	-
HCM Lane V/C Ratio	-	-	-	0.002	-	-	-	-
HCM Control Delay (s)	0	-	-	12.2	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	4	0	13	1	60	1	147	43	40	57	2
Future Vol, veh/h	0	4	0	13	1	60	1	147	43	40	57	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	8	0	14	0	18	12	28	31	100
Mvmt Flow	0	4	0	13	1	60	1	147	43	40	57	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	339	330	58	311	310	169	59	0	0	190	0	0
Stage 1	138	138	-	171	171	-	-	-	-	-	-	-
Stage 2	201	192	-	140	139	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.34	4.1	-	-	4.38	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.426	2.2	-	-	2.452	-	-
Pot Cap-1 Maneuver	619	592	1014	630	608	845	1558	-	-	1242	-	-
Stage 1	870	786	-	817	761	-	-	-	-	-	-	-
Stage 2	805	745	-	849	785	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	560	572	1014	610	587	845	1558	-	-	1242	-	-
Mov Cap-2 Maneuver	560	572	-	610	587	-	-	-	-	-	-	-
Stage 1	869	760	-	816	760	-	-	-	-	-	-	-
Stage 2	746	744	-	817	759	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	10	0	3.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	-	572	787	1242	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.094	0.032	-	-
HCM Control Delay (s)	7.3	0	-	11.3	10	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	3	64	22	12
Future Vol, veh/h	9	2	3	64	22	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	8	14	0
Mvmt Flow	9	2	3	64	22	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	98	28	34	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	906	1053	1591	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	904	1053	1591	-	-	-
Mov Cap-2 Maneuver	904	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1591	-	928	-	-
HCM Lane V/C Ratio	0.002	-	0.012	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	0	0	1	65	0	0	25	1
Future Vol, veh/h	0	0	0	0	0	0	1	65	0	0	25	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	13	0	0	8	0
Mvmt Flow	0	0	0	0	0	0	1	65	0	0	25	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	93	93	26	93	93	65	26	0	0	65	0	0
Stage 1	26	26	-	67	67	-	-	-	-	-	-	-
Stage 2	67	67	-	26	26	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	895	801	1056	895	801	1005	1601	-	-	1550	-	-
Stage 1	997	878	-	948	843	-	-	-	-	-	-	-
Stage 2	948	843	-	997	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	894	800	1056	894	800	1005	1601	-	-	1550	-	-
Mov Cap-2 Maneuver	894	800	-	894	800	-	-	-	-	-	-	-
Stage 1	996	878	-	947	842	-	-	-	-	-	-	-
Stage 2	947	842	-	997	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0.1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1601	-	-	-	-	1550	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	-
HCM Control Delay (s)	7.2	0	-	0	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	3	52	41	26	32
Future Vol, veh/h	12	3	52	41	26	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	17	0	14	23	12	26
Mvmt Flow	12	3	52	41	26	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	157	73	0	0	93	0
Stage 1	73	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.57	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	800	995	-	-	1441	-
Stage 1	913	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	786	995	-	-	1441	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	3.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	820	1441	-
HCM Lane V/C Ratio	-	-	0.018	0.018	-
HCM Control Delay (s)	-	-	9.5	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	66	3	0	23	54	1	0	2	136	1	12
Future Vol, veh/h	54	66	3	0	23	54	1	0	2	136	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	29	14	0	0	18	46	0	0	0	21	0	75
Mvmt Flow	54	66	3	0	23	54	1	0	2	136	1	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	69	0	0	233	253	68	200	200	23
Stage 1	-	-	-	-	-	-	176	176	-	23	23	-
Stage 2	-	-	-	-	-	-	57	77	-	177	177	-
Critical Hdwy	4.39	-	-	4.1	-	-	7.1	6.5	6.2	7.31	6.5	6.95
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Follow-up Hdwy	2.461	-	-	2.2	-	-	3.5	4	3.3	3.689	4	3.975
Pot Cap-1 Maneuver	1367	-	-	1545	-	-	726	654	1001	719	699	877
Stage 1	-	-	-	-	-	-	831	757	-	948	880	-
Stage 2	-	-	-	-	-	-	960	835	-	782	756	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1367	-	-	1545	-	-	693	627	1001	695	670	877
Mov Cap-2 Maneuver	-	-	-	-	-	-	693	627	-	695	670	-
Stage 1	-	-	-	-	-	-	797	726	-	909	880	-
Stage 2	-	-	-	-	-	-	946	835	-	748	725	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0	9.1	11.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	872	1367	-	-	1545	-	-	707
HCM Lane V/C Ratio	0.003	0.04	-	-	-	-	-	0.211
HCM Control Delay (s)	9.1	7.7	0	-	0	-	-	11.4
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	288	8	29	101	102	1	5	28	72	7	7
Future Vol, veh/h	9	288	8	29	101	102	1	5	28	72	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	22	12	0	7	41	11	0	0	0	9	14	14
Mvmt Flow	9	288	8	29	101	102	1	5	28	72	7	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	296	0	0	527	571	292	537	524	152
Stage 1	-	-	-	-	-	-	310	310	-	210	210	-
Stage 2	-	-	-	-	-	-	217	261	-	327	314	-
Critical Hdwy	4.32	-	-	4.17	-	-	7.1	6.5	6.2	7.19	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.19	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.19	5.64	-
Follow-up Hdwy	2.398	-	-	2.263	-	-	3.5	4	3.3	3.581	4.126	3.426
Pot Cap-1 Maneuver	1258	-	-	1237	-	-	465	434	752	444	442	864
Stage 1	-	-	-	-	-	-	705	663	-	776	706	-
Stage 2	-	-	-	-	-	-	790	696	-	671	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1258	-	-	1237	-	-	445	421	752	414	429	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	421	-	414	429	-
Stage 1	-	-	-	-	-	-	700	658	-	771	690	-
Stage 2	-	-	-	-	-	-	757	680	-	637	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1	10.7	15.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	1258	-	-	1237	-	-	434
HCM Lane V/C Ratio	0.051	0.007	-	-	0.023	-	-	0.198
HCM Control Delay (s)	10.7	7.9	-	-	8	-	-	15.3
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.7

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	97	269	13	169	0	0	0	0	1	4	55
Future Vol, veh/h	0	97	269	13	169	0	0	0	0	1	4	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	8	19	15	24	0	2	2	2	0	25	30
Mvmt Flow	0	97	269	13	169	0	0	0	0	1	4	55

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	366	0	0	427	561	169
Stage 1	-	-	-	-	-	-	195	195	-
Stage 2	-	-	-	-	-	-	232	366	-
Critical Hdwy	-	-	-	4.25	-	-	6.4	6.75	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.75	-
Follow-up Hdwy	-	-	-	2.335	-	-	3.5	4.225	3.57
Pot Cap-1 Maneuver	0	-	-	1124	-	0	588	406	807
Stage 1	0	-	-	-	-	0	843	698	-
Stage 2	0	-	-	-	-	0	811	584	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1124	-	-	580	0	807
Mov Cap-2 Maneuver	-	-	-	-	-	-	580	0	-
Stage 1	-	-	-	-	-	-	843	0	-
Stage 2	-	-	-	-	-	-	800	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.6	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1124	-	801
HCM Lane V/C Ratio	-	-	0.012	-	0.075
HCM Control Delay (s)	-	-	8.2	0	9.9
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	10

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	4	0	0	6	5	176	10	6	0	0	0
Future Vol, veh/h	94	4	0	0	6	5	176	10	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	7	25	0	0	50	0	24	50	50	2	2	2
Mvmt Flow	94	4	0	0	6	5	176	10	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	11	0	-	-	-	0	201	203	4
Stage 1	-	-	-	-	-	-	192	192	-
Stage 2	-	-	-	-	-	-	9	11	-
Critical Hdwy	4.17	-	-	-	-	-	6.64	7	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	5.64	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.64	6	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.716	4.45	3.75
Pot Cap-1 Maneuver	1576	-	0	0	-	-	740	616	955
Stage 1	-	-	0	0	-	-	791	660	-
Stage 2	-	-	0	0	-	-	960	800	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1576	-	-	-	-	-	696	0	955
Mov Cap-2 Maneuver	-	-	-	-	-	-	696	0	-
Stage 1	-	-	-	-	-	-	744	0	-
Stage 2	-	-	-	-	-	-	960	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.1	0	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	702	1576	-	-	-
HCM Lane V/C Ratio	0.274	0.06	-	-	-
HCM Control Delay (s)	12	7.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.1	0.2	-	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	7	7	2	0	0	0	0	6	11	6
Future Vol, veh/h	0	2	7	7	2	0	0	0	0	6	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	14	17	0	0	2	2	2	17	73	0
Mvmt Flow	0	2	7	7	2	0	0	0	0	6	11	6

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	9	0	0	22	25	2
Stage 1	-	-	-	-	-	-	16	16	-
Stage 2	-	-	-	-	-	-	6	9	-
Critical Hdwy	-	-	-	4.27	-	-	6.57	7.23	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.57	6.23	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.57	6.23	-
Follow-up Hdwy	-	-	-	2.353	-	-	3.653	4.657	3.3
Pot Cap-1 Maneuver	0	-	-	1518	-	0	957	747	1088
Stage 1	0	-	-	-	-	0	969	760	-
Stage 2	0	-	-	-	-	0	979	766	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1518	-	-	952	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	952	0	-
Stage 1	-	-	-	-	-	-	969	0	-
Stage 2	-	-	-	-	-	-	974	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.7	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1518	-	1015
HCM Lane V/C Ratio	-	-	0.005	-	0.023
HCM Control Delay (s)	-	-	7.4	0	8.6
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	3	0	0	8	19	1	3	9	0	0	0
Future Vol, veh/h	5	3	0	0	8	19	1	3	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	13	11	100	33	0	2	2	2
Mvmt Flow	5	3	0	0	8	19	1	3	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	27	0	-	-	-	0	31	40	3
Stage 1	-	-	-	-	-	-	13	13	-
Stage 2	-	-	-	-	-	-	18	27	-
Critical Hdwy	4.1	-	-	-	-	-	7.4	6.83	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.4	5.83	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.4	5.83	-
Follow-up Hdwy	2.2	-	-	-	-	-	4.4	4.297	3.3
Pot Cap-1 Maneuver	1600	-	0	0	-	-	782	795	1087
Stage 1	-	-	0	0	-	-	806	827	-
Stage 2	-	-	0	0	-	-	801	815	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1600	-	-	-	-	-	780	0	1087
Mov Cap-2 Maneuver	-	-	-	-	-	-	780	0	-
Stage 1	-	-	-	-	-	-	804	0	-
Stage 2	-	-	-	-	-	-	801	0	-

Approach	EB	WB	NB
HCM Control Delay, s	4.5	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1046	1600	-	-	-
HCM Lane V/C Ratio	0.012	0.003	-	-	-
HCM Control Delay (s)	8.5	7.3	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	7	4	0	15	0	12	2	0	0	0	0
Future Vol, veh/h	1	7	4	0	15	0	12	2	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	25	0	0	0	18	0	0	0	0	0
Mvmt Flow	1	7	4	0	15	0	12	2	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	11	0	0	26	26	9	27	28	15
Stage 1	-	-	-	-	-	-	11	11	-	15	15	-
Stage 2	-	-	-	-	-	-	15	15	-	12	13	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.28	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.28	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.28	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.662	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1616	-	-	1621	-	-	945	871	1079	988	869	1070
Stage 1	-	-	-	-	-	-	970	890	-	1010	887	-
Stage 2	-	-	-	-	-	-	965	887	-	1014	889	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1616	-	-	1621	-	-	944	870	1079	985	868	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	944	870	-	985	868	-
Stage 1	-	-	-	-	-	-	969	889	-	1009	887	-
Stage 2	-	-	-	-	-	-	965	887	-	1011	888	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	8.9	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	933	1616	-	-	1621	-	-	-
HCM Lane V/C Ratio	0.015	0.001	-	-	-	-	-	-
HCM Control Delay (s)	8.9	7.2	0	-	0	-	-	0
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	66	0	33	7	0	0	0	0	109	1	5
Future Vol, veh/h	0	66	0	33	7	0	0	0	0	109	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	19	0	13	0	0	2	2	2	3	100	20
Mvmt Flow	0	66	0	33	7	0	0	0	0	109	1	5

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	66	0	0	139	139	7
Stage 1	-	-	-	-	-	-	73	73	-
Stage 2	-	-	-	-	-	-	66	66	-
Critical Hdwy	-	-	-	4.23	-	-	6.43	7.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	6.5	-
Follow-up Hdwy	-	-	-	2.317	-	-	3.527	4.9	3.48
Pot Cap-1 Maneuver	0	-	-	1469	-	0	852	604	1025
Stage 1	0	-	-	-	-	0	947	676	-
Stage 2	0	-	-	-	-	0	954	682	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1469	-	-	832	0	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	832	0	-
Stage 1	-	-	-	-	-	-	947	0	-
Stage 2	-	-	-	-	-	-	932	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	6.2	10
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1469	-	839
HCM Lane V/C Ratio	-	-	0.022	-	0.137
HCM Control Delay (s)	-	-	7.5	0	10
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.5

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	133	0	0	31	78	9	4	123	0	0	0
Future Vol, veh/h	42	133	0	0	31	78	9	4	123	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	17	7	2	0	12	4	0	25	10	2	2	2
Mvmt Flow	42	133	0	0	31	78	9	4	123	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	109	0	-	-	-	0	287	326	133
Stage 1	-	-	-	-	-	-	217	217	-
Stage 2	-	-	-	-	-	-	70	109	-
Critical Hdwy	4.27	-	-	-	-	-	6.4	6.75	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.75	-
Follow-up Hdwy	2.353	-	-	-	-	-	3.5	4.225	3.39
Pot Cap-1 Maneuver	1393	-	0	0	-	-	708	556	895
Stage 1	-	-	0	0	-	-	824	682	-
Stage 2	-	-	0	0	-	-	958	763	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1393	-	-	-	-	-	685	0	895
Mov Cap-2 Maneuver	-	-	-	-	-	-	685	0	-
Stage 1	-	-	-	-	-	-	797	0	-
Stage 2	-	-	-	-	-	-	958	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.8	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	877	1393	-	-	-
HCM Lane V/C Ratio	0.155	0.03	-	-	-
HCM Control Delay (s)	9.9	7.7	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	253	0	0	102	3	1	1	4	1	0	6
Future Vol, veh/h	3	253	0	0	102	3	1	1	4	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	7	0	0	4	67	0	0	0	0	0	17
Mvmt Flow	3	253	0	0	102	3	1	1	4	1	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	253	0	0	366	364	253	366	363	104
Stage 1	-	-	-	-	-	-	259	259	-	104	104	-
Stage 2	-	-	-	-	-	-	107	105	-	262	259	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.453
Pot Cap-1 Maneuver	1499	-	-	1324	-	-	594	567	791	594	568	911
Stage 1	-	-	-	-	-	-	750	697	-	907	813	-
Stage 2	-	-	-	-	-	-	903	812	-	747	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1499	-	-	1324	-	-	589	566	791	589	567	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	589	566	-	589	567	-
Stage 1	-	-	-	-	-	-	749	696	-	905	813	-
Stage 2	-	-	-	-	-	-	897	812	-	741	696	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	10.2	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	704	1499	-	-	1324	-	-	845
HCM Lane V/C Ratio	0.009	0.002	-	-	-	-	-	0.008
HCM Control Delay (s)	10.2	7.4	0	-	0	-	-	9.3
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	171	57	58	29	25	69
Future Vol, veh/h	171	57	58	29	25	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	5	9	11	7	0	6
Mvmt Flow	171	57	58	29	25	69

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	472	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	4.15	-	-	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.245	-	-	-	3.5	3.354
Pot Cap-1 Maneuver	1490	-	-	-	554	978
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	682	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1490	-	-	-	490	978
Mov Cap-2 Maneuver	-	-	-	-	490	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	682	-

Approach	EB	WB	SB
HCM Control Delay, s	5.8	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1490	-	-	-	490	978
HCM Lane V/C Ratio	0.115	-	-	-	0.051	0.071
HCM Control Delay (s)	7.7	-	-	-	12.7	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	33	4	1	46	4	8	16	7	0	2	22
Future Vol, veh/h	47	33	4	1	46	4	8	16	7	0	2	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	100	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	28	50	0	11	25	0	6	14	0	0	10
Mvmt Flow	47	33	4	1	46	4	8	16	7	0	2	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	37	0	0	191	181	35	187	181	48
Stage 1	-	-	-	-	-	-	129	129	-	50	50	-
Stage 2	-	-	-	-	-	-	62	52	-	137	131	-
Critical Hdwy	4.21	-	-	4.1	-	-	7.1	6.56	6.34	7.1	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.56	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.56	-	6.1	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4.054	3.426	3.5	4	3.39
Pot Cap-1 Maneuver	1501	-	-	1587	-	-	773	706	1005	778	717	999
Stage 1	-	-	-	-	-	-	880	782	-	968	857	-
Stage 2	-	-	-	-	-	-	954	844	-	871	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1501	-	-	1587	-	-	736	683	1005	741	694	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	736	683	-	741	694	-
Stage 1	-	-	-	-	-	-	853	758	-	938	856	-
Stage 2	-	-	-	-	-	-	930	843	-	820	767	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.2	0.1	9.1	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	904	1501	-	-	1587	-	-	964
HCM Lane V/C Ratio	0.034	0.031	-	-	0.001	-	-	0.025
HCM Control Delay (s)	9.1	7.5	-	-	7.3	-	-	8.8
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	1	5	42	10	14
Future Vol, veh/h	40	1	5	42	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	26	0	0	15	0	7
Mvmt Flow	40	1	5	42	10	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	41	0	93	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.1	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1581	-	912	1016
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1581	-	909	1016
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	968	-	-	1581	-
HCM Lane V/C Ratio	0.025	-	-	0.003	-
HCM Control Delay (s)	8.8	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	16	0	0	6
Future Vol, veh/h	2	0	16	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	17
Mvmt Flow	2	0	16	0	0	6

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1000	1069	-	-	1615	-
Stage 1	1012	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1000	1069	-	-	1615	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1000	1615	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	22	5	0
Future Vol, veh/h	0	0	0	22	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	5	20	0
Mvmt Flow	0	0	0	22	5	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	27	5	5	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	993	1084	1630	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1084	1630	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	6	16	11	3	1
Future Vol, veh/h	4	6	16	11	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	25	33	0	0	0	33
Mvmt Flow	4	6	16	11	3	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	47	4	4	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.65	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	908	996	1631	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	899	996	1631	-	-	-
Mov Cap-2 Maneuver	899	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1631	-	955	-	-
HCM Lane V/C Ratio	0.01	-	0.01	-	-
HCM Control Delay (s)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	29	41	1	1	8	4	1	1	0	4	2	11
Future Vol, veh/h	29	41	1	1	8	4	1	1	0	4	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	18	100	0	0	0	0	0	0	25	0	0
Mvmt Flow	29	41	1	1	8	4	1	1	0	4	2	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	12	0	0	42	0	0	119	114	42	112	112	10
Stage 1	-	-	-	-	-	-	100	100	-	12	12	-
Stage 2	-	-	-	-	-	-	19	14	-	100	100	-
Critical Hdwy	4.21	-	-	4.1	-	-	7.1	6.5	6.2	7.35	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4	3.3	3.725	4	3.3
Pot Cap-1 Maneuver	1550	-	-	1580	-	-	861	780	1034	814	782	1077
Stage 1	-	-	-	-	-	-	911	816	-	952	890	-
Stage 2	-	-	-	-	-	-	1005	888	-	853	816	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1550	-	-	1580	-	-	838	764	1034	801	766	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	838	764	-	801	766	-
Stage 1	-	-	-	-	-	-	894	800	-	934	889	-
Stage 2	-	-	-	-	-	-	992	887	-	836	800	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3	0.6	9.5	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	799	1550	-	-	1580	-	-	954
HCM Lane V/C Ratio	0.003	0.019	-	-	0.001	-	-	0.018
HCM Control Delay (s)	9.5	7.4	0	-	7.3	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	48	75	8	55	36
Future Vol, veh/h	5	48	75	8	55	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	20	0	10	0	2	6
Mvmt Flow	5	48	75	8	55	36

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	225	79	0	0	83	0
Stage 1	79	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	725	987	-	-	1514	-
Stage 1	901	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	698	987	-	-	1514	-
Mov Cap-2 Maneuver	698	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	808	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	950	1514	-
HCM Lane V/C Ratio	-	-	0.056	0.036	-
HCM Control Delay (s)	-	-	9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	0	0	3	0	0
Future Vol, veh/h	4	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	0	3	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	4	0	7	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1618	-	1014	1080
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1618	-	1014	1080
Mov Cap-2 Maneuver	-	-	-	-	1014	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1020	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1618	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	67	15	0	0	0
Future Vol, veh/h	0	67	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	15	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	15	0	-	0	82	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1603	-	-	-	920	1065
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1603	-	-	-	920	1065
Mov Cap-2 Maneuver	-	-	-	-	920	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1603	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	0	0	3	0	1	1	3	2	0
Future Vol, veh/h	1	0	0	0	0	3	0	1	1	3	2	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	33	0	0	0	33	0	0
Mvmt Flow	1	0	0	0	0	3	0	1	1	3	2	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	6.3	6.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	0%	60%
Vol Thru, %	50%	0%	0%	40%
Vol Right, %	50%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	1	3	5
LT Vol	0	1	0	3
Through Vol	1	0	0	2
RT Vol	1	0	3	0
Lane Flow Rate	2	1	3	5
Geometry Grp	1	1	1	1
Degree of Util (X)	0.002	0.001	0.003	0.006
Departure Headway (Hd)	3.611	4.114	3.313	4.591
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	996	874	1086	784
Service Time	1.613	2.118	1.316	2.591
HCM Lane V/C Ratio	0.002	0.001	0.003	0.006
HCM Control Delay	6.6	7.1	6.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

2026 Build AM Phase 2 Laydown 2

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	93	105	6	23	138	8
Future Vol, veh/h	93	105	6	23	138	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	8	18	0	18	8	0
Mvmt Flow	93	105	6	23	138	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	198	0	181	146
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	-	-	4.1	-	6.48	6.2
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.2	-	3.572	3.3
Pot Cap-1 Maneuver	-	-	1387	-	795	906
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1387	-	792	906
Mov Cap-2 Maneuver	-	-	-	-	792	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	968	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	797	-	-	1387	-
HCM Lane V/C Ratio	0.183	-	-	0.004	-
HCM Control Delay (s)	10.5	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	146	189	5	156	134	52
Future Vol, veh/h	146	189	5	156	134	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	13	9	0	10	31	4
Mvmt Flow	146	189	5	156	134	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	335	0	407	241
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	-	-	4.1	-	6.71	6.24
Critical Hdwy Stg 1	-	-	-	-	5.71	-
Critical Hdwy Stg 2	-	-	-	-	5.71	-
Follow-up Hdwy	-	-	2.2	-	3.779	3.336
Pot Cap-1 Maneuver	-	-	1236	-	548	793
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1236	-	546	793
Mov Cap-2 Maneuver	-	-	-	-	546	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	795	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	598	-	-	1236	-
HCM Lane V/C Ratio	0.311	-	-	0.004	-
HCM Control Delay (s)	13.7	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	-	-	0	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	135	31	164	122	4	21	1	199	1	1	0
Future Vol, veh/h	1	135	31	164	122	4	21	1	199	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	300	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	8	10	30	7	0	15	0	10	0	100	0
Mvmt Flow	1	135	31	164	122	4	21	1	199	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	166	0	0	606	607	151	705	620	124
Stage 1	-	-	-	-	-	-	153	153	-	452	452	-
Stage 2	-	-	-	-	-	-	453	454	-	253	168	-
Critical Hdwy	4.1	-	-	4.4	-	-	7.25	6.5	6.3	7.1	7.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.47	-	-	3.635	4	3.39	3.5	4.9	3.3
Pot Cap-1 Maneuver	1473	-	-	1259	-	-	391	414	875	354	299	932
Stage 1	-	-	-	-	-	-	820	775	-	591	435	-
Stage 2	-	-	-	-	-	-	562	573	-	756	607	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1259	-	-	351	360	875	246	260	932
Mov Cap-2 Maneuver	-	-	-	-	-	-	351	360	-	246	260	-
Stage 1	-	-	-	-	-	-	819	774	-	590	378	-
Stage 2	-	-	-	-	-	-	487	499	-	583	606	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.7	10.9	19.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	351	875	1473	-	-	1259	-	-	253
HCM Lane V/C Ratio	0.063	0.227	0.001	-	-	0.13	-	-	0.008
HCM Control Delay (s)	15.9	10.3	7.4	-	-	8.3	-	-	19.3
HCM Lane LOS	C	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.9	0	-	-	0.4	-	-	0

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	8	13	11	9	67	8	126	28	143	49	4
Future Vol, veh/h	20	8	13	11	9	67	8	126	28	143	49	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	230	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	8	0	0	23	0	4	7	36	23	0
Mvmt Flow	20	8	13	11	9	67	8	126	28	143	49	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	531	507	51	504	495	140	53	0	0	154	0	0
Stage 1	337	337	-	156	156	-	-	-	-	-	-	-
Stage 2	194	170	-	348	339	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.28	7.1	6.5	6.43	4.1	-	-	4.46	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.372	3.5	4	3.507	2.2	-	-	2.524	-	-
Pot Cap-1 Maneuver	462	471	1000	482	479	855	1566	-	-	1243	-	-
Stage 1	681	645	-	851	772	-	-	-	-	-	-	-
Stage 2	812	762	-	672	643	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	381	415	1000	426	422	855	1566	-	-	1243	-	-
Mov Cap-2 Maneuver	381	415	-	426	422	-	-	-	-	-	-	-
Stage 1	678	571	-	847	768	-	-	-	-	-	-	-
Stage 2	736	758	-	579	569	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	10.9	0.4	6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1566	-	-	484	693	1243	-	-
HCM Lane V/C Ratio	0.005	-	-	0.085	0.126	0.115	-	-
HCM Control Delay (s)	7.3	-	-	13.1	10.9	8.3	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0.4	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	28	0	0	291
Future Vol, veh/h	2	0	28	0	0	291
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	40	0	0	6
Mvmt Flow	2	0	28	0	0	291

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	319	28	0	0	28	0
Stage 1	28	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	678	1053	-	-	1599	-
Stage 1	1000	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	678	1053	-	-	1599	-
Mov Cap-2 Maneuver	678	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	678	1599	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	-	-	10.3	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	42	0	0	248	0
Future Vol, veh/h	0	0	0	0	0	0	0	42	0	0	248	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	49	0	0	10	0
Mvmt Flow	0	0	0	0	0	0	0	42	0	0	248	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	290	290	248	290	290	42	248	0	0	42	0	0
Stage 1	248	248	-	42	42	-	-	-	-	-	-	-
Stage 2	42	42	-	248	248	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	666	624	796	666	624	1034	1330	-	-	1580	-	-
Stage 1	760	705	-	978	864	-	-	-	-	-	-	-
Stage 2	978	864	-	760	705	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	666	624	796	666	624	1034	1330	-	-	1580	-	-
Mov Cap-2 Maneuver	666	624	-	666	624	-	-	-	-	-	-	-
Stage 1	760	705	-	978	864	-	-	-	-	-	-	-
Stage 2	978	864	-	760	705	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1330	-	-	-	-	1580	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	4	0	34	0	11	0	24	9	102	155	0
Future Vol, veh/h	0	4	0	34	0	11	0	24	9	102	155	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	6	0	44	0	39	33	16	13	0
Mvmt Flow	0	4	0	34	0	11	0	24	9	102	155	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	393	392	155	390	388	29	155	0	0	33	0	0
Stage 1	359	359	-	29	29	-	-	-	-	-	-	-
Stage 2	34	33	-	361	359	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.16	6.5	6.64	4.1	-	-	4.26	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.554	4	3.696	2.2	-	-	2.344	-	-
Pot Cap-1 Maneuver	570	547	896	562	550	937	1438	-	-	1493	-	-
Stage 1	663	631	-	978	875	-	-	-	-	-	-	-
Stage 2	987	872	-	649	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	531	506	896	527	509	937	1438	-	-	1493	-	-
Mov Cap-2 Maneuver	531	506	-	527	509	-	-	-	-	-	-	-
Stage 1	663	584	-	978	875	-	-	-	-	-	-	-
Stage 2	975	872	-	596	584	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	11.6	0	3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	506	590	1493	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.076	0.068	-	-
HCM Control Delay (s)	0	-	-	12.2	11.6	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	15	103	7
Future Vol, veh/h	0	0	1	15	103	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	46	5	0
Mvmt Flow	0	0	1	15	103	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	124	107	110	0	-	0
Stage 1	107	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	876	953	1493	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	875	953	1493	-	-	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1493	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	0	0	15	0	1	102	0
Future Vol, veh/h	1	0	0	0	0	0	0	15	0	1	102	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	46	0	0	7	0
Mvmt Flow	1	0	0	0	0	0	0	15	0	1	102	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	119	119	102	119	119	15	102	0	0	15	0	0
Stage 1	104	104	-	15	15	-	-	-	-	-	-	-
Stage 2	15	15	-	104	104	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	861	775	959	861	775	1070	1503	-	-	1616	-	-
Stage 1	907	813	-	1010	887	-	-	-	-	-	-	-
Stage 2	1010	887	-	907	813	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	860	774	959	860	774	1070	1503	-	-	1616	-	-
Mov Cap-2 Maneuver	860	774	-	860	774	-	-	-	-	-	-	-
Stage 1	907	812	-	1010	887	-	-	-	-	-	-	-
Stage 2	1010	887	-	906	812	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	0	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1503	-	-	860	-	1616	-	-
HCM Lane V/C Ratio	-	-	-	0.001	-	0.001	-	-
HCM Control Delay (s)	0	-	-	9.2	0	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	26	9	60	129	24
Future Vol, veh/h	37	26	9	60	129	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	0	22	0	22	0
Mvmt Flow	37	26	9	60	129	24

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	321	39	0	0	69	0
Stage 1	39	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.32	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.398	-
Pot Cap-1 Maneuver	671	1038	-	-	1414	-
Stage 1	981	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	609	1038	-	-	1414	-
Mov Cap-2 Maneuver	609	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	693	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	6.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	734	1414	-
HCM Lane V/C Ratio	-	-	0.086	0.091	-
HCM Control Delay (s)	-	-	10.4	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	12	8	0	1	98	138	0	1	0	54	0	30
Future Vol, veh/h	12	8	0	1	98	138	0	1	0	54	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	58	0	0	0	8	10	0	0	0	19	0	10
Mvmt Flow	12	8	0	1	98	138	0	1	0	54	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	236	0	0	8	0	0	216	270	8	133	132	98
Stage 1	-	-	-	-	-	-	32	32	-	100	100	-
Stage 2	-	-	-	-	-	-	184	238	-	33	32	-
Critical Hdwy	4.68	-	-	4.1	-	-	7.1	6.5	6.2	7.29	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.29	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.29	5.5	-
Follow-up Hdwy	2.722	-	-	2.2	-	-	3.5	4	3.3	3.671	4	3.39
Pot Cap-1 Maneuver	1063	-	-	1625	-	-	745	640	1080	801	762	936
Stage 1	-	-	-	-	-	-	990	872	-	866	816	-
Stage 2	-	-	-	-	-	-	822	712	-	941	872	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1063	-	-	1625	-	-	714	632	1080	793	753	936
Mov Cap-2 Maneuver	-	-	-	-	-	-	714	632	-	793	753	-
Stage 1	-	-	-	-	-	-	979	862	-	856	815	-
Stage 2	-	-	-	-	-	-	795	711	-	930	862	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.1	0	10.7	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	632	1063	-	-	1625	-	-	839
HCM Lane V/C Ratio	0.002	0.011	-	-	0.001	-	-	0.1
HCM Control Delay (s)	10.7	8.4	0	-	7.2	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	36	1	11	345	88	4	0	9	73	2	7
Future Vol, veh/h	1	36	1	11	345	88	4	0	9	73	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	100	23	0	0	6	13	0	0	0	9	0	29
Mvmt Flow	1	36	1	11	345	88	4	0	9	73	2	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	433	0	0	37	0	0	455	494	37	454	450	389
Stage 1	-	-	-	-	-	-	39	39	-	411	411	-
Stage 2	-	-	-	-	-	-	416	455	-	43	39	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.1	6.5	6.2	7.19	6.5	6.49
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.19	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.19	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.5	4	3.3	3.581	4	3.561
Pot Cap-1 Maneuver	753	-	-	1587	-	-	519	479	1041	505	508	604
Stage 1	-	-	-	-	-	-	981	866	-	604	598	-
Stage 2	-	-	-	-	-	-	618	572	-	954	866	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	753	-	-	1587	-	-	508	475	1041	497	504	604
Mov Cap-2 Maneuver	-	-	-	-	-	-	508	475	-	497	504	-
Stage 1	-	-	-	-	-	-	980	865	-	603	594	-
Stage 2	-	-	-	-	-	-	605	568	-	944	865	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	9.7	13.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	787	753	-	-	1587	-	-	505
HCM Lane V/C Ratio	0.017	0.001	-	-	0.007	-	-	0.162
HCM Control Delay (s)	9.7	9.8	-	-	7.3	-	-	13.5
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	90	8	362	0	0	0	0	2	2	99
Future Vol, veh/h	0	10	90	8	362	0	0	0	0	2	2	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	20	21	75	12	0	2	2	2	0	50	14
Mvmt Flow	0	10	90	8	362	0	0	0	0	2	2	99

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	100	0	0	433	478	362
Stage 1	-	-	-	-	-	-	378	378	-
Stage 2	-	-	-	-	-	-	55	100	-
Critical Hdwy	-	-	-	4.85	-	-	6.4	7	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6	-
Follow-up Hdwy	-	-	-	2.875	-	-	3.5	4.45	3.426
Pot Cap-1 Maneuver	0	-	-	1139	-	0	584	423	657
Stage 1	0	-	-	-	-	0	697	539	-
Stage 2	0	-	-	-	-	0	973	728	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1139	-	-	579	0	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	579	0	-
Stage 1	-	-	-	-	-	-	697	0	-
Stage 2	-	-	-	-	-	-	964	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.2	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1139	-	655
HCM Lane V/C Ratio	-	-	0.007	-	0.157
HCM Control Delay (s)	-	-	8.2	0	11.5
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.6

Intersection	
Int Delay, s/veh	11

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	3	0	0	4	1	366	5	24	0	0	0
Future Vol, veh/h	9	3	0	0	4	1	366	5	24	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	14	0	0	0	75	0	10	80	26	2	2	2
Mvmt Flow	9	3	0	0	4	1	366	5	24	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	5	0	-	-	-	0	26	26	3
Stage 1	-	-	-	-	-	-	21	21	-
Stage 2	-	-	-	-	-	-	5	5	-
Critical Hdwy	4.24	-	-	-	-	-	6.5	7.3	6.46
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	6.3	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	6.3	-
Follow-up Hdwy	2.326	-	-	-	-	-	3.59	4.72	3.534
Pot Cap-1 Maneuver	1541	-	0	0	-	-	969	736	1015
Stage 1	-	-	0	0	-	-	981	745	-
Stage 2	-	-	0	0	-	-	998	759	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1541	-	-	-	-	-	963	0	1015
Mov Cap-2 Maneuver	-	-	-	-	-	-	963	0	-
Stage 1	-	-	-	-	-	-	975	0	-
Stage 2	-	-	-	-	-	-	998	0	-

Approach	EB	WB	NB
HCM Control Delay, s	5.5	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	966	1541	-	-	-
HCM Lane V/C Ratio	0.409	0.006	-	-	-
HCM Control Delay (s)	11.3	7.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	2	0	-	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	5	2	3	11	0	0	0	0	10	6	3
Future Vol, veh/h	0	5	2	3	11	0	0	0	0	10	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	20	0	0	50	0	2	2	2	10	83	0
Mvmt Flow	0	5	2	3	11	0	0	0	0	10	6	3

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	7	0	0	23	24	11
Stage 1	-	-	-	-	-	-	17	17	-
Stage 2	-	-	-	-	-	-	6	7	-
Critical Hdwy	-	-	-	4.1	-	-	6.5	7.33	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	6.33	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	6.33	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.59	4.747	3.3
Pot Cap-1 Maneuver	0	-	-	1627	-	0	973	734	1076
Stage 1	0	-	-	-	-	0	985	744	-
Stage 2	0	-	-	-	-	0	997	753	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1627	-	-	971	0	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	971	0	-
Stage 1	-	-	-	-	-	-	985	0	-
Stage 2	-	-	-	-	-	-	995	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.5	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1627	-	993
HCM Lane V/C Ratio	-	-	0.002	-	0.019
HCM Control Delay (s)	-	-	7.2	0	8.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	0	0	14	4	0	5	9	0	0	0
Future Vol, veh/h	0	15	0	0	14	4	0	5	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	11	0	0	29	0	0	80	12	2	2	2
Mvmt Flow	0	15	0	0	14	4	0	5	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	18	0	-	-	-	0	31	33	15
Stage 1	-	-	-	-	-	-	15	15	-
Stage 2	-	-	-	-	-	-	16	18	-
Critical Hdwy	4.1	-	-	-	-	-	6.4	7.3	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.3	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6.3	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4.72	3.408
Pot Cap-1 Maneuver	1612	-	0	0	-	-	988	729	1036
Stage 1	-	-	0	0	-	-	1013	750	-
Stage 2	-	-	0	0	-	-	1012	748	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1612	-	-	-	-	-	988	0	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	988	0	-
Stage 1	-	-	-	-	-	-	1013	0	-
Stage 2	-	-	-	-	-	-	1012	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1036	1612	-	-	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	8.5	0	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	22	2	0	14	0	2	0	0	0	0	2
Future Vol, veh/h	0	22	2	0	14	0	2	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	13	0	0	21	0	0	0	0	0	0	50
Mvmt Flow	0	22	2	0	14	0	2	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	24	0	0	38	37	23	37	38	14
Stage 1	-	-	-	-	-	-	23	23	-	14	14	-
Stage 2	-	-	-	-	-	-	15	14	-	23	24	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	1617	-	-	1604	-	-	972	859	1060	973	858	942
Stage 1	-	-	-	-	-	-	1000	880	-	1011	888	-
Stage 2	-	-	-	-	-	-	1010	888	-	1000	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1617	-	-	1604	-	-	970	859	1060	973	858	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	970	859	-	973	858	-
Stage 1	-	-	-	-	-	-	1000	880	-	1011	888	-
Stage 2	-	-	-	-	-	-	1008	888	-	1000	879	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.7	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	970	1617	-	-	1604	-	-	942
HCM Lane V/C Ratio	0.002	-	-	-	-	-	-	0.002
HCM Control Delay (s)	8.7	0	-	-	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	32	5	118	25	0	0	0	0	67	1	117
Future Vol, veh/h	0	32	5	118	25	0	0	0	0	67	1	117
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	25	0	6	0	0	2	2	2	3	0	0
Mvmt Flow	0	32	5	118	25	0	0	0	0	67	1	117

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	37	0	0	296	298	25
Stage 1	-	-	-	-	-	-	261	261	-
Stage 2	-	-	-	-	-	-	35	37	-
Critical Hdwy	-	-	-	4.16	-	-	6.43	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	5.5	-
Follow-up Hdwy	-	-	-	2.254	-	-	3.527	4	3.3
Pot Cap-1 Maneuver	0	-	-	1548	-	0	693	617	1057
Stage 1	0	-	-	-	-	0	780	696	-
Stage 2	0	-	-	-	-	0	985	868	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1548	-	-	640	0	1057
Mov Cap-2 Maneuver	-	-	-	-	-	-	640	0	-
Stage 1	-	-	-	-	-	-	780	0	-
Stage 2	-	-	-	-	-	-	909	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	6.2	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1548	-	854
HCM Lane V/C Ratio	-	-	0.076	-	0.217
HCM Control Delay (s)	-	-	7.5	0	10.4
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.2	-	0.8

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	83	0	0	121	86	22	2	9	0	0	0
Future Vol, veh/h	16	83	0	0	121	86	22	2	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	57	41	0	0	18	23	0	100	33	2	2	2
Mvmt Flow	16	83	0	0	121	86	22	2	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	207	0	-	-	-	0	279	322	83
Stage 1	-	-	-	-	-	-	115	115	-
Stage 2	-	-	-	-	-	-	164	207	-
Critical Hdwy	4.67	-	-	-	-	-	6.4	7.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	6.5	-
Follow-up Hdwy	2.713	-	-	-	-	-	3.5	4.9	3.597
Pot Cap-1 Maneuver	1096	-	0	0	-	-	715	464	897
Stage 1	-	-	0	0	-	-	915	645	-
Stage 2	-	-	0	0	-	-	870	580	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1096	-	-	-	-	-	704	0	897
Mov Cap-2 Maneuver	-	-	-	-	-	-	704	0	-
Stage 1	-	-	-	-	-	-	901	0	-
Stage 2	-	-	-	-	-	-	870	0	-

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	751	1096	-	-	-
HCM Lane V/C Ratio	0.044	0.015	-	-	-
HCM Control Delay (s)	10	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	87	2	1	203	0	1	0	0	1	0	3
Future Vol, veh/h	3	87	2	1	203	0	1	0	0	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	33	38	50	0	21	0	0	0	0	0	0	67
Mvmt Flow	3	87	2	1	203	0	1	0	0	1	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	89	0	0	301	299	88	299	300	203
Stage 1	-	-	-	-	-	-	94	94	-	205	205	-
Stage 2	-	-	-	-	-	-	207	205	-	94	95	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.87
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.903
Pot Cap-1 Maneuver	1204	-	-	1519	-	-	655	616	976	657	616	698
Stage 1	-	-	-	-	-	-	918	821	-	802	736	-
Stage 2	-	-	-	-	-	-	800	736	-	918	820	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1204	-	-	1519	-	-	650	614	976	655	614	698
Mov Cap-2 Maneuver	-	-	-	-	-	-	650	614	-	655	614	-
Stage 1	-	-	-	-	-	-	915	819	-	800	735	-
Stage 2	-	-	-	-	-	-	796	735	-	915	818	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	10.5	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	650	1204	-	-	1519	-	-	687
HCM Lane V/C Ratio	0.002	0.002	-	-	0.001	-	-	0.006
HCM Control Delay (s)	10.5	8	0	-	7.4	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	20	49	15	11	129
Future Vol, veh/h	6	20	49	15	11	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	5	7	0	0	2
Mvmt Flow	6	20	49	15	11	129

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	64	0	-	0	89	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	4.1	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	1551	-	-	-	917	1009
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1551	-	-	-	913	1009
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1551	-	-	-	913	1009
HCM Lane V/C Ratio	0.004	-	-	-	0.012	0.128
HCM Control Delay (s)	7.3	-	-	-	9	9.1
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0.4

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	36	7	1	29	1	1	1	1	4	11	32
Future Vol, veh/h	15	36	7	1	29	1	1	1	1	4	11	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	100	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	13	31	0	100	33	0	0	100	100	0	0	16
Mvmt Flow	15	36	7	1	29	1	1	1	1	4	11	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	43	0	0	123	102	40	102	105	30
Stage 1	-	-	-	-	-	-	70	70	-	32	32	-
Stage 2	-	-	-	-	-	-	53	32	-	70	73	-
Critical Hdwy	4.23	-	-	5.1	-	-	7.1	7.5	7.2	7.1	6.5	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.5	-	6.1	5.5	-
Follow-up Hdwy	2.317	-	-	3.1	-	-	3.5	4.9	4.2	3.5	4	3.444
Pot Cap-1 Maneuver	1514	-	-	1113	-	-	856	636	810	884	789	1006
Stage 1	-	-	-	-	-	-	945	679	-	990	872	-
Stage 2	-	-	-	-	-	-	965	709	-	945	838	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1514	-	-	1113	-	-	813	629	810	874	780	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-	813	629	-	874	780	-
Stage 1	-	-	-	-	-	-	936	672	-	980	871	-
Stage 2	-	-	-	-	-	-	922	708	-	933	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.3	8.4	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1064	1514	-	-	1113	-	-	931
HCM Lane V/C Ratio	0.003	0.01	-	-	0.001	-	-	0.05
HCM Control Delay (s)	8.4	7.4	-	-	8.2	-	-	9.1
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	37	3	8	29	0	0
Future Vol, veh/h	37	3	8	29	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	8	33	0	13	0	0
Mvmt Flow	37	3	8	29	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	84	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1583	-	923	1038
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	918	1038
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1583	-
HCM Lane V/C Ratio	-	-	-	0.005	-
HCM Control Delay (s)	0	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	1	0	14
Future Vol, veh/h	0	0	0	1	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	14
Mvmt Flow	0	0	0	1	0	14

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	15	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1009	1090	-	-	1635	-
Stage 1	1028	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1009	1090	-	-	1635	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1635	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	0	19	0
Future Vol, veh/h	1	0	0	0	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	11	0
Mvmt Flow	1	0	0	0	19	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	19	19	19	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1004	1065	1611	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1004	1065	1611	-	-	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	1004	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	12	5	1	9	7
Future Vol, veh/h	2	12	5	1	9	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	8	40	0	10	14
Mvmt Flow	2	12	5	1	9	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	24	13	16	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.4	6.28	4.5	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.372	2.56	-	-	-
Pot Cap-1 Maneuver	997	1050	1386	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1050	1386	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1386	-	1041	-	-
HCM Lane V/C Ratio	0.004	-	0.013	-	-
HCM Control Delay (s)	7.6	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	14	1	0	123	2	2	2	1	1	0	104
Future Vol, veh/h	8	14	1	0	123	2	2	2	1	1	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	33	50	0	0	15	0	0	0	0	0	0	24
Mvmt Flow	8	14	1	0	123	2	2	2	1	1	0	104

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	15	0	0	207	156	15	156	155	124
Stage 1	-	-	-	-	-	-	31	31	-	124	124	-
Stage 2	-	-	-	-	-	-	176	125	-	32	31	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.44
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.516
Pot Cap-1 Maneuver	1291	-	-	1616	-	-	755	740	1070	815	741	871
Stage 1	-	-	-	-	-	-	991	873	-	885	797	-
Stage 2	-	-	-	-	-	-	831	796	-	990	873	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1291	-	-	1616	-	-	662	736	1070	808	737	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	662	736	-	808	737	-
Stage 1	-	-	-	-	-	-	985	868	-	880	797	-
Stage 2	-	-	-	-	-	-	732	796	-	981	868	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0	9.8	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	749	1291	-	-	1616	-	-	870
HCM Lane V/C Ratio	0.007	0.006	-	-	-	-	-	0.121
HCM Control Delay (s)	9.8	7.8	0	-	0	-	-	9.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	19	32	2	15	101
Future Vol, veh/h	5	19	32	2	15	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	20	6	21	0	12	13
Mvmt Flow	5	19	32	2	15	101

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	164	33	0	0	34	0
Stage 1	33	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.6	6.26	-	-	4.22	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.354	-	-	2.308	-
Pot Cap-1 Maneuver	787	1029	-	-	1515	-
Stage 1	945	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	779	1029	-	-	1515	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	844	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	965	1515	-
HCM Lane V/C Ratio	-	-	0.025	0.01	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	0	0	4	0	0
Future Vol, veh/h	4	0	0	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	0	4	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	4	0	8	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1618	-	1013	1080
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1618	-	1013	1080
Mov Cap-2 Maneuver	-	-	-	-	1013	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1618	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	184	5	57	170	4	6
Future Vol, veh/h	184	5	57	170	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	5	57	170	4	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	227	0	-	0	515	142
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1341	-	-	-	520	906
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	696	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1341	-	-	-	448	906
Mov Cap-2 Maneuver	-	-	-	-	448	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	696	-

Approach	EB	WB	SB
HCM Control Delay, s	7.9	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1341	-	-	-	643
HCM Lane V/C Ratio	0.137	-	-	-	0.016
HCM Control Delay (s)	8.1	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	3	0	0	0	4	0	0
Future Vol, veh/h	0	0	0	1	0	3	0	0	0	4	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	100	0	67	0	0	0	50	0	0
Mvmt Flow	0	0	0	1	0	3	0	0	0	4	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	8.2	0	8
HCM LOS	-	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	25%	100%
Vol Thru, %	100%	100%	0%	0%
Vol Right, %	0%	0%	75%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	4	4
LT Vol	0	0	1	4
Through Vol	0	0	0	0
RT Vol	0	0	3	0
Lane Flow Rate	0	0	4	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0.006	0.006
Departure Headway (Hd)	3.911	3.911	5.208	4.958
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	691	726
Service Time	1.917	1.917	3.212	2.962
HCM Lane V/C Ratio	0	0	0.006	0.006
HCM Control Delay	6.9	6.9	8.2	8
HCM Lane LOS	N	N	A	A
HCM 95th-tile Q	0	0	0	0

2026 Build PM Phase 2 Laydown 2

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	228	35	64	256	4
Future Vol, veh/h	21	228	35	64	256	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	130	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	10	20	6	5	5	50
Mvmt Flow	21	228	35	64	256	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	249	0	269	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.16	-	6.45	6.7
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.254	-	3.545	3.75
Pot Cap-1 Maneuver	-	-	1294	-	714	800
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1294	-	695	800
Mov Cap-2 Maneuver	-	-	-	-	695	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	861	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	696	-	-	1294	-
HCM Lane V/C Ratio	0.374	-	-	0.027	-
HCM Control Delay (s)	13.2	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	234	233	14	306	106	15
Future Vol, veh/h	234	233	14	306	106	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	17	8	8	5	25	21
Mvmt Flow	234	233	14	306	106	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	467	0	685	351
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	334	-
Critical Hdwy	-	-	4.18	-	6.65	6.41
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	2.272	-	3.725	3.489
Pot Cap-1 Maneuver	-	-	1064	-	381	652
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1064	-	376	652
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	668	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	18
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	397	-	-	1064	-
HCM Lane V/C Ratio	0.305	-	-	0.013	-
HCM Control Delay (s)	18	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.3	-	-	0	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	180	48	218	189	5	84	2	282	5	0	2
Future Vol, veh/h	0	180	48	218	189	5	84	2	282	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	300	-	-	-	-	140	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	2	6	16	3	0	13	0	21	0	0	0
Mvmt Flow	0	180	48	218	189	5	84	2	282	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	228	0	0	833	834	204	974	856	192
Stage 1	-	-	-	-	-	-	204	204	-	628	628	-
Stage 2	-	-	-	-	-	-	629	630	-	346	228	-
Critical Hdwy	4.1	-	-	4.26	-	-	7.23	6.5	6.41	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.344	-	-	3.617	4	3.489	3.5	4	3.3
Pot Cap-1 Maneuver	1391	-	-	1262	-	-	276	306	791	233	297	855
Stage 1	-	-	-	-	-	-	773	737	-	474	479	-
Stage 2	-	-	-	-	-	-	452	478	-	674	719	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1262	-	-	239	253	791	129	246	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	239	253	-	129	246	-
Stage 1	-	-	-	-	-	-	773	737	-	474	396	-
Stage 2	-	-	-	-	-	-	373	395	-	433	719	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.5	15.9	27.1
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	239	791	1391	-	-	1262	-	-	170
HCM Lane V/C Ratio	0.36	0.357	-	-	-	0.173	-	-	0.041
HCM Control Delay (s)	28.3	12.1	0	-	-	8.4	-	-	27.1
HCM Lane LOS	D	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.6	1.6	0	-	-	0.6	-	-	0.1

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	21	12	44	26	226	12	88	21	127	124	28
Future Vol, veh/h	18	21	12	44	26	226	12	88	21	127	124	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	230	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	6	0	0	7	0	16	0	15	32	29	5	0
Mvmt Flow	18	21	12	44	26	226	12	88	21	127	124	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	641	525	138	532	529	99	152	0	0	109	0	0
Stage 1	392	392	-	123	123	-	-	-	-	-	-	-
Stage 2	249	133	-	409	406	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.17	6.5	6.36	4.1	-	-	4.39	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.17	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.563	4	3.444	2.2	-	-	2.461	-	-
Pot Cap-1 Maneuver	382	460	916	450	458	920	1441	-	-	1329	-	-
Stage 1	625	610	-	869	798	-	-	-	-	-	-	-
Stage 2	746	790	-	610	601	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	253	413	916	393	411	920	1441	-	-	1329	-	-
Mov Cap-2 Maneuver	253	413	-	393	411	-	-	-	-	-	-	-
Stage 1	620	551	-	862	792	-	-	-	-	-	-	-
Stage 2	540	784	-	524	543	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	13.8	0.7	3.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	378	703	1329	-	-
HCM Lane V/C Ratio	0.008	-	-	0.135	0.421	0.096	-	-
HCM Control Delay (s)	7.5	-	-	16	13.8	8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	2.1	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	5	280	8	3	114
Future Vol, veh/h	3	5	280	8	3	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	20	19	0	0	34
Mvmt Flow	3	5	280	8	3	114

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	404	284	0	0	288	0
Stage 1	284	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.4	6.4	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.2	-
Pot Cap-1 Maneuver	606	714	-	-	1286	-
Stage 1	769	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	605	714	-	-	1286	-
Mov Cap-2 Maneuver	605	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	669	1286	-
HCM Lane V/C Ratio	-	-	0.012	0.002	-
HCM Control Delay (s)	-	-	10.4	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	0	0	257	0	0	104	0
Future Vol, veh/h	1	0	0	0	0	0	0	257	0	0	104	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	100	0	0	0	0	0	0	21	0	0	33	0
Mvmt Flow	1	0	0	0	0	0	0	257	0	0	104	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	361	361	104	361	361	257	104	0	0	257	0	0
Stage 1	104	104	-	257	257	-	-	-	-	-	-	-
Stage 2	257	257	-	104	104	-	-	-	-	-	-	-
Critical Hdwy	8.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.4	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	449	569	956	598	569	787	1500	-	-	1320	-	-
Stage 1	710	813	-	752	699	-	-	-	-	-	-	-
Stage 2	574	699	-	907	813	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	449	569	956	598	569	787	1500	-	-	1320	-	-
Mov Cap-2 Maneuver	449	569	-	598	569	-	-	-	-	-	-	-
Stage 1	710	813	-	752	699	-	-	-	-	-	-	-
Stage 2	574	699	-	907	813	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1500	-	-	449	-	1320	-	-
HCM Lane V/C Ratio	-	-	-	0.002	-	-	-	-
HCM Control Delay (s)	0	-	-	13	0	0	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	4	0	13	5	124	1	147	43	42	57	2
Future Vol, veh/h	0	4	0	13	5	124	1	147	43	42	57	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	8	0	14	0	18	12	28	31	100
Mvmt Flow	0	4	0	13	5	124	1	147	43	42	57	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	377	334	58	315	314	169	59	0	0	190	0	0
Stage 1	142	142	-	171	171	-	-	-	-	-	-	-
Stage 2	235	192	-	144	143	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.34	4.1	-	-	4.38	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.426	2.2	-	-	2.452	-	-
Pot Cap-1 Maneuver	584	589	1014	626	605	845	1558	-	-	1242	-	-
Stage 1	866	783	-	817	761	-	-	-	-	-	-	-
Stage 2	773	745	-	845	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	481	568	1014	605	583	845	1558	-	-	1242	-	-
Mov Cap-2 Maneuver	481	568	-	605	583	-	-	-	-	-	-	-
Stage 1	865	756	-	816	760	-	-	-	-	-	-	-
Stage 2	655	744	-	811	755	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.4	10.4	0	3.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1558	-	-	568	803	1242	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.177	0.034	-	-
HCM Control Delay (s)	7.3	0	-	11.4	10.4	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	2	3	123	24	12
Future Vol, veh/h	9	2	3	123	24	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	8	14	0
Mvmt Flow	9	2	3	123	24	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	159	30	36	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	837	1050	1588	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	835	1050	1588	-	-	-
Mov Cap-2 Maneuver	835	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	902	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	867	-	-
HCM Lane V/C Ratio	0.002	-	0.013	-	-
HCM Control Delay (s)	7.3	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	1	124	0	0	27	1
Future Vol, veh/h	0	0	0	0	0	0	1	124	0	0	27	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	13	0	0	8	0
Mvmt Flow	0	0	0	0	0	0	1	124	0	0	27	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	154	154	28	154	154	124	28	0	0	124	0	0
Stage 1	28	28	-	126	126	-	-	-	-	-	-	-
Stage 2	126	126	-	28	28	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	817	741	1053	817	741	932	1599	-	-	1475	-	-
Stage 1	994	876	-	883	796	-	-	-	-	-	-	-
Stage 2	883	796	-	994	876	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	816	740	1053	816	740	932	1599	-	-	1475	-	-
Mov Cap-2 Maneuver	816	740	-	816	740	-	-	-	-	-	-	-
Stage 1	993	876	-	882	795	-	-	-	-	-	-	-
Stage 2	882	795	-	994	876	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0.1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1599	-	-	-	-	1475	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-	-	-	-
HCM Control Delay (s)	7.3	0	-	0	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	130	52	43	30	32
Future Vol, veh/h	69	130	52	43	30	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	17	0	14	23	12	26
Mvmt Flow	69	130	52	43	30	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	166	74	0	0	95	0
Stage 1	74	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.57	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	791	993	-	-	1438	-
Stage 1	912	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	774	993	-	-	1438	-
Mov Cap-2 Maneuver	774	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	3.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	904	1438	-
HCM Lane V/C Ratio	-	-	0.22	0.021	-
HCM Control Delay (s)	-	-	10.1	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	66	3	0	23	54	1	0	2	136	1	12
Future Vol, veh/h	54	66	3	0	23	54	1	0	2	136	1	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	200	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	29	14	0	0	18	46	0	0	0	21	0	75
Mvmt Flow	54	66	3	0	23	54	1	0	2	136	1	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	69	0	0	233	253	68	200	200	23
Stage 1	-	-	-	-	-	-	176	176	-	23	23	-
Stage 2	-	-	-	-	-	-	57	77	-	177	177	-
Critical Hdwy	4.39	-	-	4.1	-	-	7.1	6.5	6.2	7.31	6.5	6.95
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.31	5.5	-
Follow-up Hdwy	2.461	-	-	2.2	-	-	3.5	4	3.3	3.689	4	3.975
Pot Cap-1 Maneuver	1367	-	-	1545	-	-	726	654	1001	719	699	877
Stage 1	-	-	-	-	-	-	831	757	-	948	880	-
Stage 2	-	-	-	-	-	-	960	835	-	782	756	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1367	-	-	1545	-	-	693	627	1001	695	670	877
Mov Cap-2 Maneuver	-	-	-	-	-	-	693	627	-	695	670	-
Stage 1	-	-	-	-	-	-	797	726	-	909	880	-
Stage 2	-	-	-	-	-	-	946	835	-	748	725	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.4	0	9.1	11.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	872	1367	-	-	1545	-	-	707
HCM Lane V/C Ratio	0.003	0.04	-	-	-	-	-	0.211
HCM Control Delay (s)	9.1	7.7	0	-	0	-	-	11.4
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	288	8	29	101	104	1	5	28	129	7	7
Future Vol, veh/h	9	288	8	29	101	104	1	5	28	129	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	22	12	0	7	41	11	0	0	0	9	14	14
Mvmt Flow	9	288	8	29	101	104	1	5	28	129	7	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	296	0	0	528	573	292	538	525	153
Stage 1	-	-	-	-	-	-	310	310	-	211	211	-
Stage 2	-	-	-	-	-	-	218	263	-	327	314	-
Critical Hdwy	4.32	-	-	4.17	-	-	7.1	6.5	6.2	7.19	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.19	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.19	5.64	-
Follow-up Hdwy	2.398	-	-	2.263	-	-	3.5	4	3.3	3.581	4.126	3.426
Pot Cap-1 Maneuver	1256	-	-	1237	-	-	464	432	752	443	441	862
Stage 1	-	-	-	-	-	-	705	663	-	775	706	-
Stage 2	-	-	-	-	-	-	789	694	-	671	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1256	-	-	1237	-	-	444	419	752	413	428	862
Mov Cap-2 Maneuver	-	-	-	-	-	-	444	419	-	413	428	-
Stage 1	-	-	-	-	-	-	700	658	-	770	690	-
Stage 2	-	-	-	-	-	-	756	678	-	637	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	1	10.7	17.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1256	-	-	1237	-	-	425
HCM Lane V/C Ratio	0.051	0.007	-	-	0.023	-	-	0.336
HCM Control Delay (s)	10.7	7.9	-	-	8	-	-	17.7
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	1.5

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	97	326	13	171	0	0	0	0	1	4	55
Future Vol, veh/h	0	97	326	13	171	0	0	0	0	1	4	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	8	19	15	24	0	2	2	2	0	25	30
Mvmt Flow	0	97	326	13	171	0	0	0	0	1	4	55

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	423	0	0	457	620	171
Stage 1	-	-	-	-	-	-	197	197	-
Stage 2	-	-	-	-	-	-	260	423	-
Critical Hdwy	-	-	-	4.25	-	-	6.4	6.75	6.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.75	-
Follow-up Hdwy	-	-	-	2.335	-	-	3.5	4.225	3.57
Pot Cap-1 Maneuver	0	-	-	1070	-	0	565	375	805
Stage 1	0	-	-	-	-	0	841	697	-
Stage 2	0	-	-	-	-	0	788	550	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1070	-	-	558	0	805
Mov Cap-2 Maneuver	-	-	-	-	-	-	558	0	-
Stage 1	-	-	-	-	-	-	841	0	-
Stage 2	-	-	-	-	-	-	778	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.6	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1070	-	799
HCM Lane V/C Ratio	-	-	0.012	-	0.075
HCM Control Delay (s)	-	-	8.4	0	9.9
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	10

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	4	0	0	6	5	178	10	6	0	0	0
Future Vol, veh/h	94	4	0	0	6	5	178	10	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	7	25	0	0	50	0	24	50	50	2	2	2
Mvmt Flow	94	4	0	0	6	5	178	10	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	11	0	-	-	-	0	201	203	4
Stage 1	-	-	-	-	-	-	192	192	-
Stage 2	-	-	-	-	-	-	9	11	-
Critical Hdwy	4.17	-	-	-	-	-	6.64	7	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	5.64	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.64	6	-
Follow-up Hdwy	2.263	-	-	-	-	-	3.716	4.45	3.75
Pot Cap-1 Maneuver	1576	-	0	0	-	-	740	616	955
Stage 1	-	-	0	0	-	-	791	660	-
Stage 2	-	-	0	0	-	-	960	800	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1576	-	-	-	-	-	696	0	955
Mov Cap-2 Maneuver	-	-	-	-	-	-	696	0	-
Stage 1	-	-	-	-	-	-	744	0	-
Stage 2	-	-	-	-	-	-	960	0	-

Approach	EB	WB	NB
HCM Control Delay, s	7.1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	702	1576	-	-	-
HCM Lane V/C Ratio	0.276	0.06	-	-	-
HCM Control Delay (s)	12.1	7.4	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.1	0.2	-	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	7	7	2	0	0	0	0	6	11	6
Future Vol, veh/h	0	2	7	7	2	0	0	0	0	6	11	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	14	17	0	0	2	2	2	17	73	0
Mvmt Flow	0	2	7	7	2	0	0	0	0	6	11	6

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	9	0	0	22	25	2
Stage 1	-	-	-	-	-	-	16	16	-
Stage 2	-	-	-	-	-	-	6	9	-
Critical Hdwy	-	-	-	4.27	-	-	6.57	7.23	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.57	6.23	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.57	6.23	-
Follow-up Hdwy	-	-	-	2.353	-	-	3.653	4.657	3.3
Pot Cap-1 Maneuver	0	-	-	1518	-	0	957	747	1088
Stage 1	0	-	-	-	-	0	969	760	-
Stage 2	0	-	-	-	-	0	979	766	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1518	-	-	952	0	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	952	0	-
Stage 1	-	-	-	-	-	-	969	0	-
Stage 2	-	-	-	-	-	-	974	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	5.7	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1518	-	1015
HCM Lane V/C Ratio	-	-	0.005	-	0.023
HCM Control Delay (s)	-	-	7.4	0	8.6
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	3	0	0	8	19	1	3	9	0	0	0
Future Vol, veh/h	5	3	0	0	8	19	1	3	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	13	11	100	33	0	2	2	2
Mvmt Flow	5	3	0	0	8	19	1	3	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	27	0	-	-	-	0	31	40	3
Stage 1	-	-	-	-	-	-	13	13	-
Stage 2	-	-	-	-	-	-	18	27	-
Critical Hdwy	4.1	-	-	-	-	-	7.4	6.83	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.4	5.83	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.4	5.83	-
Follow-up Hdwy	2.2	-	-	-	-	-	4.4	4.297	3.3
Pot Cap-1 Maneuver	1600	-	0	0	-	-	782	795	1087
Stage 1	-	-	0	0	-	-	806	827	-
Stage 2	-	-	0	0	-	-	801	815	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1600	-	-	-	-	-	780	0	1087
Mov Cap-2 Maneuver	-	-	-	-	-	-	780	0	-
Stage 1	-	-	-	-	-	-	804	0	-
Stage 2	-	-	-	-	-	-	801	0	-

Approach	EB	WB	NB
HCM Control Delay, s	4.5	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	1046	1600	-	-	-
HCM Lane V/C Ratio	0.012	0.003	-	-	-
HCM Control Delay (s)	8.5	7.3	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	7	4	0	15	0	12	2	0	0	0	0
Future Vol, veh/h	1	7	4	0	15	0	12	2	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	25	0	0	0	18	0	0	0	0	0
Mvmt Flow	1	7	4	0	15	0	12	2	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	11	0	0	26	26	9	27	28	15
Stage 1	-	-	-	-	-	-	11	11	-	15	15	-
Stage 2	-	-	-	-	-	-	15	15	-	12	13	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.28	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.28	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.28	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.662	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1616	-	-	1621	-	-	945	871	1079	988	869	1070
Stage 1	-	-	-	-	-	-	970	890	-	1010	887	-
Stage 2	-	-	-	-	-	-	965	887	-	1014	889	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1616	-	-	1621	-	-	944	870	1079	985	868	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	944	870	-	985	868	-
Stage 1	-	-	-	-	-	-	969	889	-	1009	887	-
Stage 2	-	-	-	-	-	-	965	887	-	1011	888	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	8.9	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	933	1616	-	-	1621	-	-	-
HCM Lane V/C Ratio	0.015	0.001	-	-	-	-	-	-
HCM Control Delay (s)	8.9	7.2	0	-	0	-	-	0
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	162	0	33	7	0	0	0	0	109	1	7
Future Vol, veh/h	0	162	0	33	7	0	0	0	0	109	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	19	0	13	0	0	2	2	2	3	100	20
Mvmt Flow	0	162	0	33	7	0	0	0	0	109	1	7

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	162	0	0	235	235	7
Stage 1	-	-	-	-	-	-	73	73	-
Stage 2	-	-	-	-	-	-	162	162	-
Critical Hdwy	-	-	-	4.23	-	-	6.43	7.5	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	5.43	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.43	6.5	-
Follow-up Hdwy	-	-	-	2.317	-	-	3.527	4.9	3.48
Pot Cap-1 Maneuver	0	-	-	1353	-	0	751	526	1025
Stage 1	0	-	-	-	-	0	947	676	-
Stage 2	0	-	-	-	-	0	865	611	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1353	-	-	733	0	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	733	0	-
Stage 1	-	-	-	-	-	-	947	0	-
Stage 2	-	-	-	-	-	-	844	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	6.4	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1353	-	746
HCM Lane V/C Ratio	-	-	0.024	-	0.157
HCM Control Delay (s)	-	-	7.7	0	10.7
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.6

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	123	148	0	0	31	78	9	4	123	0	0	0
Future Vol, veh/h	123	148	0	0	31	78	9	4	123	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	17	7	2	0	12	4	0	25	10	2	2	2
Mvmt Flow	123	148	0	0	31	78	9	4	123	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	109	0	-	-	-	0	464	503	148
Stage 1	-	-	-	-	-	-	394	394	-
Stage 2	-	-	-	-	-	-	70	109	-
Critical Hdwy	4.27	-	-	-	-	-	6.4	6.75	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.75	-
Follow-up Hdwy	2.353	-	-	-	-	-	3.5	4.225	3.39
Pot Cap-1 Maneuver	1393	-	0	0	-	-	560	439	878
Stage 1	-	-	0	0	-	-	686	567	-
Stage 2	-	-	0	0	-	-	958	763	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1393	-	-	-	-	-	506	0	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	506	0	-
Stage 1	-	-	-	-	-	-	620	0	-
Stage 2	-	-	-	-	-	-	958	0	-

Approach	EB	WB	NB
HCM Control Delay, s	3.6	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	836	1393	-	-	-
HCM Lane V/C Ratio	0.163	0.088	-	-	-
HCM Control Delay (s)	10.1	7.8	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.6	0.3	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	268	0	0	102	3	1	1	4	1	0	6
Future Vol, veh/h	3	268	0	0	102	3	1	1	4	1	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	7	0	0	4	67	0	0	0	0	0	17
Mvmt Flow	3	268	0	0	102	3	1	1	4	1	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	268	0	0	381	379	268	381	378	104
Stage 1	-	-	-	-	-	-	274	274	-	104	104	-
Stage 2	-	-	-	-	-	-	107	105	-	277	274	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.453
Pot Cap-1 Maneuver	1499	-	-	1307	-	-	581	556	776	581	557	911
Stage 1	-	-	-	-	-	-	736	687	-	907	813	-
Stage 2	-	-	-	-	-	-	903	812	-	734	687	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1499	-	-	1307	-	-	576	555	776	576	556	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	576	555	-	576	556	-
Stage 1	-	-	-	-	-	-	735	686	-	905	813	-
Stage 2	-	-	-	-	-	-	897	812	-	728	686	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	10.3	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	690	1499	-	-	1307	-	-	841
HCM Lane V/C Ratio	0.009	0.002	-	-	-	-	-	0.008
HCM Control Delay (s)	10.3	7.4	0	-	0	-	-	9.3
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	182	61	58	29	25	69
Future Vol, veh/h	182	61	58	29	25	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	180	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	5	9	11	7	0	6
Mvmt Flow	182	61	58	29	25	69

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	498	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	425	-
Critical Hdwy	4.15	-	-	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.245	-	-	-	3.5	3.354
Pot Cap-1 Maneuver	1490	-	-	-	535	978
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1490	-	-	-	470	978
Mov Cap-2 Maneuver	-	-	-	-	470	-
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	SB
HCM Control Delay, s	5.8	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1490	-	-	-	470	978
HCM Lane V/C Ratio	0.122	-	-	-	0.053	0.071
HCM Control Delay (s)	7.8	-	-	-	13.1	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	37	4	1	46	4	8	16	7	0	2	22
Future Vol, veh/h	47	37	4	1	46	4	8	16	7	0	2	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	100	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	28	50	0	11	25	0	6	14	0	0	10
Mvmt Flow	47	37	4	1	46	4	8	16	7	0	2	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	41	0	0	195	185	39	191	185	48
Stage 1	-	-	-	-	-	-	133	133	-	50	50	-
Stage 2	-	-	-	-	-	-	62	52	-	141	135	-
Critical Hdwy	4.21	-	-	4.1	-	-	7.1	6.56	6.34	7.1	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.56	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.56	-	6.1	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4.054	3.426	3.5	4	3.39
Pot Cap-1 Maneuver	1501	-	-	1581	-	-	769	702	999	773	713	999
Stage 1	-	-	-	-	-	-	875	779	-	968	857	-
Stage 2	-	-	-	-	-	-	954	844	-	867	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1501	-	-	1581	-	-	732	680	999	735	690	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	732	680	-	735	690	-
Stage 1	-	-	-	-	-	-	848	755	-	938	856	-
Stage 2	-	-	-	-	-	-	930	843	-	816	765	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4	0.1	9.1	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	900	1501	-	-	1581	-	-	963
HCM Lane V/C Ratio	0.034	0.031	-	-	0.001	-	-	0.025
HCM Control Delay (s)	9.1	7.5	-	-	7.3	-	-	8.8
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	1	5	42	10	14
Future Vol, veh/h	44	1	5	42	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	26	0	0	15	0	7
Mvmt Flow	44	1	5	42	10	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	45	0	97	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.1	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1576	-	907	1011
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1576	-	904	1011
Mov Cap-2 Maneuver	-	-	-	-	904	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	963	-	-	1576	-
HCM Lane V/C Ratio	0.025	-	-	0.003	-
HCM Control Delay (s)	8.8	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	16	0	0	6
Future Vol, veh/h	2	0	16	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	17
Mvmt Flow	2	0	16	0	0	6

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	16	0	0	16	0
Stage 1	16	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1000	1069	-	-	1615	-
Stage 1	1012	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1000	1069	-	-	1615	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1000	1615	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	22	5	0
Future Vol, veh/h	0	0	0	22	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	5	20	0
Mvmt Flow	0	0	0	22	5	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	27	5	5	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	993	1084	1630	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1084	1630	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	6	16	11	3	1
Future Vol, veh/h	4	6	16	11	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	25	33	0	0	0	33
Mvmt Flow	4	6	16	11	3	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	47	4	4	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.65	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	908	996	1631	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	899	996	1631	-	-	-
Mov Cap-2 Maneuver	899	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1631	-	955	-	-
HCM Lane V/C Ratio	0.01	-	0.01	-	-
HCM Control Delay (s)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	103	137	1	1	10	4	1	1	0	4	2	13
Future Vol, veh/h	103	137	1	1	10	4	1	1	0	4	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	18	100	0	0	0	0	0	0	25	0	0
Mvmt Flow	103	137	1	1	10	4	1	1	0	4	2	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	138	0	0	366	360	138	358	358	12
Stage 1	-	-	-	-	-	-	344	344	-	14	14	-
Stage 2	-	-	-	-	-	-	22	16	-	344	344	-
Critical Hdwy	4.21	-	-	4.1	-	-	7.1	6.5	6.2	7.35	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.35	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4	3.3	3.725	4	3.3
Pot Cap-1 Maneuver	1547	-	-	1458	-	-	594	570	916	557	572	1074
Stage 1	-	-	-	-	-	-	676	640	-	950	888	-
Stage 2	-	-	-	-	-	-	1002	886	-	626	640	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1547	-	-	1458	-	-	552	528	916	525	530	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	552	528	-	525	530	-
Stage 1	-	-	-	-	-	-	627	594	-	882	887	-
Stage 2	-	-	-	-	-	-	987	885	-	580	594	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.2	0.5	11.7	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	540	1547	-	-	1458	-	-	809
HCM Lane V/C Ratio	0.004	0.067	-	-	0.001	-	-	0.023
HCM Control Delay (s)	11.7	7.5	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	48	134	8	55	38
Future Vol, veh/h	5	48	134	8	55	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	20	0	10	0	2	6
Mvmt Flow	5	48	134	8	55	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	286	138	0	0	142	0
Stage 1	138	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	668	916	-	-	1441	-
Stage 1	846	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	642	916	-	-	1441	-
Mov Cap-2 Maneuver	642	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	1441	-
HCM Lane V/C Ratio	-	-	0.06	0.038	-
HCM Control Delay (s)	-	-	9.3	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	0	0	3	0	0
Future Vol, veh/h	4	0	0	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	0	0	3	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	4	0	7	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1618	-	1014	1080
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1020	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1618	-	1014	1080
Mov Cap-2 Maneuver	-	-	-	-	1014	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1020	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1618	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	67	15	4	170	184
Future Vol, veh/h	6	67	15	4	170	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	67	15	4	170	184

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	19	0	-	0	96	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1597	-	-	-	903	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1597	-	-	-	899	1062
Mov Cap-2 Maneuver	-	-	-	-	899	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	977
HCM Lane V/C Ratio	0.004	-	-	-	0.362
HCM Control Delay (s)	7.3	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.7

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	0	0	3	0	1	1	3	2	0
Future Vol, veh/h	1	0	0	0	0	3	0	1	1	3	2	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	0	0	0	0	0	33	0	0	0	33	0	0
Mvmt Flow	1	0	0	0	0	3	0	1	1	3	2	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	6.3	6.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	100%	0%	60%
Vol Thru, %	50%	0%	0%	40%
Vol Right, %	50%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	1	3	5
LT Vol	0	1	0	3
Through Vol	1	0	0	2
RT Vol	1	0	3	0
Lane Flow Rate	2	1	3	5
Geometry Grp	1	1	1	1
Degree of Util (X)	0.002	0.001	0.003	0.006
Departure Headway (Hd)	3.611	4.114	3.313	4.591
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	996	874	1086	784
Service Time	1.613	2.118	1.316	2.591
HCM Lane V/C Ratio	0.002	0.001	0.003	0.006
HCM Control Delay	6.6	7.1	6.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0

APPENDIX J: DETAILED DRAFT SAFETY PLAN

Draft Traffic Safety Plan

Horse Heaven Wind & Solar September 2023

Safety Plan

The draft Traffic Safety Plan (TSP) will assist in developing the Construction Transportation Management Plan (CTMP). The TSP will supply information about the future impacts to the transportation network due to the peak construction of the Horse Heaven Wind Farm Project (the Project). These impacts are expected to occur within and around the project boundary during the construction phases of the Project. This document will provide recommendations to enhance traffic safety during the construction of the Project.

Objectives and Strategies

The objective of traffic safety management plan is:

- To avoid interrupting normal traffic flow. This flow varies depending on the time (rush hours, shift change) and location of the project entrances (cars, trucks, deliveries).
- For the management of traffic flow allowing project daily activities to be conducted in a safe manner.
- To protect all road users by defining the type of the required traffic safety equipment. The equipment to be used will be, but not limited to, truck route signage, detour route signage, barricades, traffic lights, safety cones, fences, closed road signs.
- To enclose and separate the walking/driving paths on site while construction work is being performed.

The Project has multiples strategy to ensure a smooth traffic flow in and out the project construction zone. These plans will be as follows:

- Ensuring construction tasks will be conducted sequentially to lessen any impacts as far as schedule or cost.
- Detailed safety project procedure will be issued with the involvement and approval of both project and safety management, taking into consideration the entrance to the project by both equipment and personnel.
- All entry and exit movements to and from traffic streams shall be in accordance with the projects core process and Environmental Safety and Health Plan (ES&H).
- Design the Project Driveways to include the proper number of traffic lanes and traffic control infrastructure to accommodate the traffic flow and provide safe exit onto the local roadway system.
- Maximize the deliveries to the site to be occur during off-peak construction worker commuting times

All traffic management works, and control devices shall be in accordance with Washington State and Federal Law for construction and improvement of roads. The safety manager and supervisors will work to implement the safety rules on site by keeping a close supervision on all personnel. They will take all reasonable measures to prevent accident or injury during the construction of the plant. All approved procedures and managements practices should be applied and closely implemented.

Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) will be developed in consultation with the Washington State Department of Transportation (WSDOT) and Benton County public works staff, as appropriate, prior to construction. The CTMP will follow WSDOT Design Manual 22-01.21 Chapter 1010. A CTMP is a key element in addressing known work zone safety and mobility impacts.

The TMP may include Temporary Traffic Control (TTC) Components such as:

- Lane closures or lane shifts
- Traffic Control devices

- Pavement markings
- Changeable message signs
- Temporary signals

Transportation Systems Management and Operations (TSMO) is the second component to a TMS. Key TSMO components may include Work Zone Safety Management strategies such as:

- Positive protective devices
- Speed limit reductions
- Automated flagger assistance devices
- Radar speed display signs

The final element of a TMP to be considered are Public Information and Awareness Strategies, which may include, but are not limited to, the following strategies:

- Public Awareness Strategies such as Brochures or mailers, press releases, paid advertisements, and project website (consider providing information in other languages if appropriate).
- Motorist Information Strategies such as Highway advisory radio (HAR), changeable message signs, and transportation management center (TMC).

Impacts during Construction

During peak construction, a typical day would include the transportation of workers, transportation of materials, and movement of heavy equipment.

On-site workers would include technicians, laborers, foremen, equipment operators, and construction managers, with the majority of these positions expected to be filled by workers normally residing in Benton and Franklin Counties (Horse Heaven Wind Farm, LLC 2021). Most of the construction worker traffic would originate from the Tri-Cities of Kennewick, Pasco, and Richland, as well as nearby communities. The workforce would use the same roads to access the Project as the equipment transporters. To be conservative with analysis, it is assumed that workers would drive alone and that the average vehicle would only have 1.25 occupants (Horse Heaven Wind Farm, LLC 2021). Private vehicles would primarily travel mornings and evenings, corresponding to the workday, and the construction truck traffic would be more uniformly distributed throughout the workday. For the LOS analysis, the more conservative 374 worker trips for the construction of the first half of the Project and 344 worker trips for the construction of the second half of the Project were used. Three Project laydown yard locations have been preliminarily identified to facilitate the delivery and assembly of materials and equipment:

- One adjacent to the eastern substation location on Beck Road
- One along Locust Grove Road, East of S. Plymouth Road
- One along Locust Grove Road, between Nicoson Road and S. Clodfelter Road

During construction, trucks are anticipated to use I-82, State Route 397, State Route 221, and local Benton County roads to bring construction equipment, turbine components, solar components, substation equipment, and transmission line equipment to the various Project construction sites.

Trucks would also be used to bring road base aggregate to improve existing roads and construct new access roads; concrete for the turbine, substation, BESS, and O&M facility foundations; and water for dust control. Some large Project components such as turbine blades, tower components, and nacelles may be delivered to remote ports, such as the Port of Vancouver or Port of Longview, and transported overland via I-84 to I-82. Other components may originate within the continental United States and be transported overland from other locations to I-84 and on to I-82 (Horse Heaven Wind Farm, LLC 2021).

Equipment such as excavators, trenching equipment, backhoe loaders, cranes, forklifts, and other material handling equipment would be brought on site by a flatbed semi-tractor trailer and would remain on site throughout construction. Equipment such as water trucks, fuel trucks, service trucks, and trucks delivering components would make frequent trips to deliver supplies. Some trucks would be required to obtain oversize/overweight permits, which allow travel on all unrestricted roads.

Applicant Commitments and Identified Mitigation (from DEIS 4.14.2.4)

This section describes the measures that would reduce or compensate for impacts related to traffic from construction, operation, and decommissioning of the Project. These measures would be implemented in addition to compliance with the environmental permits, plans, and authorizations required for the Proposed Action.

Applicant Commitments

The Applicant has identified measures and/or best practices that are designed to prevent or minimize potential impacts on the affected environment for the Project. Measures presented by the Applicant in the ASC (Horse Heaven Wind Farm, LLC 2021), and taken into consideration in the characterization of potential impacts on traffic are discussed in Section 2.3 and summarized below.

- All road improvement and construction would be performed in conjunction with Benton County Public Works and WSDOT requirements. The Applicant would maintain new access roads to access the turbine structures during operations.
- Prior to commencement of construction, the Applicant would consult with WSDOT and Benton County on the development of a Construction Traffic Management Plan.
- The Applicant would obtain all necessary WSDOT permits to access, modify ingress and egress for, or transport regulated loads on state-managed roadways.
- The Applicant would obtain WSDOT trip permits for oversized and overweight loads.
- When slow or oversized wide loads are being hauled, appropriate vehicle and roadside signing and warning devices would be deployed. Pilot cars would be used as WSDOT dictates, depending on load size and weight.
- A detailed haul plan for the oversized wind material deliveries would be developed once turbines have been selected and the construction schedule developed. This haul plan would confirm source locations and routes to be used during Project construction, as well as anticipated loads and haul schedule.
- Ingress and egress points would be located and improved (if needed) to ensure adequate capacity for existing and projected traffic volumes and to provide efficient movement of traffic, including existing and anticipated agricultural traffic.
- The Applicant would coordinate with EFSEC and Benton County, to identify a qualified third-party engineer who would document road conditions prior to construction and again within 30 days after construction is complete or as weather permits.
- A service agreement between the Applicant and Benton County would ensure post-construction road restoration to conditions as good or better than preconstruction.
- The Applicant or its contractor and EFSEC staff would meet prior to final site plan approval to outline steps for minimizing construction traffic impacts, including conflicts if state-imposed roadway restrictions could affect transporter routes.
- The Applicant or its contractor would provide advance notification to adjacent landowners and farmers through mailing, informal meeting, open house, or other similar methods when construction would take place in the vicinity of their homes and farms to help minimize access disruptions.
- All construction vehicles would yield to school-related vehicles (e.g., school buses) and would lower their speed when approaching a school bus or bus stop along the transporter route.

- Temporary advanced warning and proper roadway signage would be placed on major state and Benton County roads to warn motorists of potential construction-related vehicles turning.
- Carpooling among the construction workers would be encouraged to reduce traffic volume to and from the Project site.
- Detour plans and warning signage would be provided in advance of any planned traffic disturbances.
- Flaggers would be employed as necessary to direct traffic when large equipment is exiting or entering public roads to minimize the risk of accidents. Should the Applicant or its construction contractor receive notice during Project construction of transportation events (e.g., WSDOT or Benton County transportation projects, roadway incidents, other traffic events) that give rise to a safety concern, the Project construction manager would review the CTMP in coordination with the applicable agency and address additional safety measures, including flagging, as may be appropriate for the situation.
- If a lane closure must occur, adequate signage for potential detours or possible delays would be posted.
- Advance notification would be provided to emergency providers and hospitals when public roads may be partially or completely closed.
- Emergency vehicles would be given the right-of-way as required by local, state, and federal requirements.
- Site access roads and an entrance driveway to the O&M facilities on site would be constructed to service truck movements of legal weight and provide adequate sight distance.
- Traffic control requests would be coordinated through the WSDOT traffic engineer and the Benton County Public Works Department abiding by seasonal County Road restrictions.
- A haul and approach route would be developed in coordination with the appropriate jurisdictional authorities.
- Permanent private Project access roads would be maintained by the Applicant for the life of the Project.
- Tracked vehicles and heavy trucks would be restricted to approved transporter roads to prevent damage to the surface and base of Benton County roads.
- After construction, all-weather access roads (including graveled roads), suitable to handle emergency equipment, would be provided to within 150 feet of any built structure or surface activity area.

Safety Procedures

Personal Protective Equipment

All employees are required to wear Personal Protective Equipment (PPE) including subcontractors in charge of road modification and traffic control. PPE includes highlighted vest, protective footwear, eye protections, helmet, sun protection, respiratory devices and ear plugs if needed (etc) on the worksite.

Facility Equipment

All plant equipment shall meet statutory requirements and have the required registration, licenses or certifications where needed. All mobile equipment shall be fitted with suitable reversing alarms. All mobile plant and vehicles shall be fitted with a pair of flashing yellow lamps.

Incident/Accident Procedures

In the event of an accident or incident, whether involving traffic or road users, all work shall be ended, and traffic shall be stopped and rerouted as necessary to avoid further incidents. Safety, health, and environmental personnel, (ESH) should be immediately informed.

Broken down vehicles and vehicles involving in minor non-injury crashes shall be temporarily moved to the shoulder as soon as possible after details of the crash locations have been gathered and noted to maintain traffic flow. Details of all incidents and accidents shall be reported to the Site safety supervisor and Project Manager using the incident report form. Traffic incidents occurring due to the works that occur on public roads will be communicated to local authorities.

Responsibilities

Project Management

Project Management has the ultimate responsibility to ensure that the presented plan is implemented per approved procedures and the designated personnel will be monitoring the execution of the work to prevent any kind of injury or property damage to employees, contractors, sub-contractors, road users and all members of the public.

Safety management and supervision

The safety management and supervision team will ensure all site personnel are fully aware of the job location and that traffic controllers are correctly trained. Personnel protective equipment (PPE) will be enforced and always worn during the work period.

Construction management

Construction management should ensure that the traffic plan is being followed by everyone and contractor will supply sufficient controllers to continuously supervise the road improvement work and traffic flow to avoid delay and traffic congestion.

Construction management will be responsible for coordination-with safety personnel to ensure compliance with the CTMP and applicable procedures before, during and after the work completion. It is important to remind the subcontractor and its personnel to follow the safety rules and execution process to avoid any incidents or delay. Construction management will report to the project manager on progress and will support engineering on the design.

Construction personal

Construction personal should be trained and execute the work per the project procedures and the project schedule.

Contractor

Contractor will ensure that all signs, barricades, and equipment to control the traffic are properly installed and functional before, during and after work hours.

Contractor Project Manager

Contractor project manager shall:

- Ensure all traffic control measures of this TMP are placed and maintained in accordance with this plan and the relevant Acts, Codes, Standards and Guidelines
- Ensure suitable communication and consultation with the owner is maintained at all times
- Ensure inspections of the Traffic Controls are undertaken in accordance with the TMP, and results recorded.
- Review feedback from construction and safety and take action to amend the traffic control measures as approved by the state authority representative.

Site Supervisors

Site supervisors on the jobsite will ensure that all proper documents are correctly filled out and daily safety meetings are conducted prior to start of work. Moreover, they will follow the correct work practices as required by WSDOT outside the project boundaries and project procedures inside the project area.

Site supervisors will be responsible for overseeing the day-to-day activities performed by subcontractor. Ensure traffic control measures are implemented and maintained by the subcontractor. Moreover, undertake and submit the required inspection and evaluation reports to construction representative to take appropriate action to correct unsafe conditions.

WSDOT

WSDOT representatives will support and advise on the progress of the work with site safety and supervisory personnel on work located outside the construction site limits. WSDOT may direct erection, relocation or removal of signs or devices, which, in the opinion of the WSDOT Representative, are not in accordance with the TMP and do not supply sufficient safety for road users.

Worksite Access

Pedestrian Access

There is no specific facility or service nearby that would include pedestrian on the roads neither increase normal use of the road facilities by people with disabilities and other vulnerable road users. Moreover, there are no schools in the vicinity of the worksite, and no significant numbers of children are expected.

Cyclists and Bikers

No cyclist will be present on work site. However, we can expect cyclists along local roadways throughout the study area.

Site Access for Works Vehicles

Construction vehicles entering and exiting the traffic stream shall be mindful of the conditions that may affect the safety of these movements. Vehicles shall reduce the speed and signal their intention by indicator to leave / enter the traffic stream. If the vehicle is disabled, driver should switch on the hazard lights.

Emergency Vehicle Access

At all times when employees are on job location, the Site Supervisor will take whatever action is practicable to assist emergency vehicles, tow trucks and/or service vehicles to gain access to crash or vehicle breakdown sites which are causing or have the potential to cause an obstruction to traffic flow or imperil the safety of road users.

Public Transport

There is no public transport that will be affected by the works.

Access to Adjoining Development/Properties

No properties will be impacted by the proposed work.

School Crossings

There are no school crossings on the worksite. No impacts expected.

Heavy and Oversize Vehicles and Loads

Any heavy or oversized vehicle used during construction activities will comply with the Washington state law and applicable WSDOT requirements.

Railroad Crossings

Railroad crossings within the vicinity of the project and along the assumed transportation routes for materials were analyzed and listed below.

- Crossing 927487A, where train tracks cross over Webber Canyon Road
- Crossing 928191E, where train tracks cross under I-82 near West Clearwater Avenue
- Crossing 928192L. where train tracks cross Dallas Road at grade
- Crossing 966466M, where train tracks cross under eastbound I-82 near the Lewis and Clark Trail Highway
- Crossing 966467U, where train tracks cross under westbound I-82 near the Lewis and Clark Trail Highway

All crossings except Crossing 928192L are located above (overpass) or under (underpass) the transport route. Crossing 928192L, where train tracks cross Dallas Road is a grade crossing, meaning that the crossing occurs at the same grade as other traffic. No Truck haul routes and limited worker journey to work routes are expected to use Dallas Road.

Contingency Planning

Road Crash or Vehicle Breakdown within Site

In the event of road crash within the work area that may impact services requiring access to a crash site that area will be cleared to allow access. On-site traffic controllers/ ES&H will be equipped with mobile communications to advise and/or liaise with emergency services to ensure a prompt response is provided.

There will be accredited First Aid personnel on site to assist where required.

Serious Injury or Fatality

In the case of serious injury or fatality occurring within the traffic control zone, all work shall cease immediately, machinery and vehicles turned off and the area cleared of personnel as soon as possible. Traffic Controllers (and other personnel if necessary) shall be deployed immediately to ensure no traffic or other road users approach the area.

Emergency services shall be notified of the incident and all road workers and traffic management personnel shall preserve the scene leaving everything in situ, until direction is given by ES&H and law reinforcement.

All site personnel shall be briefed on control procedures covering incidents and crashes that result in serious injury or fatalities.

Emergency Contacts

In the event of an emergency the following relevant authorities must be contacted and advised of nature of works, location, type of emergency and contact details for the site supervisor.

Emergency Service	E-mail/Website	Phone (Emergency)
Kennewick Police Department	https://www.go2kennewick.com/386/Police	911
Richland Police Department	https://www.ci.richland.wa.us/departments/police-services	911
Benton County Emergency Services	https://www.bces.wa.gov/	(509) 628-2600
Benton County Fire District 1	https://www.bentonone.org/	911 or (509) 737-0911

Recommended Mitigation Measures

EFSEC has identified the following additional and modified mitigation measures that could be required by EFSEC, but may also involve the participation of other parties, for the Project to avoid and/or minimize potential impacts on transportation. EFSEC would work with the identified parties to facilitate cooperation in implementing this mitigation measure:

TR-1[1]: To ensure safe practices during the transportation of materials during construction and decommissioning, the load movement team would review the procedures to be followed if the load should become lodged at a crossing and would review the emergency contact numbers for each crossing daily—that is, before starting travel for the day.

[1] Identifier of numbered mitigation item for Transportation

TR-2: To mitigate potential collisions at train crossings, the Applicant would work with WSDOT and Operation Lifesaver to provide train safety presentations to employees and contractors to increase knowledge regarding train safety, including train track crossings.

TR-3: To ensure that no changes have occurred since the traffic analysis originally provided prior to construction, a third-party engineer would provide a traffic analysis prior to decommissioning. The traffic analysis would evaluate all modes of transportation (e.g., waterways, rail, roads, etc.) used for the movement of people and materials during decommissioning via the haul route(s) in Washington State.

TR-4: To ensure that no changes have occurred since the route survey originally provided prior to construction, all railroad crossings and grade changes would be included in a route survey performed by a third-party engineer with the Washington Utilities and Transportation Commission participating to determine if current traffic control systems at crossings are appropriate or if additional mitigation is needed prior to decommissioning. The route survey would include anticipated traffic counts. Since this measure would require the participation of other agencies to be implemented, it cannot be considered fully effective mitigation for the purpose of this analysis.

TR-5: The analysis of impacts from decommissioning is based on existing laws and regulations at the time when the ASC was submitted to EFSEC. To ensure that no changes have occurred to laws and regulations used in this analysis, the Applicant would consult with WSDOT and Benton County on the development of a decommissioning-stage Traffic and Safety Management Plan, prior to decommissioning. The Traffic and Safety Management Plan must include a safety analysis of the WSDOT-controlled intersections (in conformance with the WSDOT Safety Analysis Guide) and recommend mitigation or countermeasures where appropriate. The analysis would review impacts from decommissioning traffic and be submitted to WSDOT for review and comment prior to decommissioning activities.