

# Grazing Yak Solar Project

## *Transportation Memorandum*

Core Consultants

El Paso County, Colorado

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Prepared By:



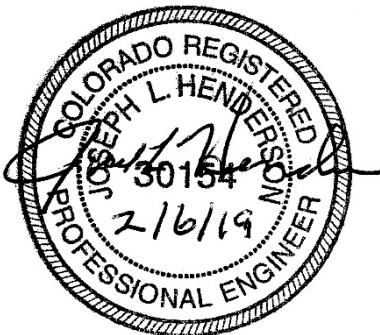
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# Grazing Yak Solar Project

## Transportation Memorandum

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### 1.0 Introduction

The Grazing Yak Solar Project is a 35-megawatt (MW) ground-based solar facility. It will be located east of Washington Road / McQueen Road, approximately four miles southeast of Calhan. The vicinity map in Figure 1 shows the location of the solar facility and laydown yard. The laydown yard is planned on the south side of Funk Road between McQueen Road and Currier Road. Materials will be staged at the laydown yard and transported to the solar facility for installation.

This study has been prepared based on the County's transportation impact study requirements<sup>1</sup>. Considering the low volume of traffic that will be generated by the completed facility, the Transportation Memorandum focuses on the traffic that will be generated by the construction of the facility.

### 2.0 Project Description

The project is expected to be constructed in Year 2019 beginning in early July and completed in late October. The developer has identified haul routes that will be used to access the laydown yard and the solar facility. They are shown in Figure 2 and will have the following purposes.

- **Haul Routes A and B.** Materials will be transported to the site on these routes. They are also expected to be primary routes for workers to travel to the site from the west.
- **Haul Route C.** This is the route from North Calhan Highway to the laydown yard.
- **Haul Routes D and E.** These are alternate routes between the laydown yard and the solar facility. The study evaluated the traffic impacts of using each route.

Solar panels and inverters are assumed to enter the United States through ports in Texas and southern California, so they would likely be delivered to the site on Haul Route B. The other materials are also assumed to be delivered using Haul Route B. The people who will be constructing the development are assumed to live west of the site and will access the site through Haul Routes A and B as well as Judge Orr Road.

### 2.1 Existing Roadways and Intersections

The following roadways will provide access to the site and be used for the haul routes.

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<sup>1</sup> Transportation Impact Study Guidelines. El Paso County Engineering Criteria Manual, Appendix B. December 13, 2016.



- **US 24** is a paved arterial roadway that is part of Haul Route A. The roadway is classified by CDOT as an NR-A roadway in Calhan.
- **North Calhan Highway** is a paved collector road that extends north from Judge Orr Road through Calhan. It is part of Haul Routes A and B. It should be noted that a bridge exists on this roadway with weight restrictions.
- **Judge Orr Road** is a paved minor arterial road that is part of Haul Route B and the Water Haul Route. The roadway extends east from Colorado Springs beyond the eastern limits of El Paso County.
- **Calhan Highway** is a paved collector roadway that extends south from Judge Orr Road to SH 94. It is part of Haul Route B and the Water Haul Route.
- **SH 94** is a paved arterial roadway that is part of Haul Route B. The roadway is classified by CDOT as an R-A roadway in the vicinity of the project.
- **South Calhan Road** is an unpaved local road that extends south from SH 94. It is part of the Water Haul Route.
- **Handle Road** is an unpaved local road that extends west from South Calhan Road. It is part of the Water Haul Route.
- **Funk Road** is an unpaved collector road that extends east from North Calhan Highway. It will provide access to the laydown yard and is part of Routes C, D, and E.
- **Washington Road** is an unpaved local road that will provide access to the solar facility. It is part of Haul Routes A, B, D, E, and the Water Haul Route.
- **McQueen Road** is an unpaved local road that is part of Haul Route D.
- **Currier Road** is an unpaved local road that is part of Haul Route E.

The laneage and traffic control at the study area intersections are contained in Figure 3. Roadway classifications are based on the County's transportation plan<sup>2</sup>.

## 2.2 Study Assumptions

The following assumptions were utilized for this study.

- **Timing of the Development and Short Term Horizon.** The majority of the project is expected to be constructed in the summer and fall of Year 2019, therefore the short term horizon is Year 2019. Some minor construction activities are expected to continue into the winter.
- **Saturation Flow Rate.** The saturation flow rate was assumed to be 1,600 passenger cars / hour / lane. This saturation flow rate is appropriate for rural areas.
- **Growth in Background Traffic.** The existing traffic volumes are expected to grow on US 24 and SH 94 based on the 20 year factors found in the CDOT Straight Line Diagrams. The 20 year factor for each roadway shows that CDOT is expecting traffic to grow at approximately 1% annually. Traffic

<sup>2</sup> [El Paso County 2016 Major Transportation Corridors Plan Update](#). Adopted December 6, 2016.

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volumes on Judge Orr Road were also assumed to grow at 1% annually. The Straight Line Diagrams for both roadways are contained in Appendix A.

- **Peak Hour Factor.** The peak hour factor for the existing intersection approaches was based on the data collected for the project. These peak hours factors were used for all of the analysis. A peak hour factor of 0.85 was assumed for the new site access.

### 3.0 Exclusions from the Transportation Memorandum

Due to the nature of this project, the pedestrian and bicycle impact evaluations have been excluded from the study. This requirement has been excluded because there are no pedestrian or bicycle facilities on the haul routes, and no pedestrians or cyclists were noted on the haul routes during the site visit that was conducted on Labor Day.

### 4.0 Existing Conditions

#### 4.1 Traffic Count and Classification Data

Peak hour turning movement counts and directional daily traffic count and classification data were collected by Idax Data Solutions on average weekdays in September and November 2018, and January 2019. The morning and evening peak hour volumes are summarized in Figures 4 and 5. Daily volumes and classification data were collected on all of the routes. Existing and future daily volumes are summarized in Table 1 and the count data summaries are contained in Appendix B.

The truck percentages are summarized in Table 1. The data were collected based on the FHWA classification system that includes 13 vehicle classes. Classes 4 through 13 are assumed to be trucks.

#### 4.2 Sight Distance Review

The intersection sight distance was measured at the site accesses for the solar facility and the laydown yard to determine if adequate sight distance exists for vehicles to safely exit the sites. The methodology for the analysis is contained in Section 9.5 of the AASHTO green book<sup>3</sup>. For the solar facility access, Figure 6 shows that adequate intersection sight distance exists for the combination vehicle, and Figure 7 shows that adequate intersection sight distance also exists for the passenger vehicle. For the laydown yard, Figure 8 shows that adequate intersection sight distance exists for the combination vehicle, and Figure 9 shows that adequate intersection sight distance also exists for the passenger vehicle. A 50 MPH speed was assumed for the both evaluations since that is the design speed that is specified in Table 2-5 of El Paso County Engineering Criteria Manual for local gravel roads and major collector roads.

### 5.0 Site Generated Traffic Volumes

#### 5.1 Trip Generation

A trip generation estimate for the construction phase of the project was developed based on input from the developer. It includes traffic for the people who will

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<sup>3</sup> A Policy on the Geometric Design of Highways and Streets, 7<sup>th</sup> Edition. American Association of State Highway and Transportation Officials. 2018.

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construct the development as well as for the material deliveries. Table 2 contains the breakdown of work tasks and the traffic volumes associated with each task. Once the construction is completed, a maintenance person will visit the site each day resulting in two trips per day.

## 6.0 Trip Distribution

All of the traffic for the construction of the development is expected to originate from the west. Equal amounts of workers are expected to access the site on Haul Routes A and B, and about 10% are assumed to use Judge Orr Road. The peak hour trip assignment is contained in Figures 10 through 13. The impacts of using Haul Route D versus Haul Route E to move materials between the laydown yard and the solar facility were compared, so Figures 10 and 11 assume that Haul Route D will be used while Figures 12 and 13 Assume that Haul Route E will be used.

## 7.0 Year 2019 Traffic Volume Scenarios

The background traffic volume scenarios were developed by inflating the existing through volumes on the arterial roadways as discussed in Section 2.2. They are contained in Figures 14 and 15. The total traffic volume scenarios assuming that Haul Route D will be used to move materials between the laydown yard and the solar facility are contained in Figures 16 and 17. If Haul Route E is used, Figures 18 and 19 represent the total traffic volume scenarios.

## 8.0 Level-of-Service Analysis

To evaluate the performance of the study area intersections, the level of service (LOS) was calculated using PTV VISTRO software. This software package utilizes criteria described in the [Highway Capacity Manual](#)<sup>4</sup>. LOS is a measure used to describe operational conditions at an intersection. LOS categories ranging from A to F are assigned based on the predicted delay in seconds per vehicle for the intersection as a whole, as well as for individual turning movements. LOS A indicates very good operations, and LOS F indicates poor, congested operations. Acceptable intersection operation for peak hours is LOS D based on El Paso County requirements.

Results of the analysis show that all of the intersections are currently operating at LOS A or B and are expected to continue to operate at these levels with the addition of the construction traffic. The level of service for stop controlled intersections is determined based on the lowest letter grade for the side street movements. From a traffic perspective, there is no difference in the use of Haul Route D versus Haul Route E to move materials between the laydown yard and the solar facility. The results of the analysis are summarized in Table 3 and the VISTRO analysis results are contained in Appendix C.

## 9.0 Roadway Capacity Analysis

The capacity of the roadway links on the haul routes was analyzed using volume thresholds established by El Paso County. A summary of the daily volumes and capacities are contained in Table 4. The analysis shows that the daily volumes on all of the roadway links are below the threshold capacities and are expected to remain

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<sup>4</sup> [Highway Capacity Manual, 6<sup>th</sup> Edition](#). Transportation Research Board. 2016.

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below the threshold capacities during the construction of the project. Table B-1 from the County's Transportation Impact Study Guidelines contains daily volume thresholds for various roadway classifications.

## **10.0 Conclusions**

The Grazing Yak Solar Project is a 35-megawatt (MW) ground-based solar facility that will be constructed near Calhan. The project is expected to be constructed in Year 2019 beginning in early July and be completed near the end of October. The transportation study focused on the construction traffic since the completed facility is only expected to generate two trips each day. Haul routes have been identified for the people and the transport of the materials to construct the project.

The capacity analysis of the intersections and roadway links on the haul routes show that all are under capacity and are expected to remain under capacity with the addition of the construction traffic. From a traffic perspective, there is no difference in the use of Haul Route D versus Haul Route E to move materials between the laydown yard and the solar facility.

The intersection sight distance was evaluated for the proposed site access. It is adequate for the combination vehicle and passenger vehicle.

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## **Tables**

Table 1 – Existing and Projected Daily Volumes for Key Links in the Study Area

Table 2 – Estimated Construction Schedule and Daily Trip Generation Estimate

Table 3 – Intersection Operational Summary

Table 4 – Roadway Link Capacity

**Table 1. Existing and Projected Daily Volumes for Key Links in the Study Area**

Link	Existing <sup>1</sup>		Route	Grazing Yak Daily Traffic																2019 Background	2019 Total		
	Volume	% Trucks <sup>2</sup>		July				August				September				October					Low	Average	High
				Week 2	Week 3	Week 4	Week 5	Week 1	Week 2	Week 3	Week 4	Week 1	Week 2	Week 3	Week 4	Week 1	Week 2	Week 3	Week 4				
US 24 west of North Calhan Highway	4,860	29%	A	0	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	4,920	4,920	5,050	5,060
North Calhan Highway between US 24 and Funk Road	900	---	A	0	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	900	900	1,030	1,040
North Calhan Highway between Funk Road and Washington Road	714	34%	A	0	135	135	135	135	135	135	135	135	135	135	135	135	135	135	135	710	710	840	850
North Calhan Highway between Washington Road and Judge Orr Road	780	---	B, Water, Judge Orr Road	4	177	177	177	177	197	197	215	221	221	215	195	195	195	171	171	780	780	960	1,000
Judge Orr Road between North Calhan Highway and Calhan Highway	1,115	24%	B, Water	4	147	147	147	147	167	167	185	191	191	185	165	165	165	141	141	1,130	1,130	1,280	1,320
Calhan Highway between Judge Orr Road and SH 94	387	29%	B, Water	4	147	147	147	147	167	167	185	191	191	185	165	165	165	141	141	390	390	540	580
South Calhan Highway between SH 94 and Handle Road	320	21%	Water	0	12	12	12	12	12	12	12	12	12	6	6	6	6	6	6	320	320	330	330
SH 94 west of Calhan Highway <sup>3</sup>	2,200	7%	B	4	135	135	135	135	155	155	173	179	179	179	159	159	159	135	135	2,230	2,230	2,370	2,410
Handle Road between South Calhan Highway and Front Range View Road	230	---	Water	0	12	12	12	12	12	12	12	12	12	6	6	6	6	6	6	230	230	240	240
Funk Road between North Calhan Highway and McQueen Road	160	---	C	0	0	0	8	8	28	28	46	52	44	44	24	24	24	0	0	160	160	180	210
Funk Road between McQueen Road and Laydown Yard Access	140	15%	C, D	0	0	0	8	16	36	36	74	80	90	88	68	68	48	24	24	140	140	180	230
Funk Road between Laydown Yard Access and Currier Road	140	15%	E	0	0	0	0	8	8	8	28	28	46	44	44	44	24	24	24	140	140	160	190
McQueen Road between Funk Road and Washington Road	6	66%	D	0	0	0	0	8	8	8	28	28	46	44	44	44	24	24	24	10	10	30	60
Currier Road between Funk Road and Washington Road	16	13%	E	0	0	0	0	8	8	8	28	28	46	44	44	44	24	24	24	20	20	40	70
Washington Road between North Calhan Highway and McQueen Road	153	19%	A, B, Water	4	282	282	282	282	302	302	320	326	326	320	300	300	300	276	276	150	150	430	480
Washington Road between McQueen Road and Solar Facility Access	140	---	A, B, D, Water	4	282	282	282	290	310	310	348	354	372	364	344	344	324	300	300	140	140	440	510
Washington Road between Solar Facility Access and Currier Road	70	---	E	0	0	0	0	8	8	8	28	28	46	44	44	44	24	24	24	70	70	90	120
Solar Facility Access	0	---	A, B, D/E, Water, Judge Orr Road	4	312	312	312	320	340	340	378	384	402	394	374	374	354	330	330	0	0	330	400
Laydown Yard Access	0	---	C, D/E	0	0	0	8	16	36	36	74	80	90	88	68	68	48	24	24	0	0	40	90

**Notes.**

1. The existing volumes highlighted in yellow were collected in the field. Other existing volumes were estimated using the peak hour to daily ratio for an adjacent approach where daily volumes were collected.
2. The truck percentages assume that FHWA vehicle classes 4 through 13 are trucks.
3. The existing traffic volume for this location was obtained from the CDOT Straight Line Diagram.

**Table 2. Estimated Construction Schedule and Daily Trip Generation Estimate**

Construction Phase	Destination	Time Frame		Total Trips	Maximum Daily Trips	Vehicle Type	Haul Route	Maximum Daily Trips <sup>1</sup>															
		Beginning	End					July				August				September				October			
								Week 2	Week 3	Week 4	Week 5	Week 1	Week 2	Week 3	Week 4	Week 1	Week 2	Week 3	Week 4	Week 1	Week 2	Week 3	Week 4
Construction Traffic <sup>2</sup>	Solar Facility	Mid-July	Late October	---	300	Passenger Vehicle	A & B		300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Set Up Construction Trailer and Mobilize Grading Equipment <sup>4</sup>	Solar Facility	Mid-July	Mid-July	60	12	Semi Tractor / Trailer	B	60															
Site Grading	Solar Facility	Mid-July	Mid-Sept	---	---	---	---	Site Grading															
Water Delivery <sup>3</sup>	Solar Facility	Mid-July	Late October	720	12	Water Truck	Water		12	12	12	12	12	12	12	12	12	6	6	6	6	6	6
Deliver Piles <sup>4</sup>	Laydown Yard	Late July	Mid-Sept	144	8	Semi Tractor / Trailer	B & C				8	8	8	8	8	8							
Move Piles to Solar Facility	Solar Facility	Early August	Mid-Sept	144	8	Semi Tractor / Trailer	D or E					8	8	8	8	8	8						
Pile Driving	Solar Facility	Early August	Mid-Sept	---	---	---	---	Pile Driving															
Deliver Structures <sup>4</sup>	Laydown Yard	Mid-August	Mid-Sept	400	20	Semi Tractor / Trailer	B & C					20	20	20	20	20	20						
Move Structures to Solar Facility	Solar Facility	Late August	Early October	400	20	Semi Tractor / Trailer	D or E							20	20	20	20	20	20	20	20	20	20
Build Structures	Solar Facility	Late August	Early October	---	---	---	---	Build Structures															
Deliver Solar Panels <sup>4</sup>	Laydown Yard	Late August	Mid-October	440	20	Semi Tractor / Trailer	B & C							18	18	18	18	18	18	18	18	18	18
Move Solar Panels to Solar Facility	Solar Facility	Mid-September	Late October	440	18	Semi Tractor / Trailer	D or E									18	18	18	18	18	18	18	18
Install Solar Panels	Solar Facility	Mid-September	Late October	---	---	---	---	Install Solar Panels															
Deliver Inverters <sup>4</sup>	Laydown Yard	Early September	Mid-October	48	2	Semi Tractor / Trailer	B & C								4	4	4	4	4	4	4	4	4
Deliver Balance of Plant Equipment <sup>4</sup>	Laydown Yard	Early September	Mid-October	60	2	Semi Tractor / Trailer	B & C								2	2	2	2	2	2	2	2	2
Move Inverters and Plant Equipment to Solar Facility	Solar Facility	Mid-September	Late October	108	6	Semi Tractor / Trailer	D or E										6	6	6	6	6	6	6
Install Inverters	Solar Facility	Mid-September	Late October	---	---	---	---	Install Inverters and Balance of Plant Equipment															
Remove Construction Trailer and Demobilize Grading Equipment <sup>4</sup>	Solar Facility	As Noted	As Noted	60	12	Semi Tractor / Trailer	B										12						4
<b>Total Daily Trips</b>	---	---	---	---	---	---	---	60	312	312	320	328	348	348	386	392	402	406	374	374	354	330	334
<b>Peak Hour Trips to and from the Solar Facility</b>	Solar Facility	Mid-July	Late October	---	---	---	---	6	150	150	150	150	150	150	150	150	150	151	150	150	150	150	150
<b>Peak Hour Trips to and From the Laydown Yard</b>	Laydown Yard	Mid-July	Late October	---	---	---	---	0	0	0	1	1	3	3	5	5	4	4	2	2	2	0	0
<b>Peak Hour Trips from Laydown Yard to Solar Facility</b>	Solar Facility	Early August	Late October	---	---	---	---	0	0	0	0	1	1	1	3	3	5	4	4	4	2	2	2

**Notes.**

1. A trip is defined as a vehicle traveling to or from a site. Therefore, a round trip is equal to two trips.
2. Construction traffic includes the people who will construct the solar facility. It is assumed to include 150 workers driving to and from the site during the peak hours in single occupant vehicles.
3. These trips are assumed to occur during off peak hours.
4. 10% of these trips are assumed to occur during the morning and evening peak hour.

**Table 3. Intersection Operational Summary**

Stop Controlled Intersections	Existing				Year 2019 Background				Year 2019 Total - Route D				Year 2019 Total - Route E			
	Morning		Evening		Morning		Evening		Morning		Evening		Morning		Evening	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>1 - US 24 / North Calhan Highway</b>													Same results as Route D alternative.			
Northbound Left Turn + Thru + Right Turn	11.82	B	12.02	B	11.84	B	12.05	B	11.85	B	13.52	B				
Southbound Left Turn + Thru + Right Turn	10.54	B	11.46	B	10.56	B	11.48	B	10.83	B	11.48	B				
Eastbound Left Turn	7.78	A	7.84	A	7.78	A	7.84	A	7.78	A	7.84	A				
Westbound Left Turn	7.82	A	7.87	A	7.82	A	7.88	A	8.00	A	7.88	A				
<b>2 - North Calhan Highway / Funk Road</b>													Same results as Route D alternative.			
Southbound Left Turn	7.62	A	7.57	A	7.62	A	7.57	A	7.62	A	7.73	A				
Westbound Left Turn + Thru + Right Turn	8.82	A	8.83	A	8.82	A	8.83	A	8.96	A	9.32	A				
<b>3 - North Calhan Highway / Washington Road</b>													Same results as Route D alternative.			
Northbound Left Turn	7.57	A	7.58	A	7.57	A	7.58	A	7.57	A	7.59	A				
Southbound Left Turn	7.62	A	7.58	A	7.62	A	7.58	A	7.99	A	7.58	A				
Eastbound Left Turn + Thru + Right Turn	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A				
Westbound Left Turn + Thru + Right Turn	8.72	A	8.79	A	8.72	A	8.79	A	8.95	A	9.70	A				
<b>4 - Judge Orr Road / North Calhan Highway</b>													Same results as Route D alternative.			
Northbound Left Turn + Thru + Right Turn	9.83	A	9.72	A	9.83	A	9.72	A	10.50	B	9.83	A				
Southbound Left Turn + Thru + Right Turn	9.30	A	9.40	A	9.30	A	9.40	A	9.65	A	10.05	B				
Eastbound Left Turn	7.59	A	7.53	A	7.59	A	7.53	A	7.79	A	7.53	A				
Westbound Left Turn	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A				
<b>5 - Judge Orr Road / Calhan Highway</b>													Same results as Route D alternative.			
Northbound Left Turn + Right Turn	9.21	A	9.11	A	9.21	A	9.11	A	9.66	A	9.32	A				
Westbound Left Turn	7.47	A	7.54	A	7.47	A	7.54	A	7.47	A	7.70	A				
<b>6 - SH 94 / Calhan Highway</b>													Same results as Route D alternative.			
Northbound Left Turn + Thru + Right Turn	10.04	B	10.20	B	10.05	B	10.21	B	11.48	B	10.87	B				
Southbound Left Turn + Thru + Right Turn	9.35	A	9.67	A	9.35	A	9.68	A	9.66	A	9.53	A				
Eastbound Left Turn	7.45	A	7.45	A	7.45	A	7.45	A	7.58	A	7.45	A				
Westbound Left Turn	7.36	A	7.49	A	7.36	A	7.49	A	7.36	A	7.49	A				
<b>7 - Funk Road / McQueen Road</b>																
Northbound Left Turn + Right Turn	9.20	A	0.00	A	9.20	A	0.00	A	9.28	A	0.00	A	9.23	A	0.00	A
Westbound Left Turn	0.00	A	0.00	A	0.00	A	0.00	A	7.35	A	7.36	A	0.00	A	0.00	A
<b>8 - Funk Road / Currier Road</b>													Same results as Route D alternative.			
Northbound Left Turn + Thru + Right Turn	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A				
Southbound Left Turn + Thru + Right Turn	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A				
Eastbound Left Turn	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A				
Westbound Left Turn	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A				
<b>9 - Washington Road / McQueen Road</b>																
Southbound Left Turn + Right Turn	0.00	A	8.92	A	0.00	A	8.92	A	10.16	B	10.12	B	0.00	A	8.92	A
Eastbound Left Turn	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A
<b>10 - Washington Road / Currier Road</b>																
Northbound Left Turn + Thru + Right Turn	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A
Southbound Left Turn + Thru + Right Turn	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	8.45	A	8.54	A
Eastbound Left Turn	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A
Westbound Left Turn	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A	0.00	A
<b>11 - Funk Road / Laydown Yard Access</b>	This intersection does not exist.				This intersection will not exist in this scenario.											
Northbound Left Turn + Right Turn									9.55	A	9.56	A	9.24	A	9.29	A
Westbound Left Turn									0.00	A	0.00	A	0.00	A	0.00	A
<b>Washington Road / Solar Field Access</b>	This intersection does not exist.				This intersection will not exist in this scenario.											
Northbound Left Turn + Right Turn									0.00	A	9.33	A	0.00	A	0.00	A
Westbound Left Turn									0.00	A	0.00	A	7.72	A	7.73	A



**Table 4. Roadway Link Capacity**

Link	Classification	Capacity <sup>1,2</sup>	Volumes <sup>4</sup>				
			Existing	2019 Background	2019 Total		
					Low	Average	High
US 24 west of North Calhan Highway	Principal Arterial - 2 Lane	20,000	4,860	4,920	4,920	5,050	5,060
North Calhan Highway between US 24 and Funk Road	Collector	1,500	900	900	900	1,030	1,040
North Calhan Highway between Funk Road and Washington Road	Collector	1,500	714	710	710	840	850
North Calhan Highway between Washington Road and Judge Orr Road	Collector	1,500	780	780	780	960	1,000
Judge Orr Road between North Calhan Highway and Calhan Highway	Minor Arterial - 2 Lane	5,000	1,115	1,130	1,130	1,280	1,320
Calhan Highway between Judge Orr Road and SH 94	Collector	1,500	387	390	390	540	580
South Calhan Highway between SH 94 and Handle Road	Local	750	320	320	320	330	330
SH 94 west of Calhan Highway	Principal Arterial - 2 Lane	20,000	2,200	2,230	2,230	2,370	2,410
Handle Road between South Calhan Highway and Front Range View Road	Local	750	230	230	230	240	240
Funk Road between North Calhan Highway and McQueen Road	Collector	1,500	160	160	160	180	210
Funk Road between McQueen Road and Laydown Yard Access	Collector	1,500	140	140	140	180	230
Funk Road between Laydown Yard Access and Currier Road	Collector	1,500	140	140	140	160	190
McQueen Road between Funk Road and Washington Road	Local	750	6	10	10	30	60
Currier Road between Funk Road and Washington Road	Local	750	16	20	20	40	70
Washington Road between North Calhan Highway and McQueen Road	Local	750	153	150	150	430	480
Washington Road between McQueen Road and Solar Facility Access	Local	750	140	140	140	440	510
Washington Road between Solar Facility Access and Currier Road	Local	750	70	70	70	90	120
Solar Facility Access	Local	750	0	0	0	330	400
Laydown Yard Access	Local	750	0	0	0	40	90

**Notes.**

1. The capacities were obtained from the El Paso County Engineering Criteria Manual, Table B-1.
2. Table B-1 does not contain the capacity for a 2 lane minor arterial, so the capacity was estimated based on the capacities of the principal arterial and collector.

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## Figures

Figure 1 – Vicinity Map

Figure 2 – Haul Routes

Figure 3 – Laneage and Traffic Control at the Study Area Intersections

Figure 4 – Existing Traffic Volumes – Morning Peak Hour

Figure 5 – Existing Traffic Volumes – Evening Peak Hour

Figure 6 – Solar Facility Site Access Intersection Sight Distance – Combination Vehicle

Figure 7 – Solar Facility Site Access Intersection Sight Distance – Passenger Vehicle

Figure 8 – Laydown Yard Site Access Intersection Sight Distance – Combination Vehicle

Figure 9 – Laydown Yard Site Access Intersection Sight Distance – Passenger Vehicle

Figure 10 – Trip Assignment Assuming Haul Route D – Morning Peak Hour

Figure 11 – Trip Assignment Assuming Haul Route D – Evening Peak Hour

Figure 12 – Trip Assignment Assuming Haul Route E – Morning Peak Hour

Figure 13 – Trip Assignment Assuming Haul Route E – Evening Peak Hour

Figure 14 – Year 2019 Background Traffic Volumes – Morning Peak Hour

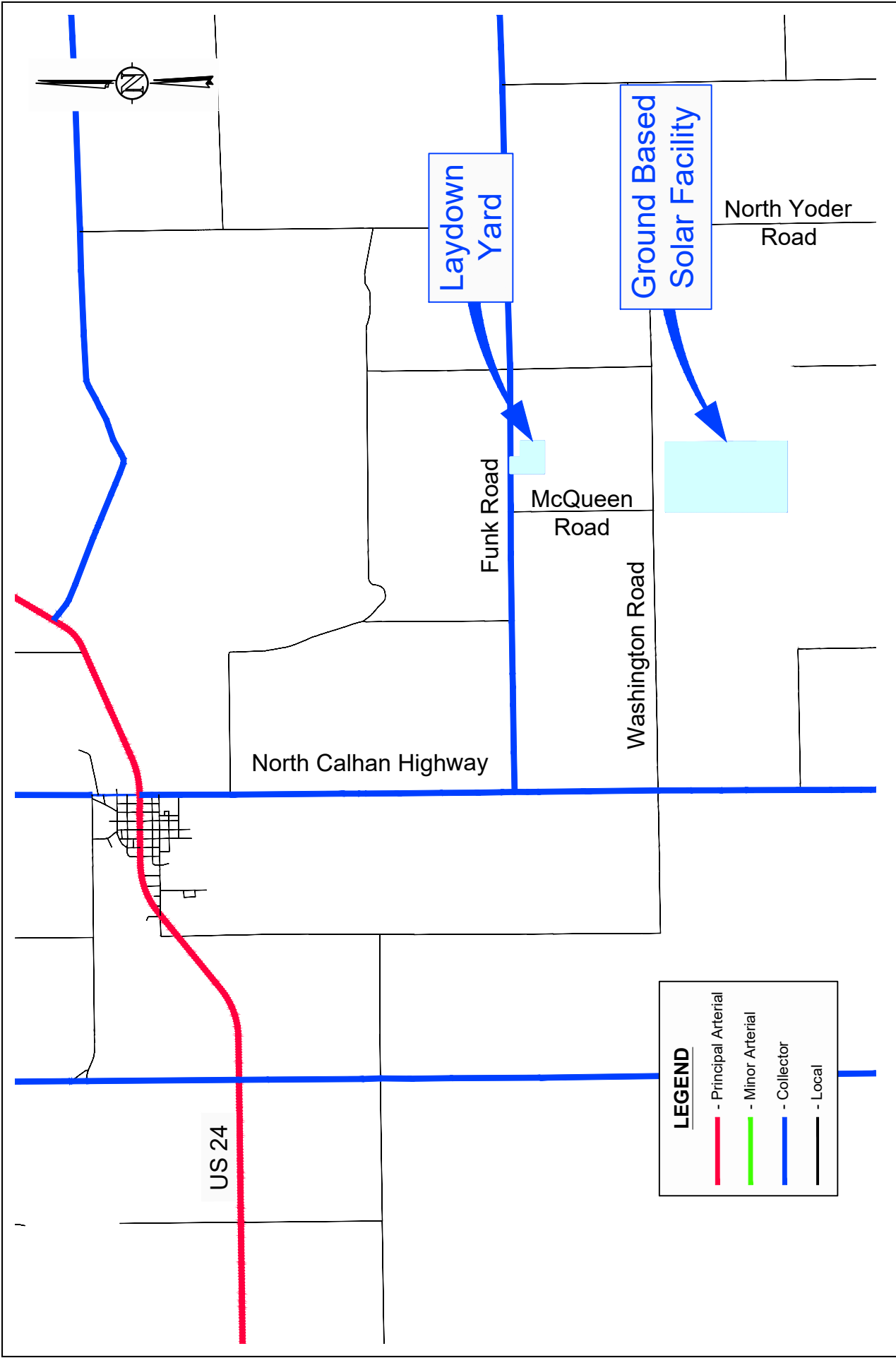
Figure 15 – Year 2019 Background Traffic Volumes – Evening Peak Hour

Figure 16 – Year 2019 Total Traffic Volumes Assuming Haul Route D – Morning Peak Hour

Figure 17 – Year 2019 Total Traffic Volumes Assuming Haul Route D – Evening Peak Hour

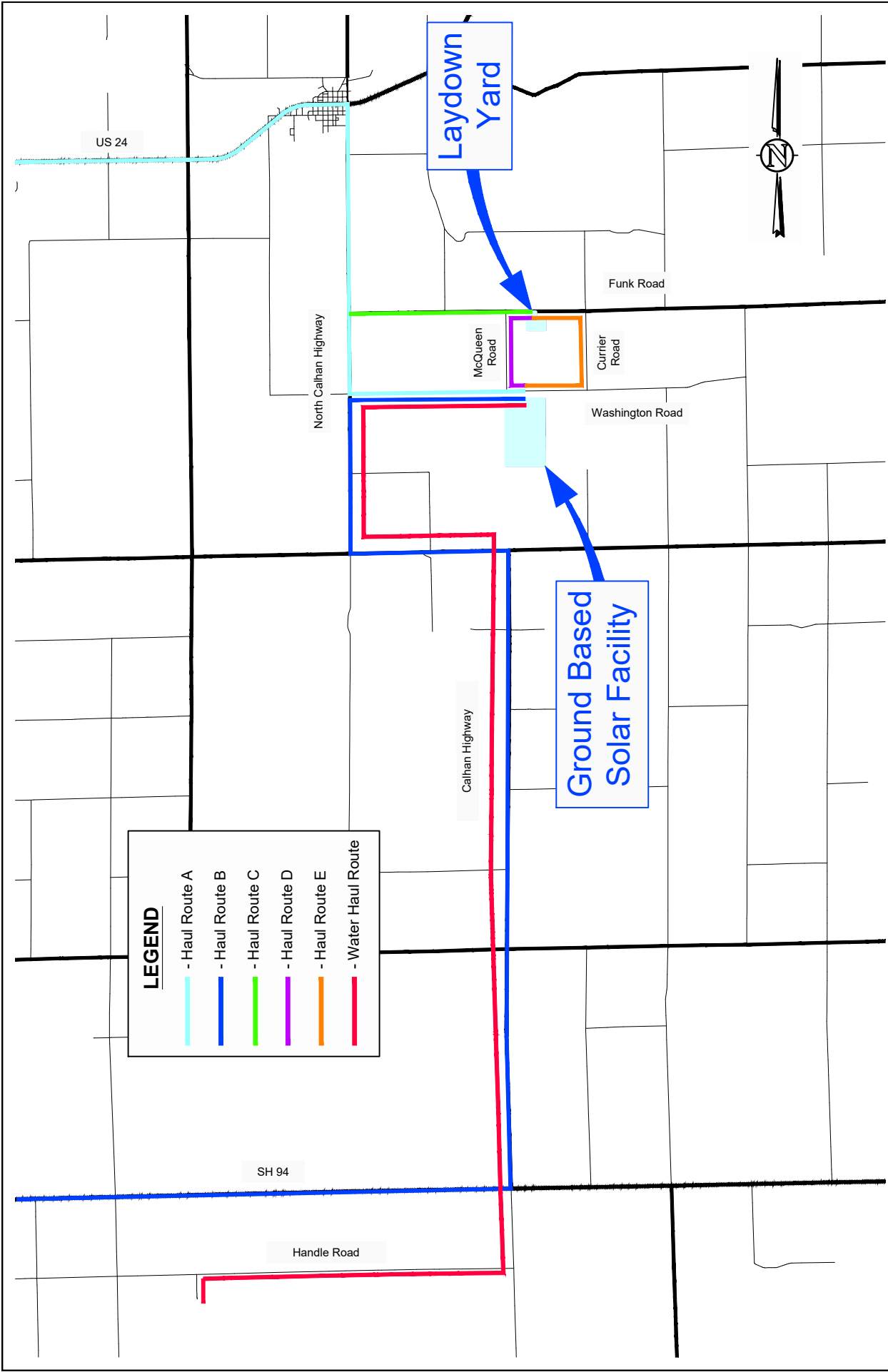
Figure 18 – Year 2019 Total Traffic Volumes Assuming Haul Route E – Morning Peak Hour

Figure 19 – Year 2019 Total Traffic Volumes Assuming Haul Route E – Evening Peak Hour



Grazing Yak Solar Project Transportation Memo  
VICINITY MAP

Scale	1" = 5,000'	Date	January 11, 2019	Drawn by	JBH	Job #	Core Consultants	Figure	1
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LEGEND	
	- Haul Route A
	- Haul Route B
	- Haul Route C
	- Haul Route D
	- Haul Route E
	- Water Haul Route



Grazing Yak Solar Project Transportation Memo  
HAUL ROUTES

Scale	NTS	Date	January 11, 2019	Drawn by	JBH	Job #	Core Consultants	Figure	2
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Figure 3: Laneage and Traffic Control at the Study Area Intersections

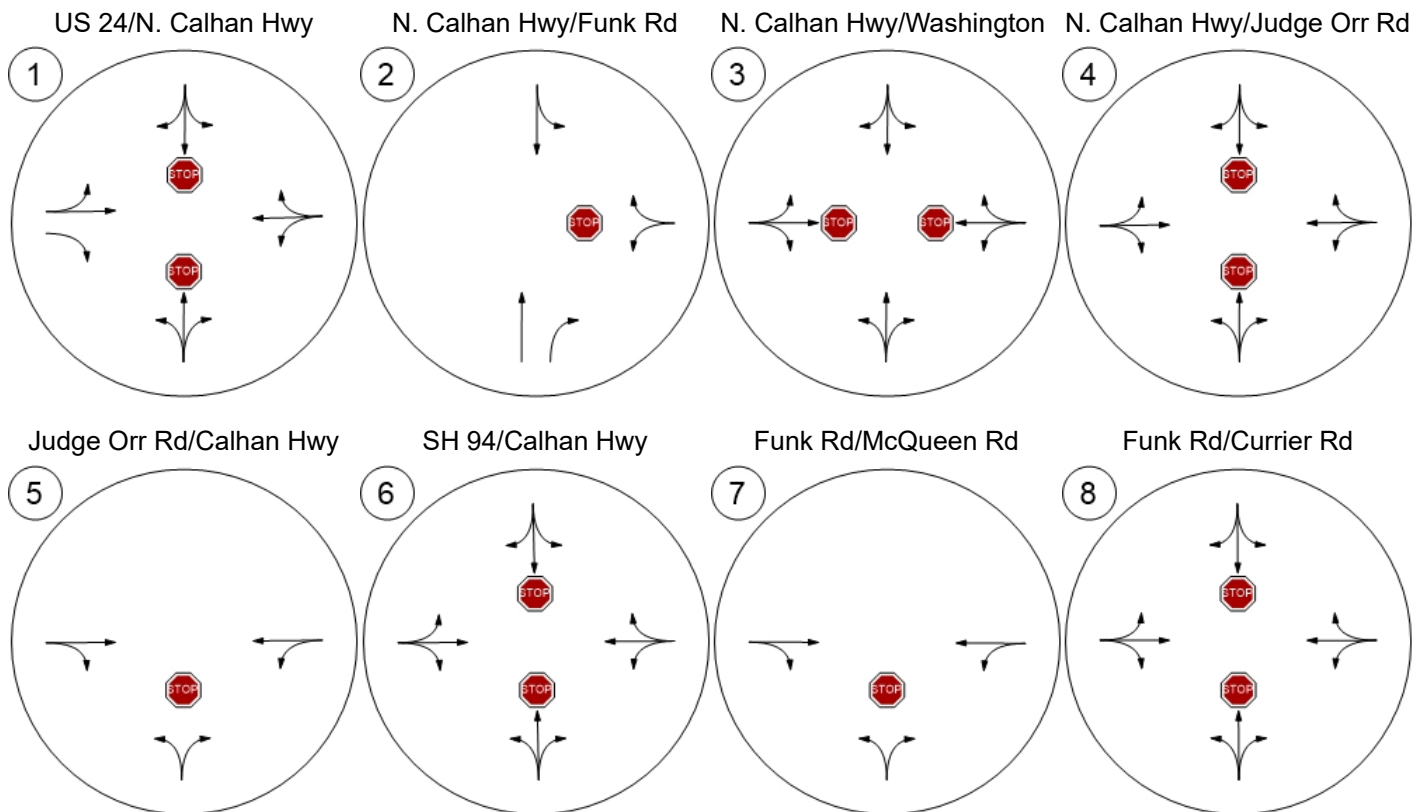
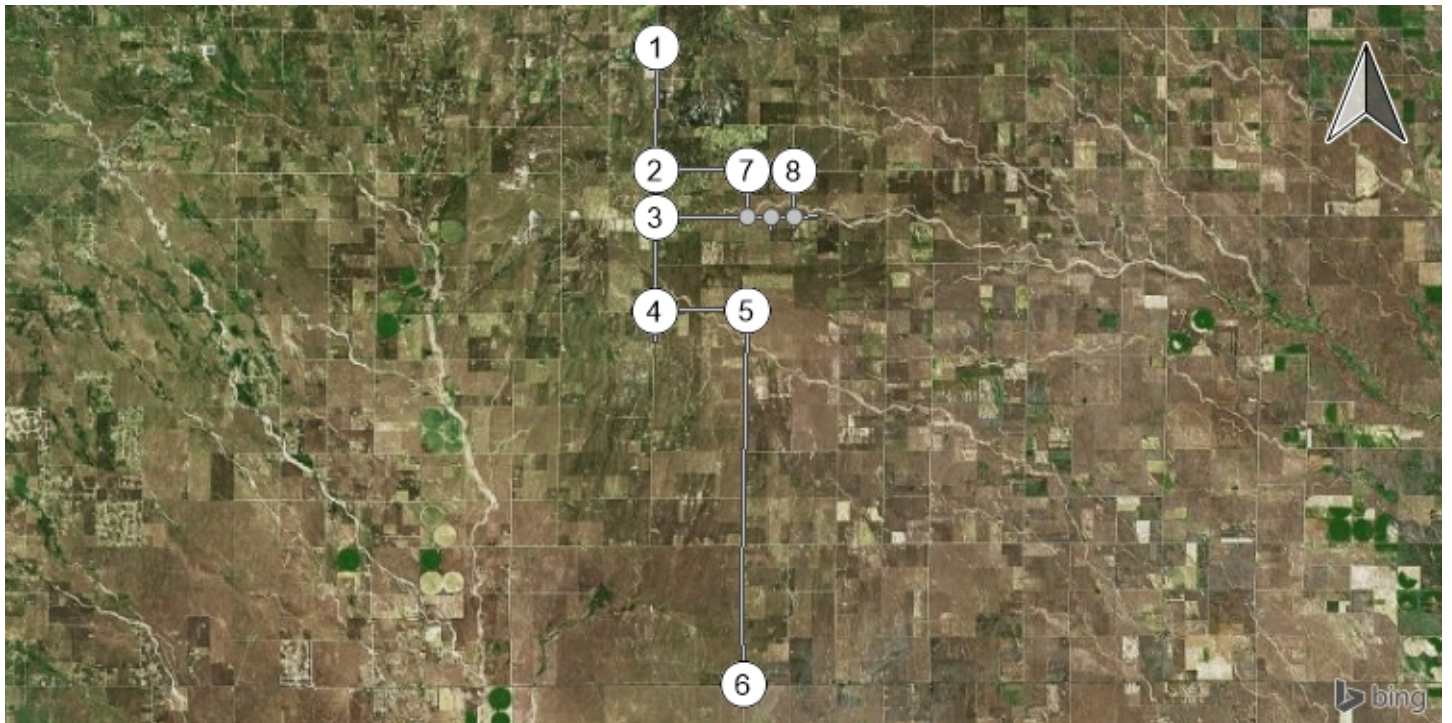


Figure 3: Laneage and Traffic Control at the Study Area Intersections



Washington Rd/McQueen Rd    Washington Rd/Currier Rd

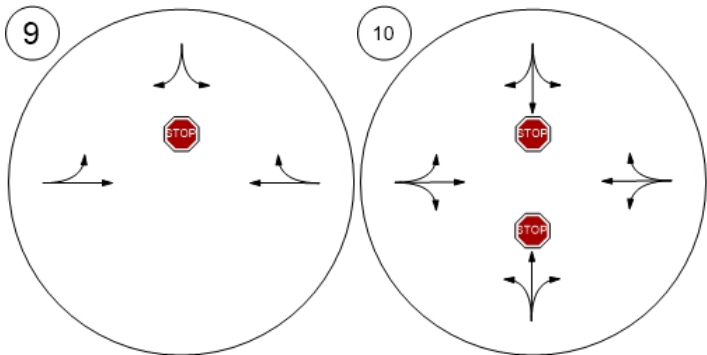




Figure 4: Existing Traffic Volumes - Morning Peak Hour

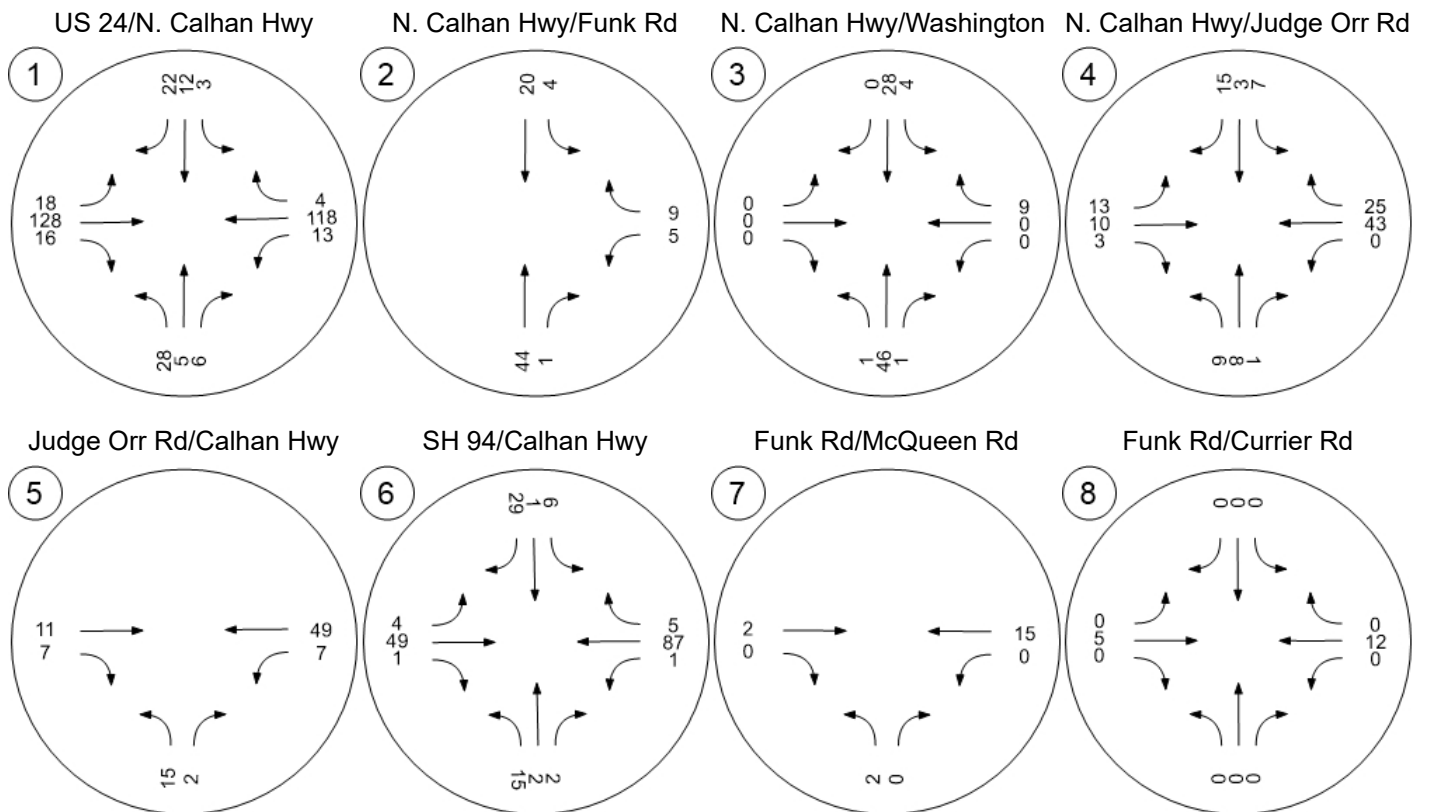
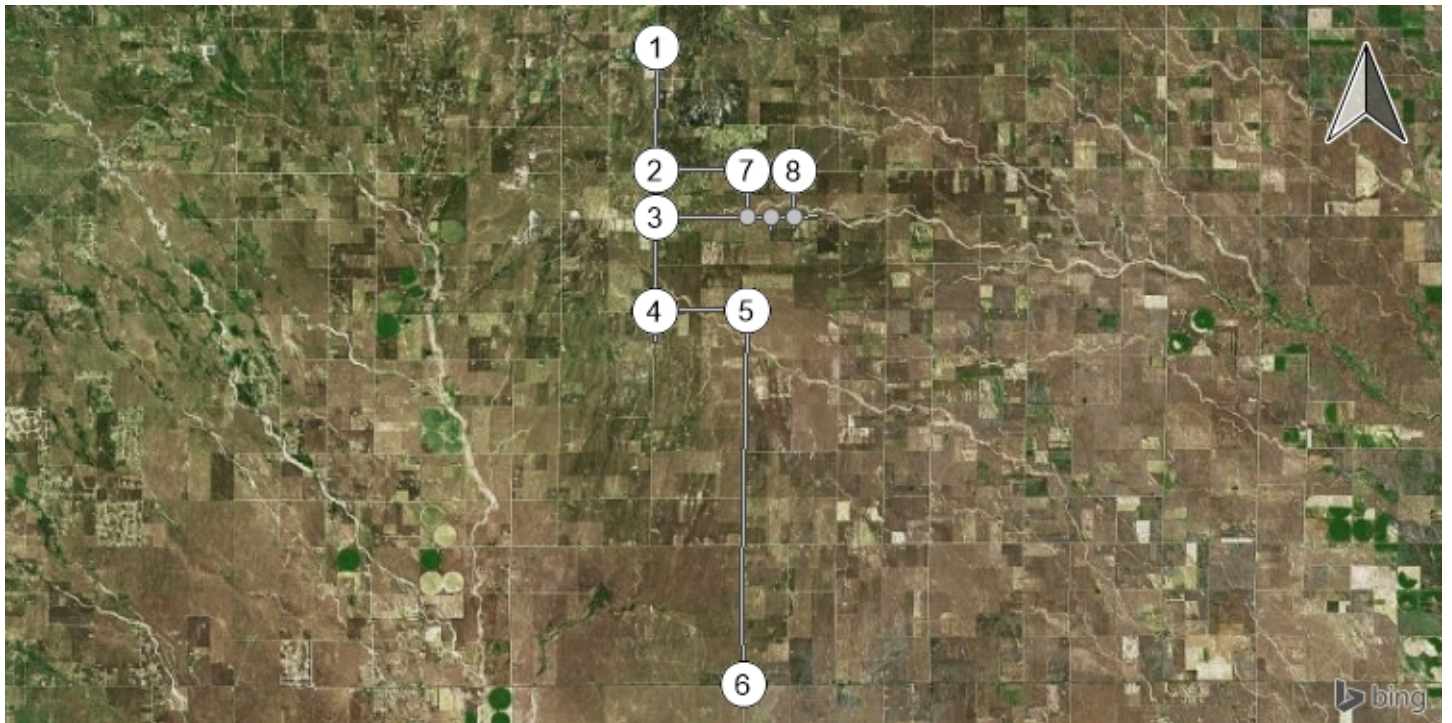


Figure 4: Existing Traffic Volumes - Morning Peak Hour



Washington Rd/McQueen Rd    Washington Rd/Currier Rd

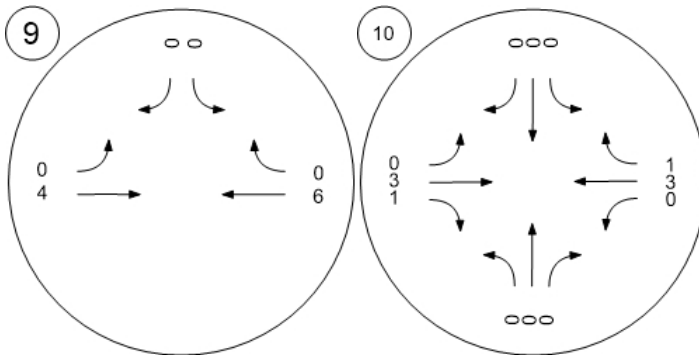




Figure 5: Existing Traffic Volumes - Evening Peak Hour

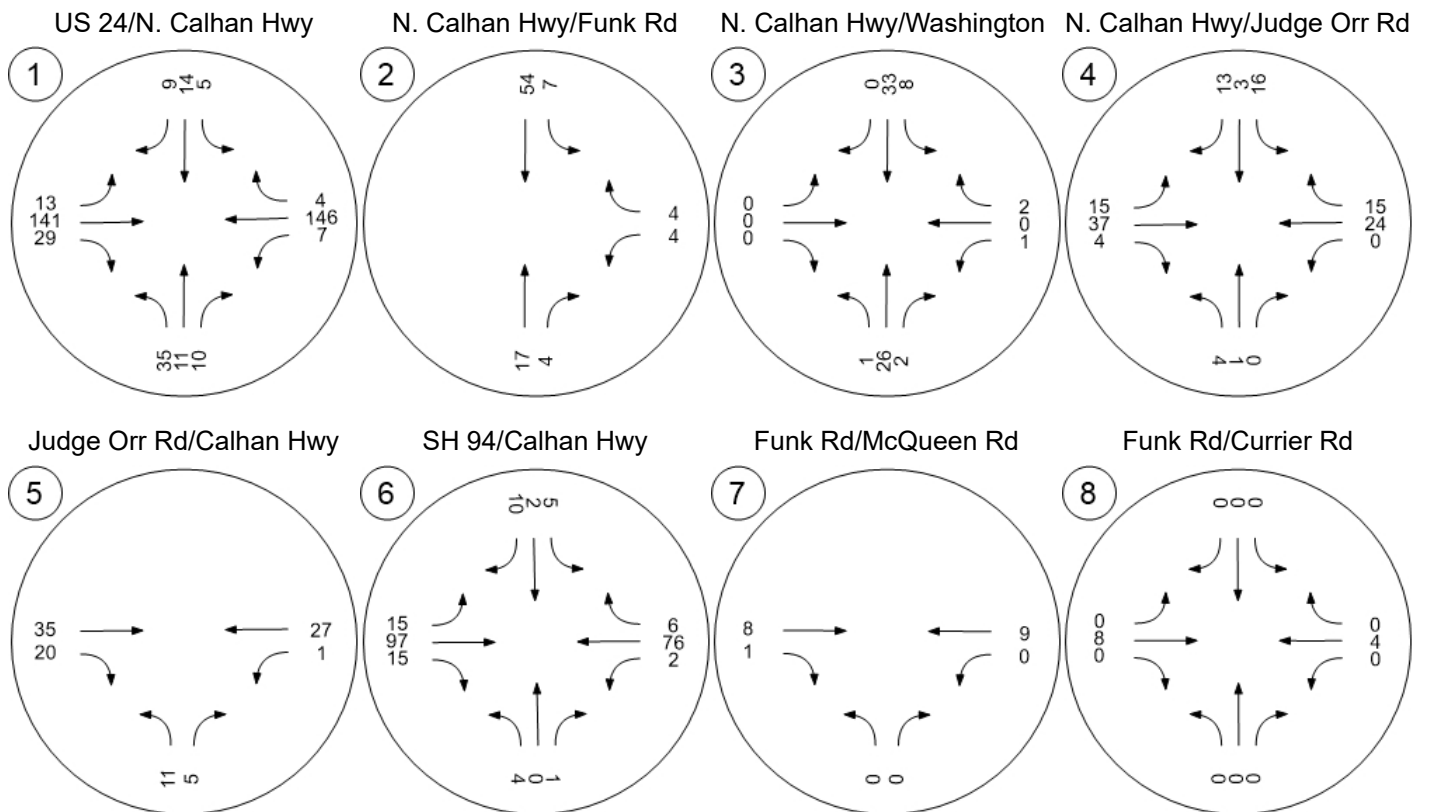
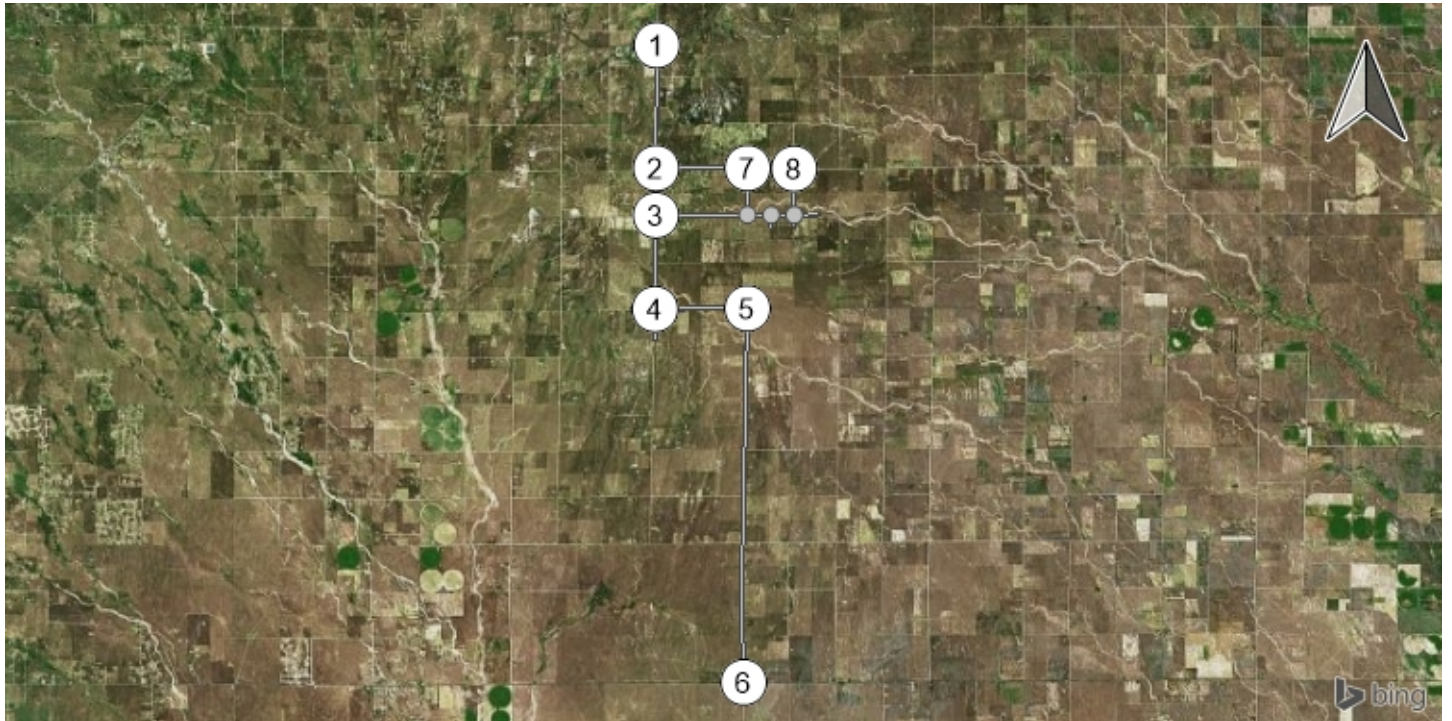
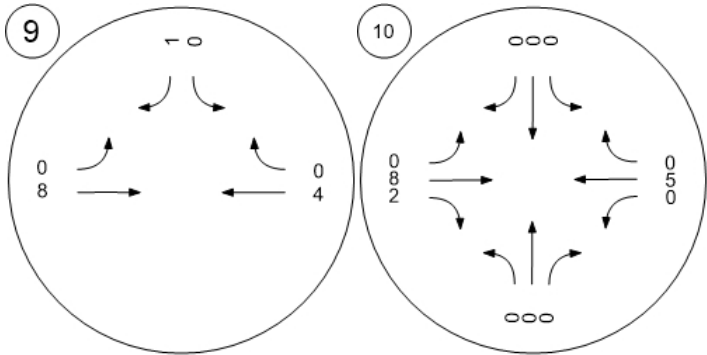


Figure 5: Existing Traffic Volumes - Evening Peak Hour



Washington Rd/McQueen Rd    Washington Rd/Currier Rd

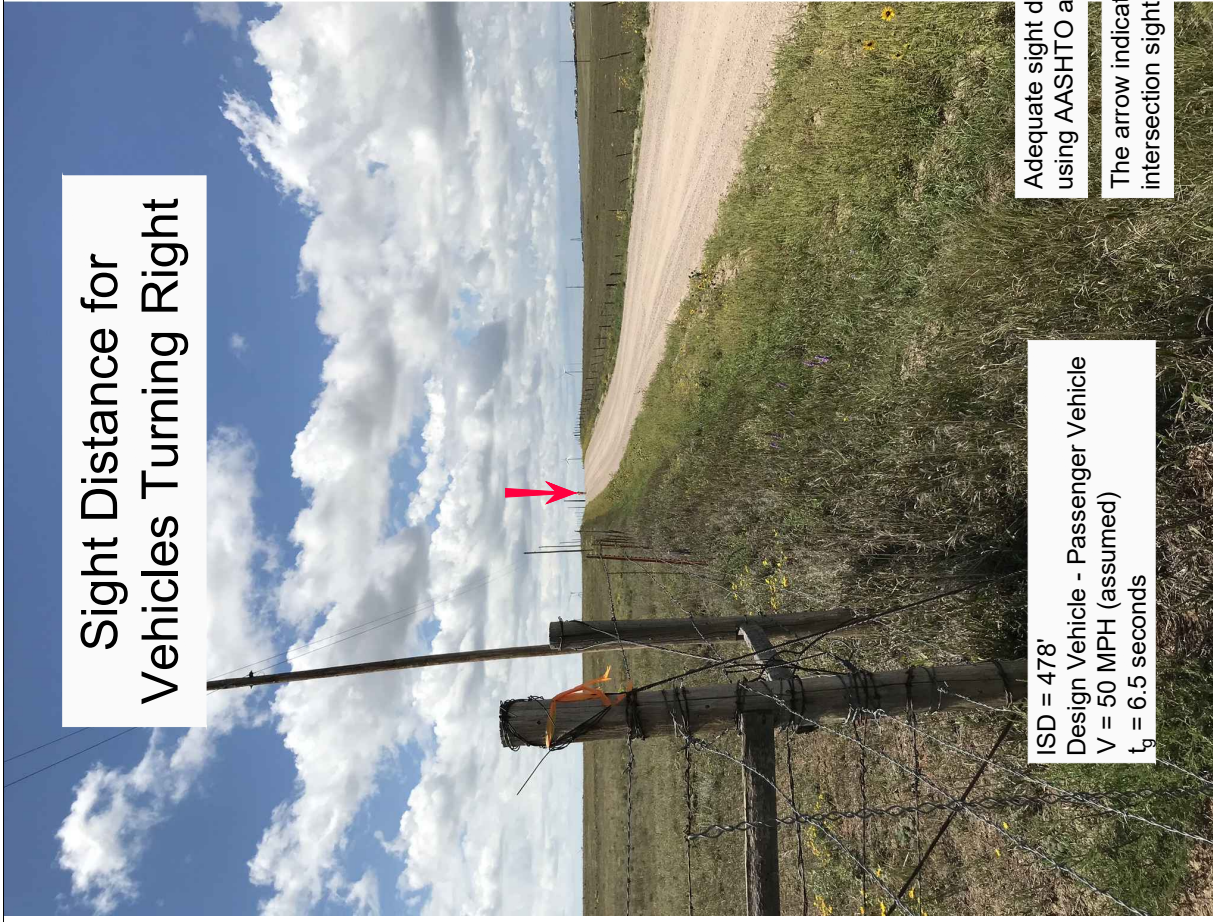








Sight Distance for  
Vehicles Turning Right



ISD = 478'  
Design Vehicle - Passenger Vehicle  
V = 50 MPH (assumed)  
 $t_g = 6.5$  seconds

Adequate sight distance is available using AASHTO assumptions.  
The arrow indicates the minimum intersection sight distance.

Sight Distance for  
Vehicles Turning Left



ISD = 551'  
Design Vehicle - Passenger Vehicle  
V = 50 MPH (assumed)  
 $t_g = 7.5$  seconds



Grazing Yak Solar Project Traffic Impact Study  
SOLAR FACILITY SITE ACCESS INTERSECTION SIGHT DISTANCE - PASSENGER VEHICLE

Scale	NTS	Date	January 11, 2019	Drawn by	JBH	Job #	Core Consultants	Figure	7
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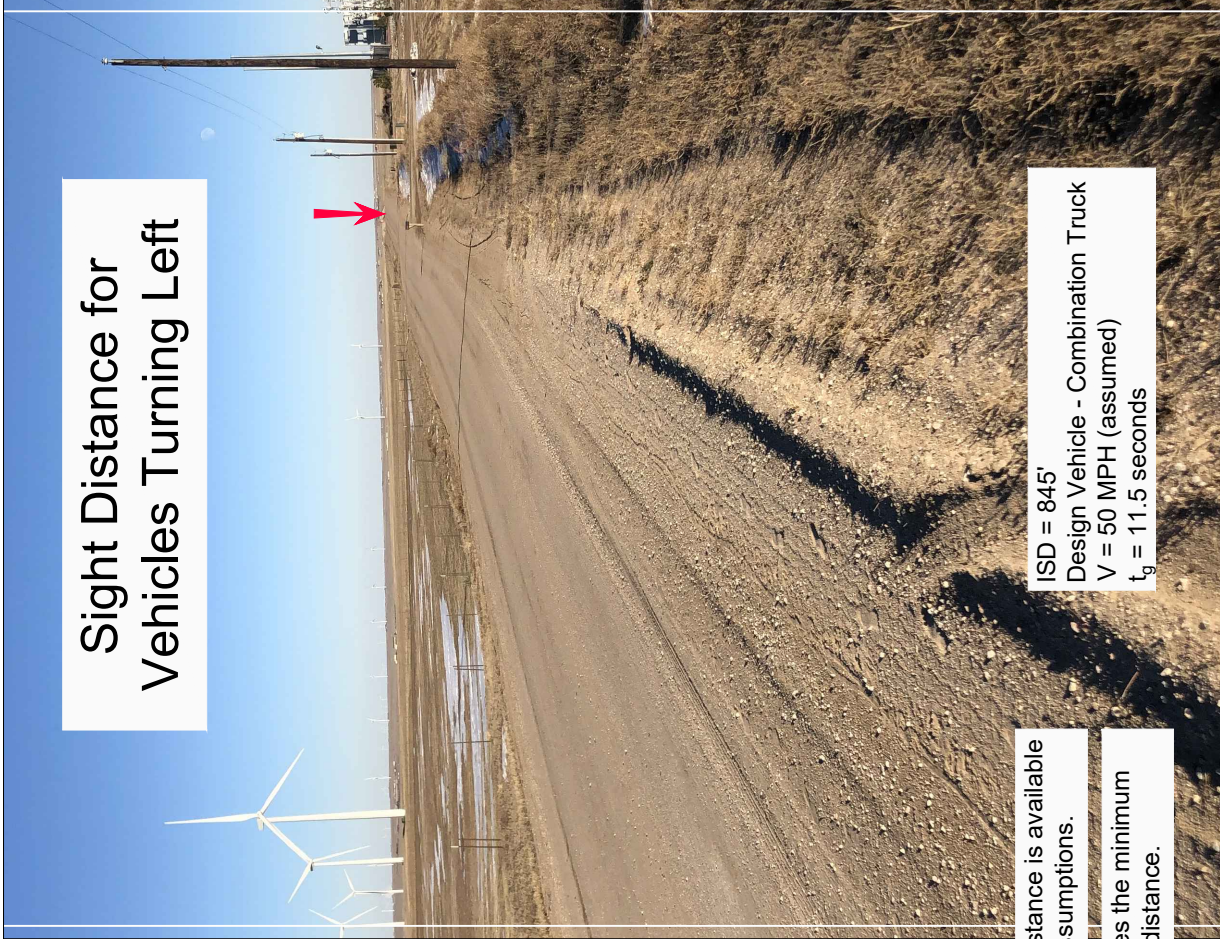
Sight Distance for  
Vehicles Turning Right



ISD = 772'  
Design Vehicle - Combination Truck  
V = 50 MPH (assumed)  
 $t_g = 10.5$  seconds

Adequate sight distance is available using AASHTO assumptions.  
The arrow indicates the minimum intersection sight distance.

Sight Distance for  
Vehicles Turning Left



ISD = 845'  
Design Vehicle - Combination Truck  
V = 50 MPH (assumed)  
 $t_g = 11.5$  seconds



Grazing Yak Solar Project Traffic Impact Study  
LAYDOWN YARD SITE ACCESS INTERSECTION SIGHT DISTANCE - COMBINATION VEHICLE

Scale	NTS	Date	January 11, 2019	Drawn by	JBH	Job #	Core Consultants	Figure	8
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### Sight Distance for Vehicles Turning Right



ISD = 478'  
Design Vehicle - Passenger Vehicle  
V = 50 MPH (assumed)  
 $t_g = 6.5$  seconds

Adequate sight distance is available  
using AASHTO assumptions.  
The arrow indicates the minimum  
intersection sight distance.

### Sight Distance for Vehicles Turning Left



ISD = 551'  
Design Vehicle - Passenger Vehicle  
V = 50 MPH (assumed)  
 $t_g = 7.5$  seconds



## Grazing Yak Solar Project Traffic Impact Study LAYDOWN YARD SITE ACCESS INTERSECTION SIGHT DISTANCE - PASSENGER VEHICLE

Scale	NTS	Date	January 11, 2019	Drawn by	JBH	Job #	Core Consultants	Figure	9
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Figure 10: Trip Assignment Assuming Haul Route D - Morning Peak Hour

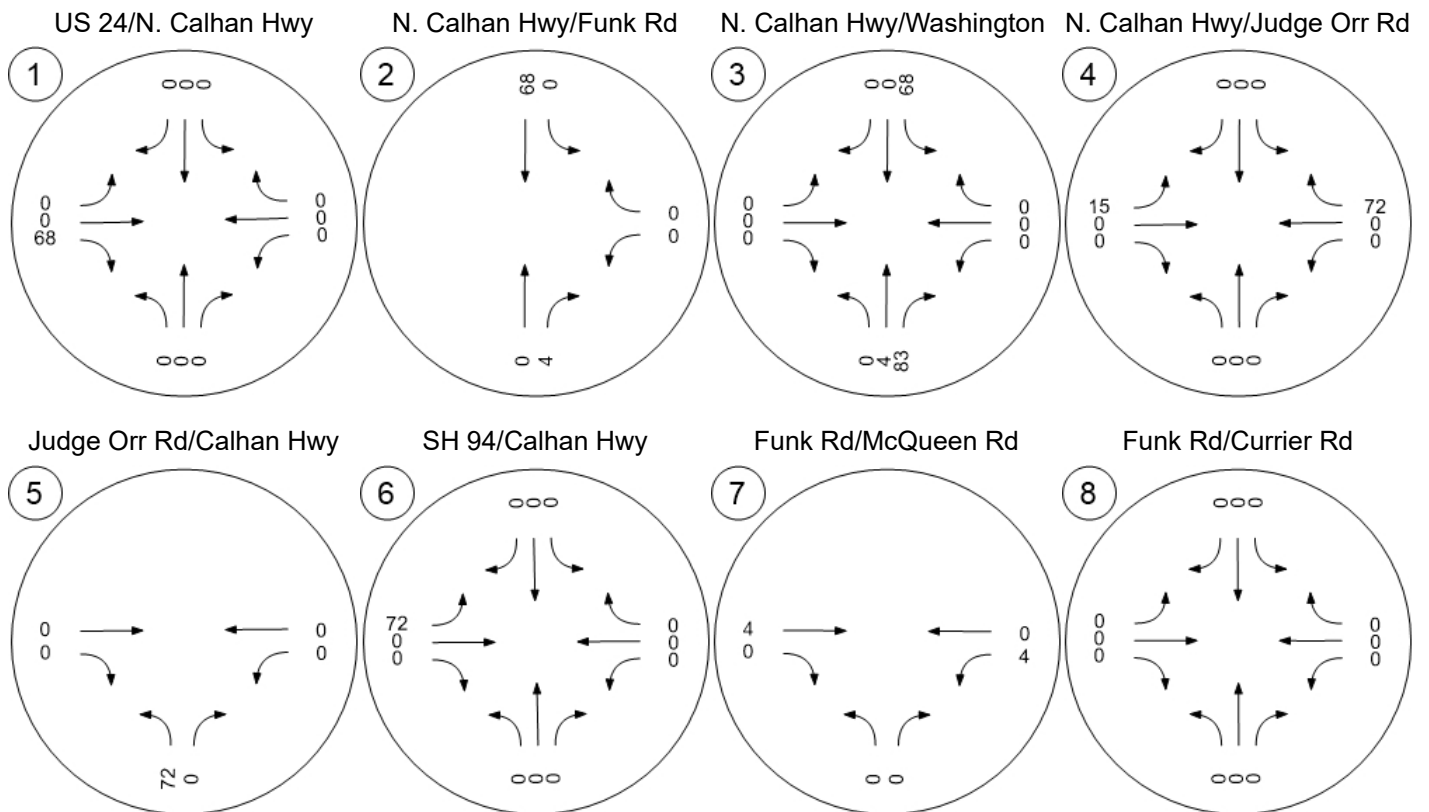
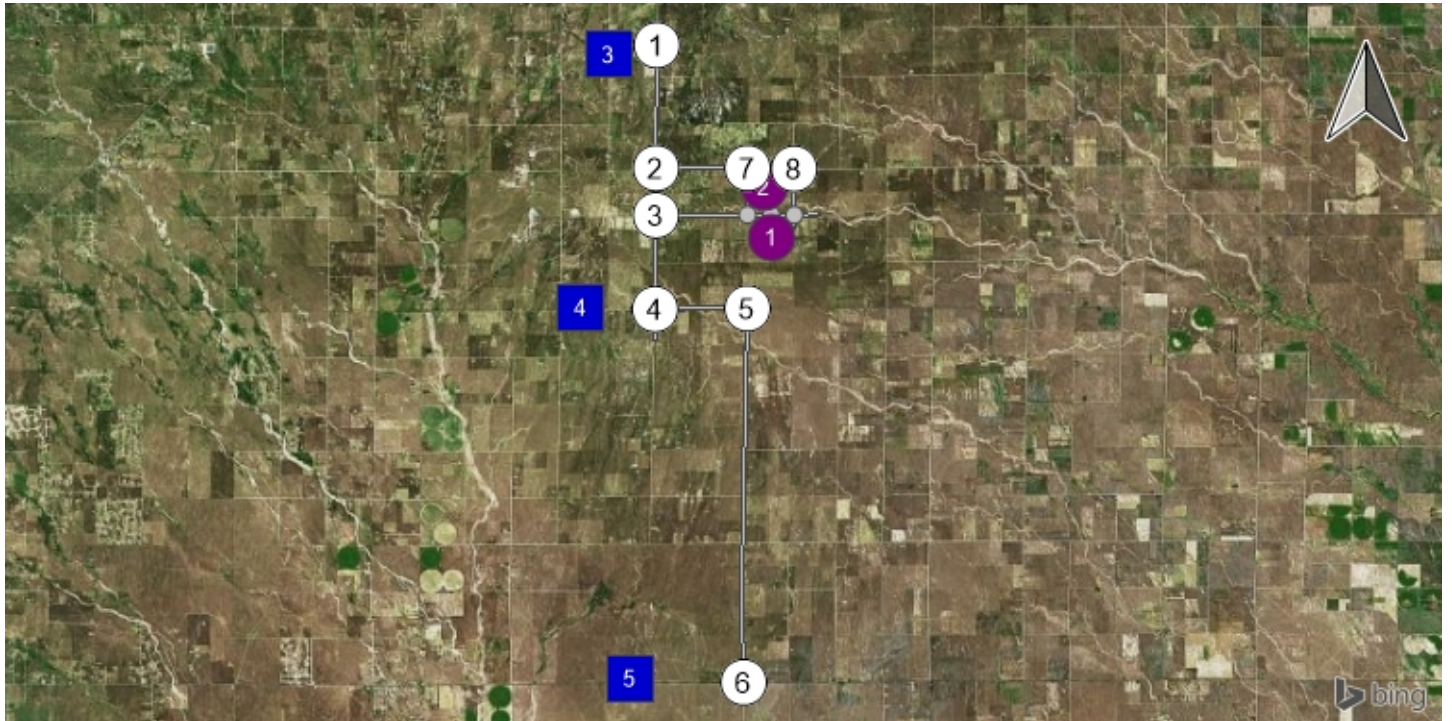
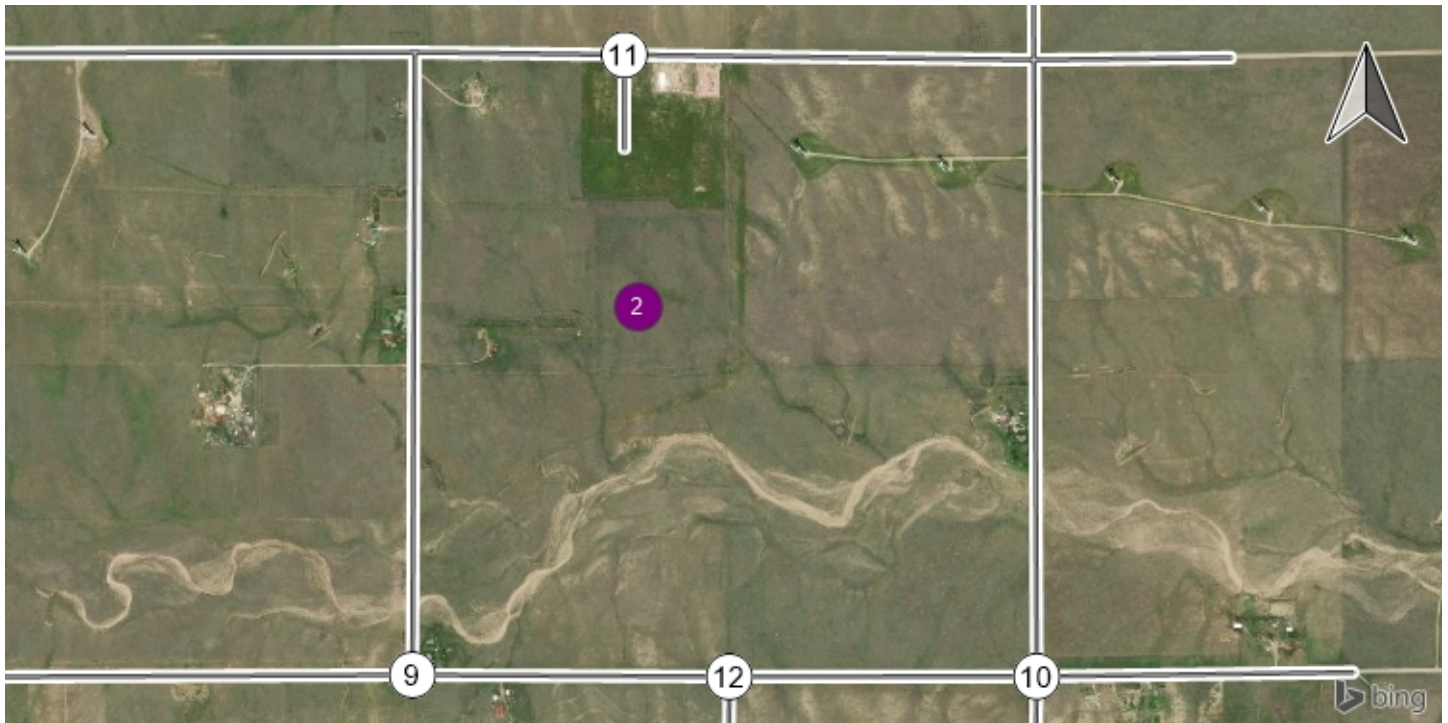
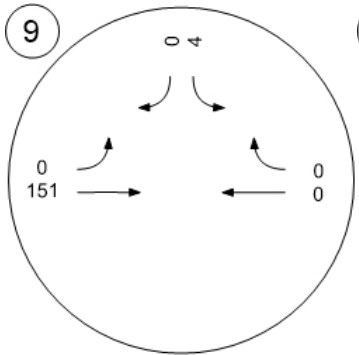


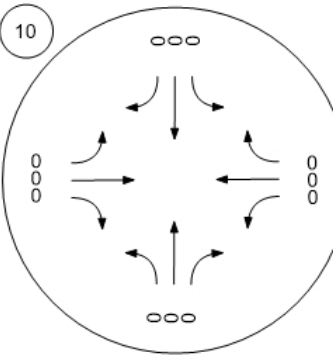
Figure 10: Trip Assignment Assuming Haul Route D - Morning Peak Hour



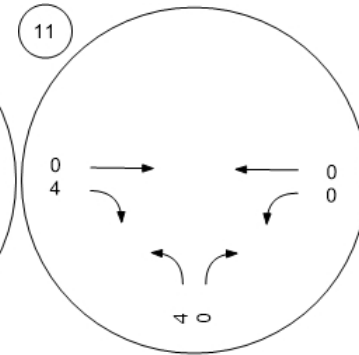
Washington Rd/McQueen Rd



Washington Rd/Currier Rd



Laydown Yard Access



Solar Field Access

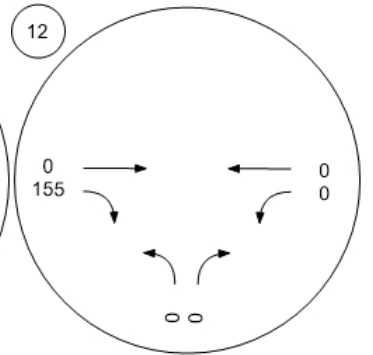




Figure 11: Trip Assignment Assuming Haul Route D - Evening Peak Hour

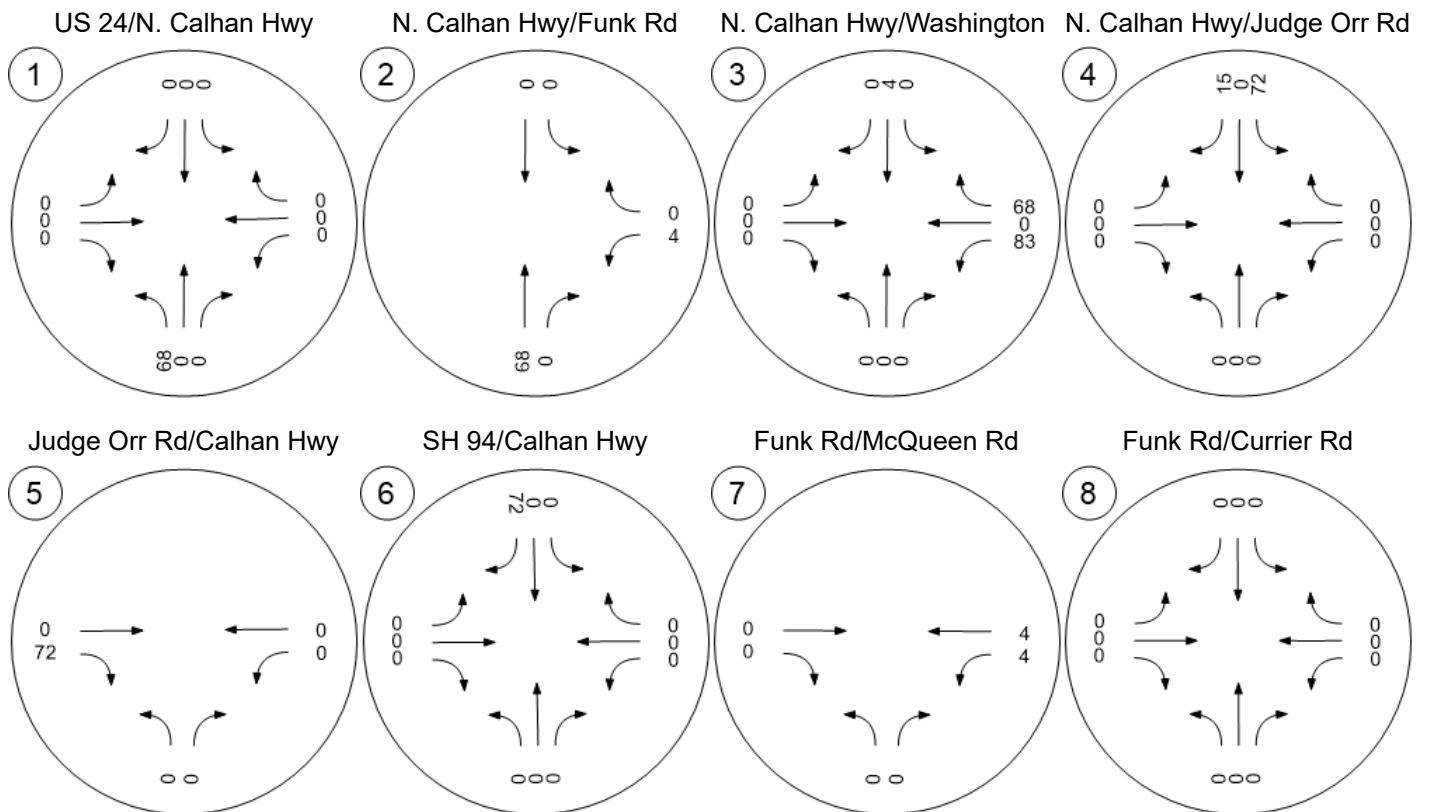
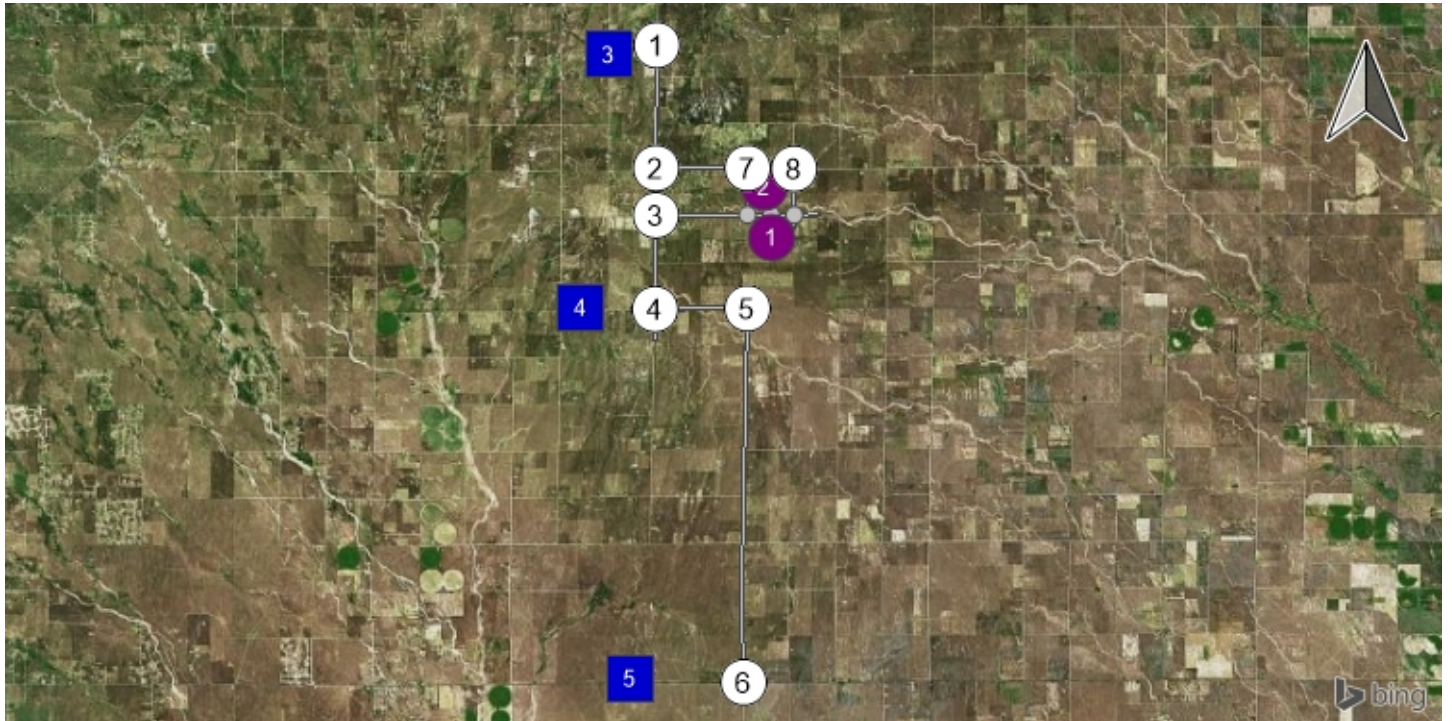
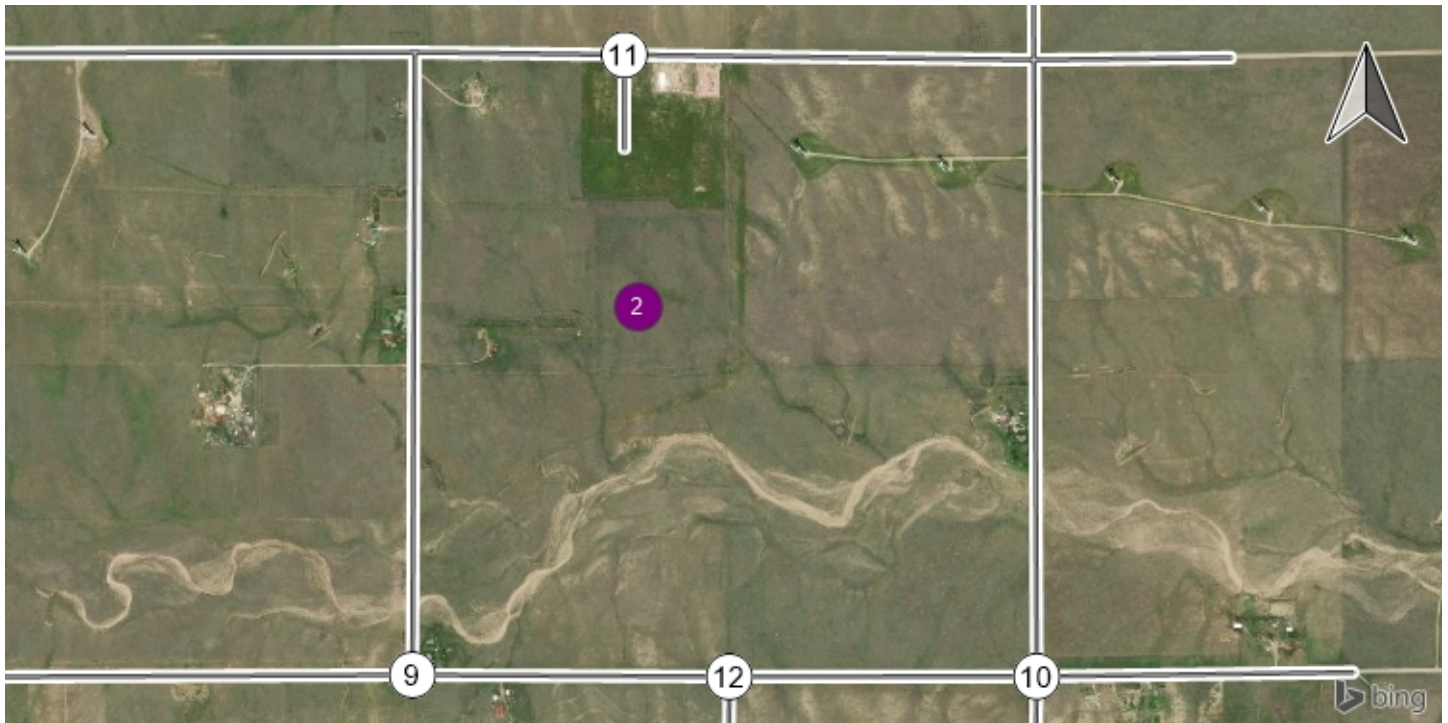
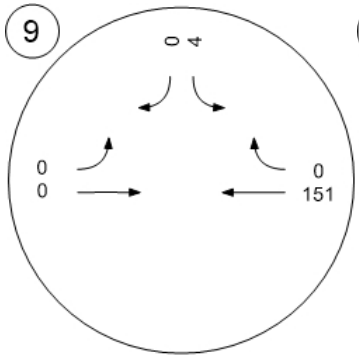


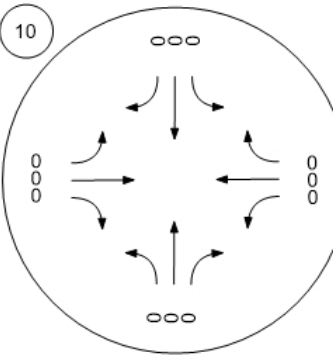
Figure 11: Trip Assignment Assuming Haul Route D - Evening Peak Hour



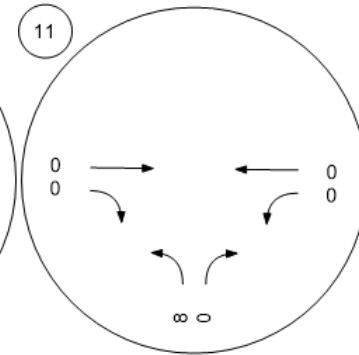
Washington Rd/McQueen Rd



Washington Rd/Currier Rd



Laydown Yard Access



Solar Field Access

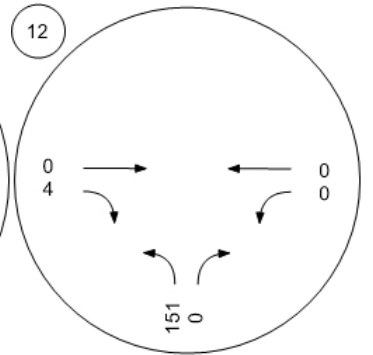




Figure 12: Trip Assignment Assuming Haul Route E - Morning Peak Hour

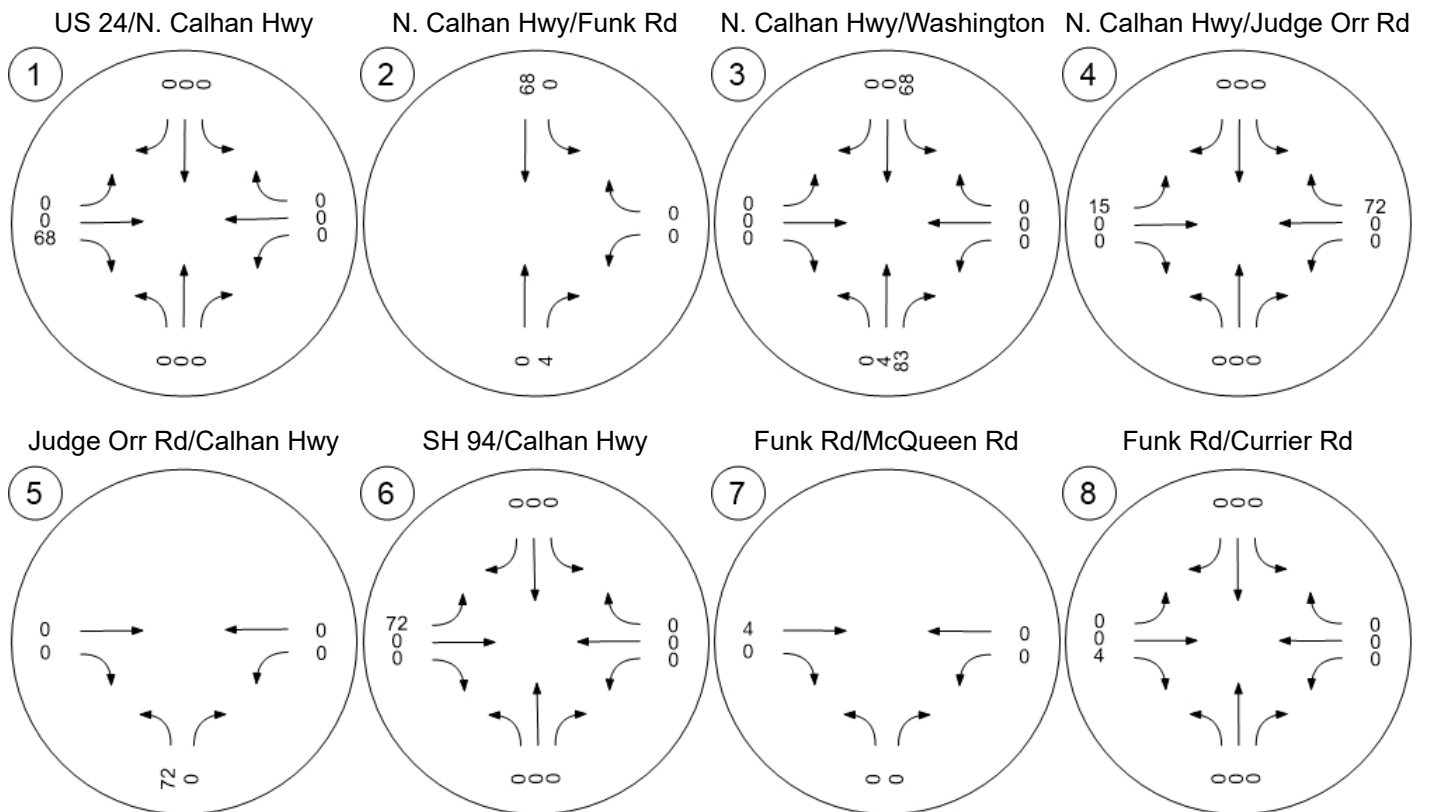
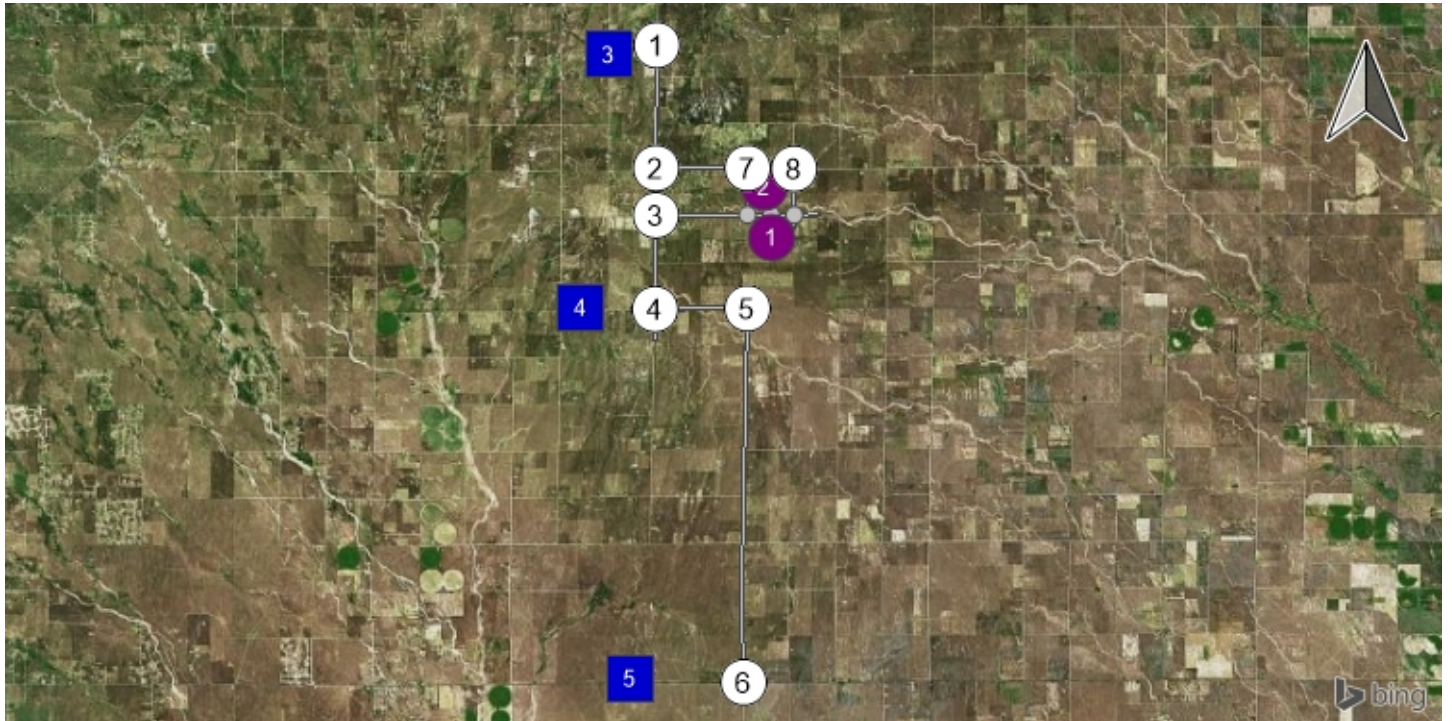
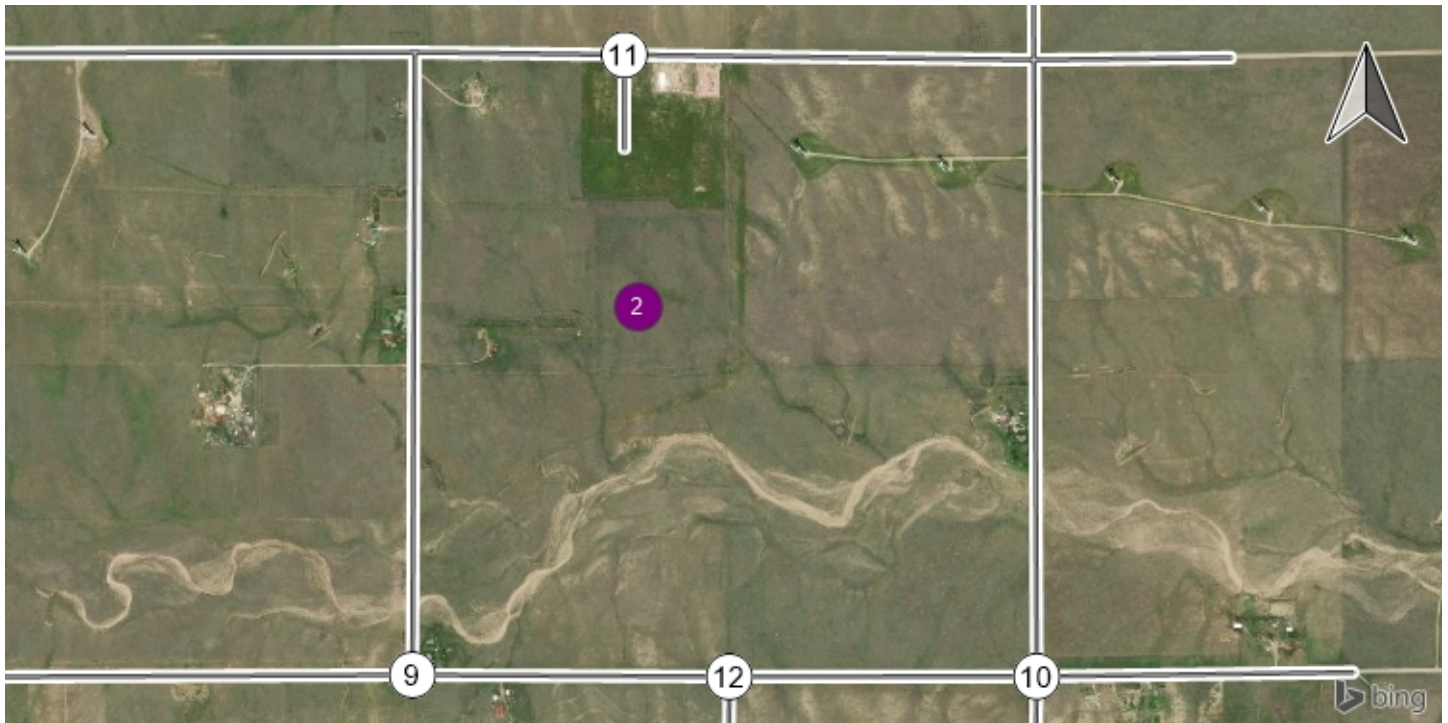
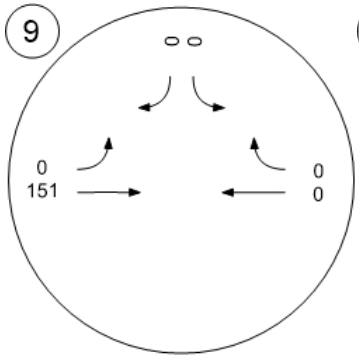


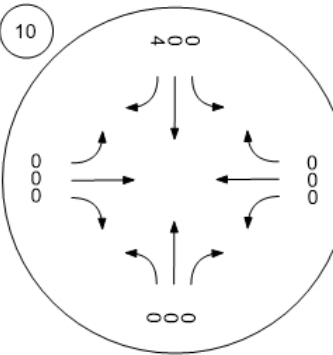
Figure 12: Trip Assignment Assuming Haul Route E - Morning Peak Hour



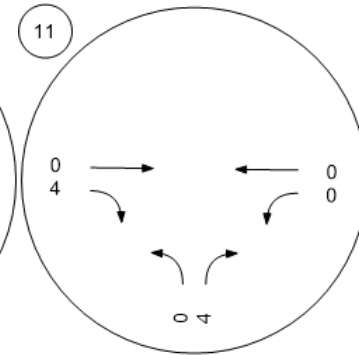
Washington Rd/McQueen Rd



Washington Rd/Currier Rd



Laydown Yard Access



Solar Field Access

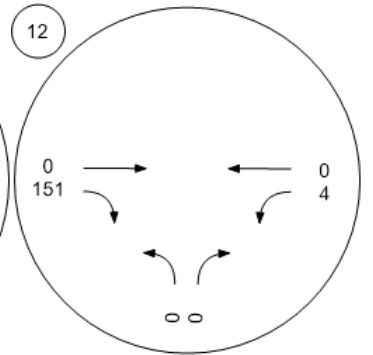




Figure 13: Trip Assignment Assuming Haul Route E - Evening Peak Hour

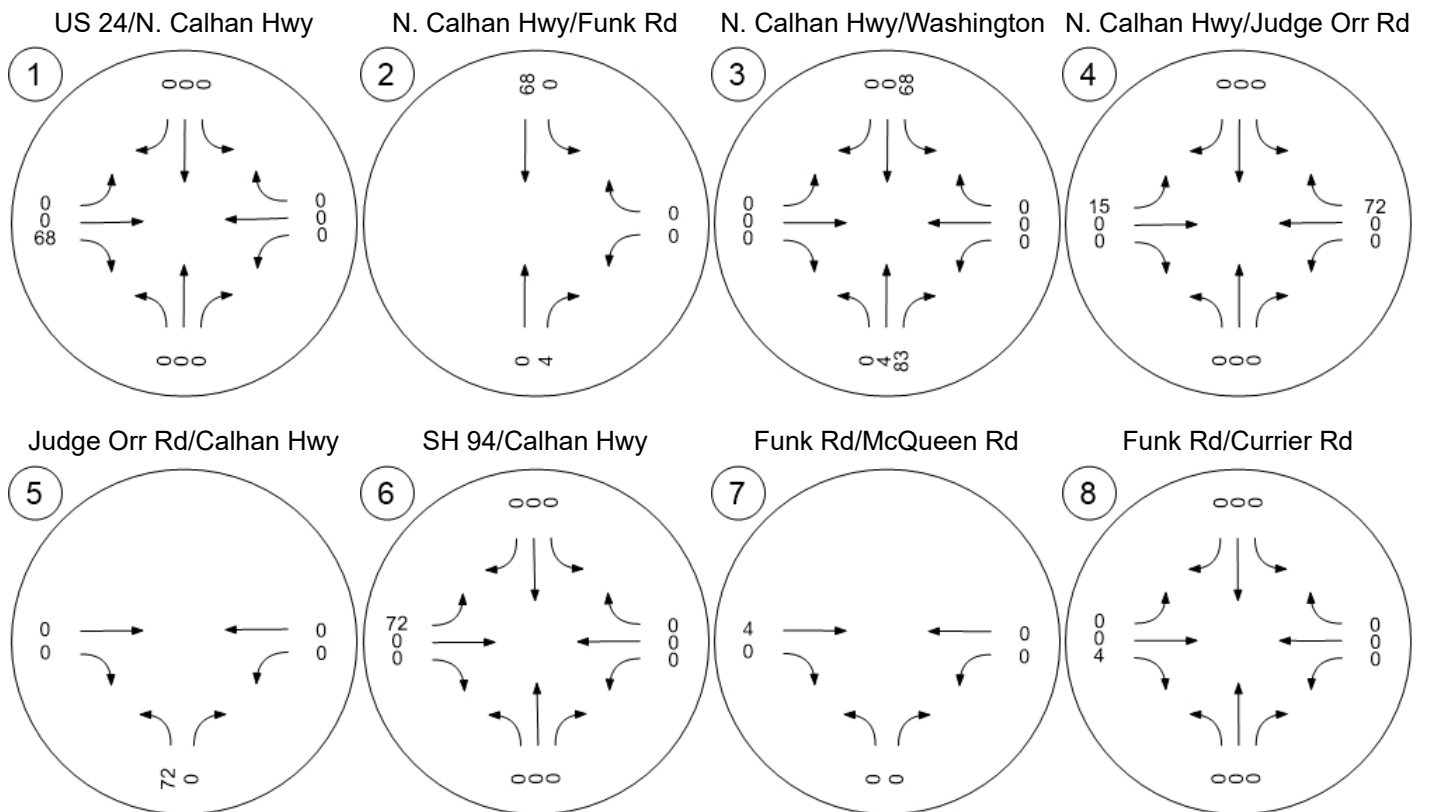
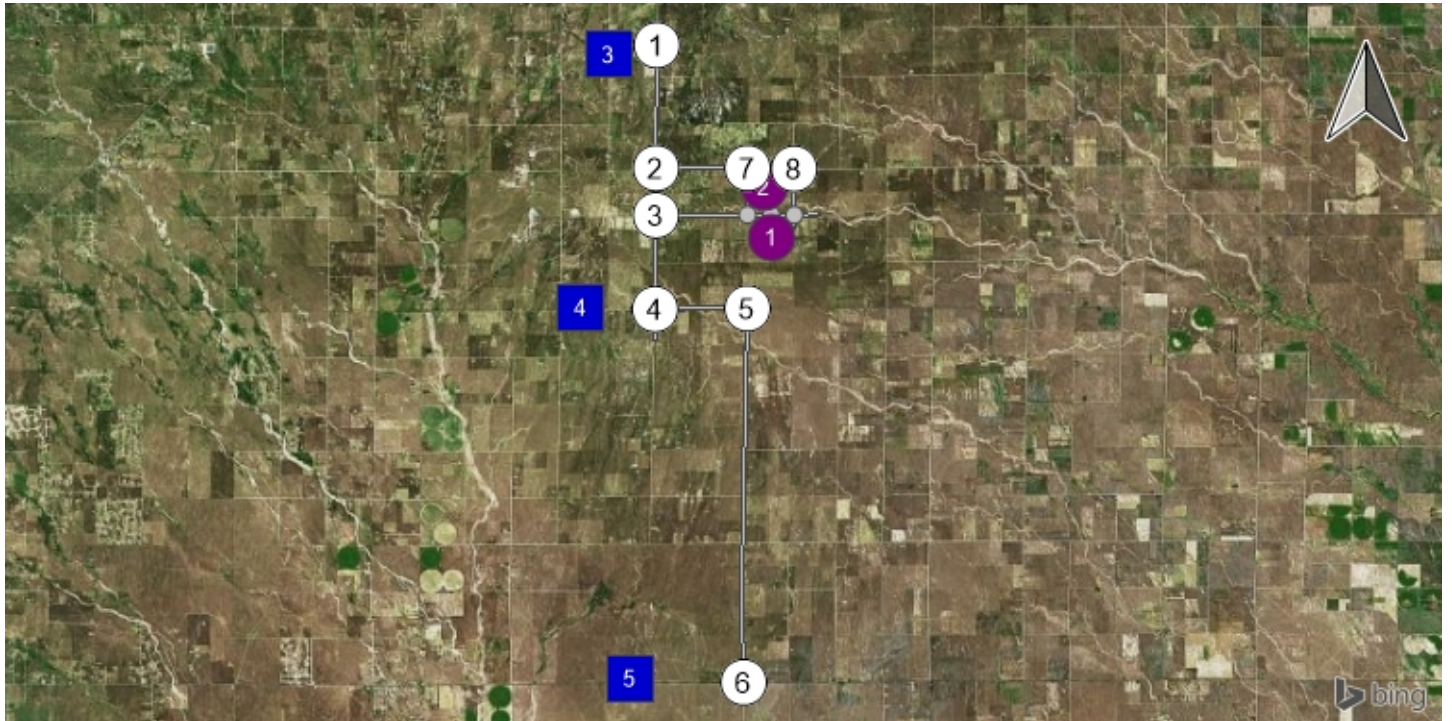
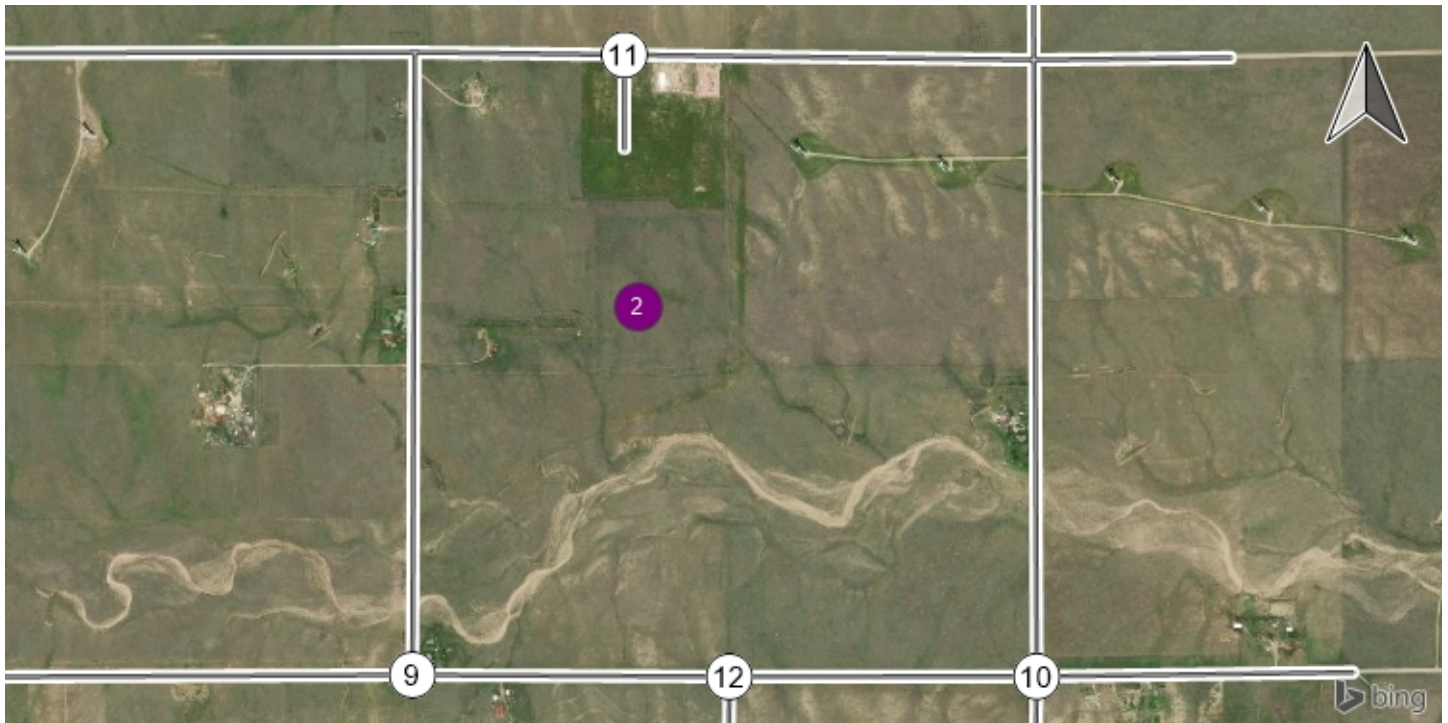
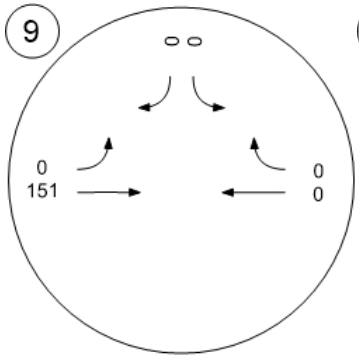


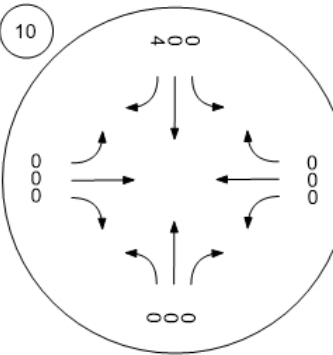
Figure 13: Trip Assignment Assuming Haul Route E - Evening Peak Hour



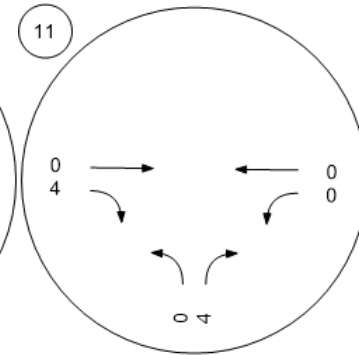
Washington Rd/McQueen Rd



Washington Rd/Currier Rd



Laydown Yard Access



Solar Field Access

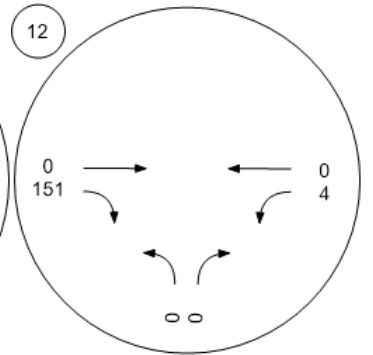




Figure 14: Year 2019 Background Traffic Volumes - Morning Peak Hour

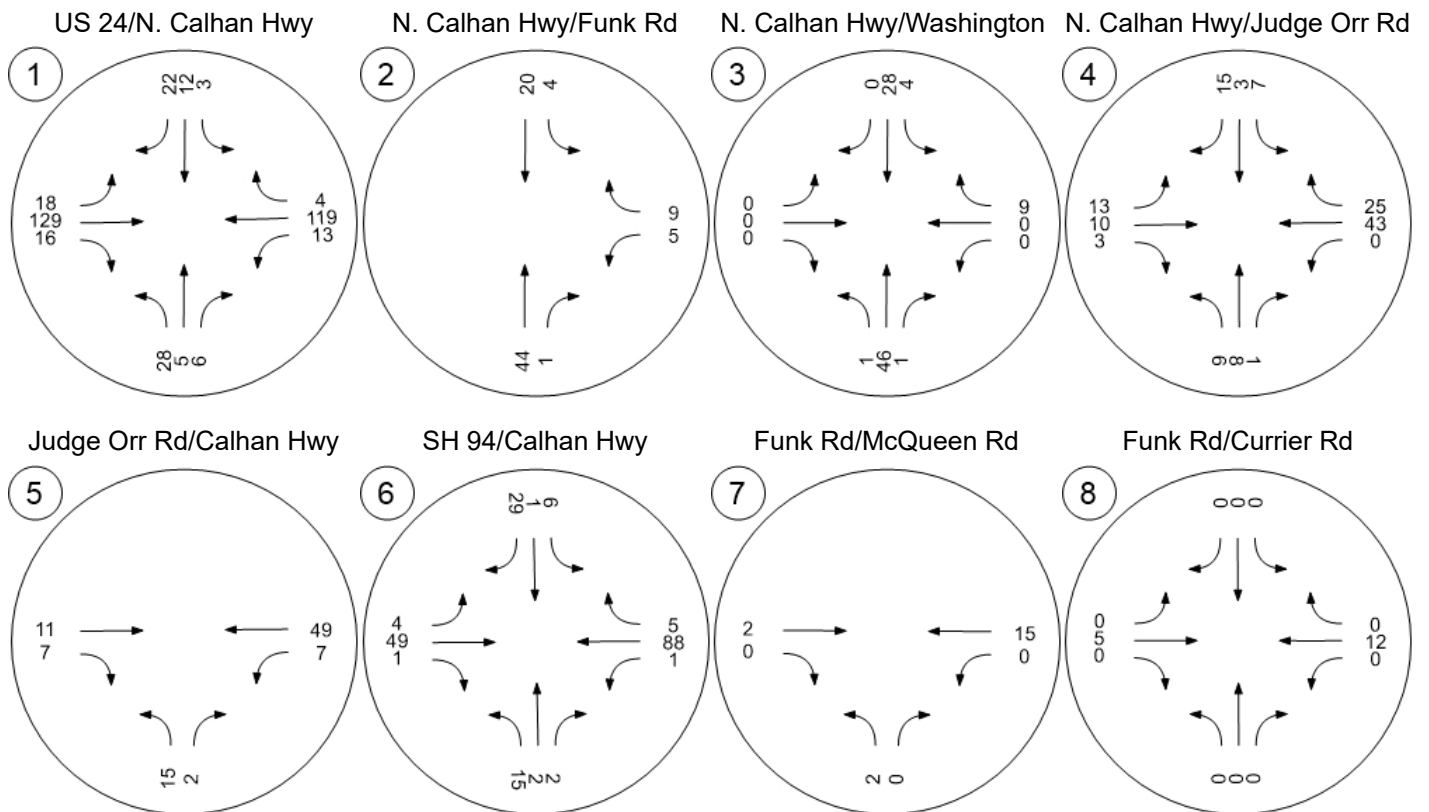
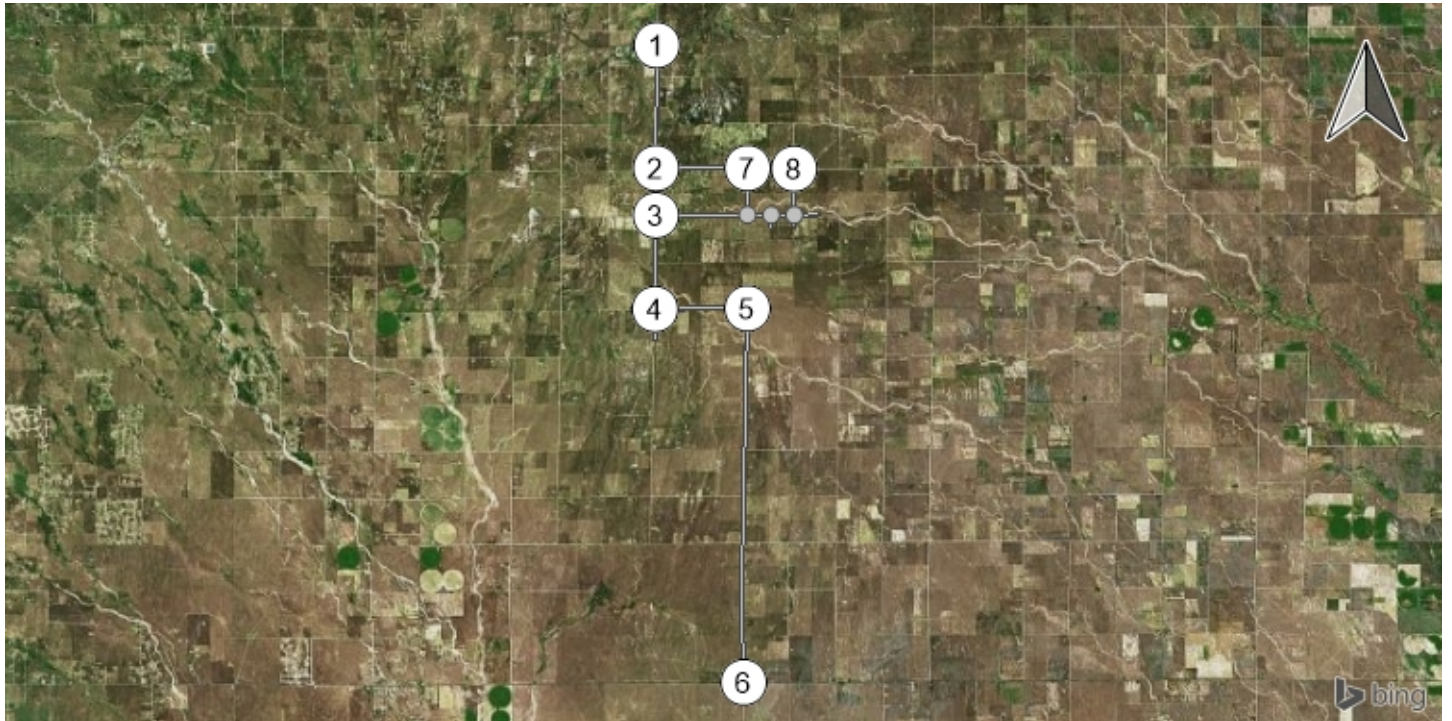


Figure 14: Year 2019 Background Traffic Volumes - Morning Peak Hour



Washington Rd/McQueen Rd    Washington Rd/Currier Rd

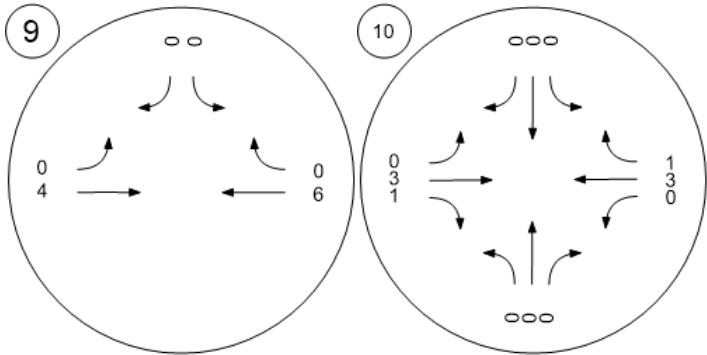




Figure 15: Year 2019 Background Traffic Volumes - Evening Peak Hour

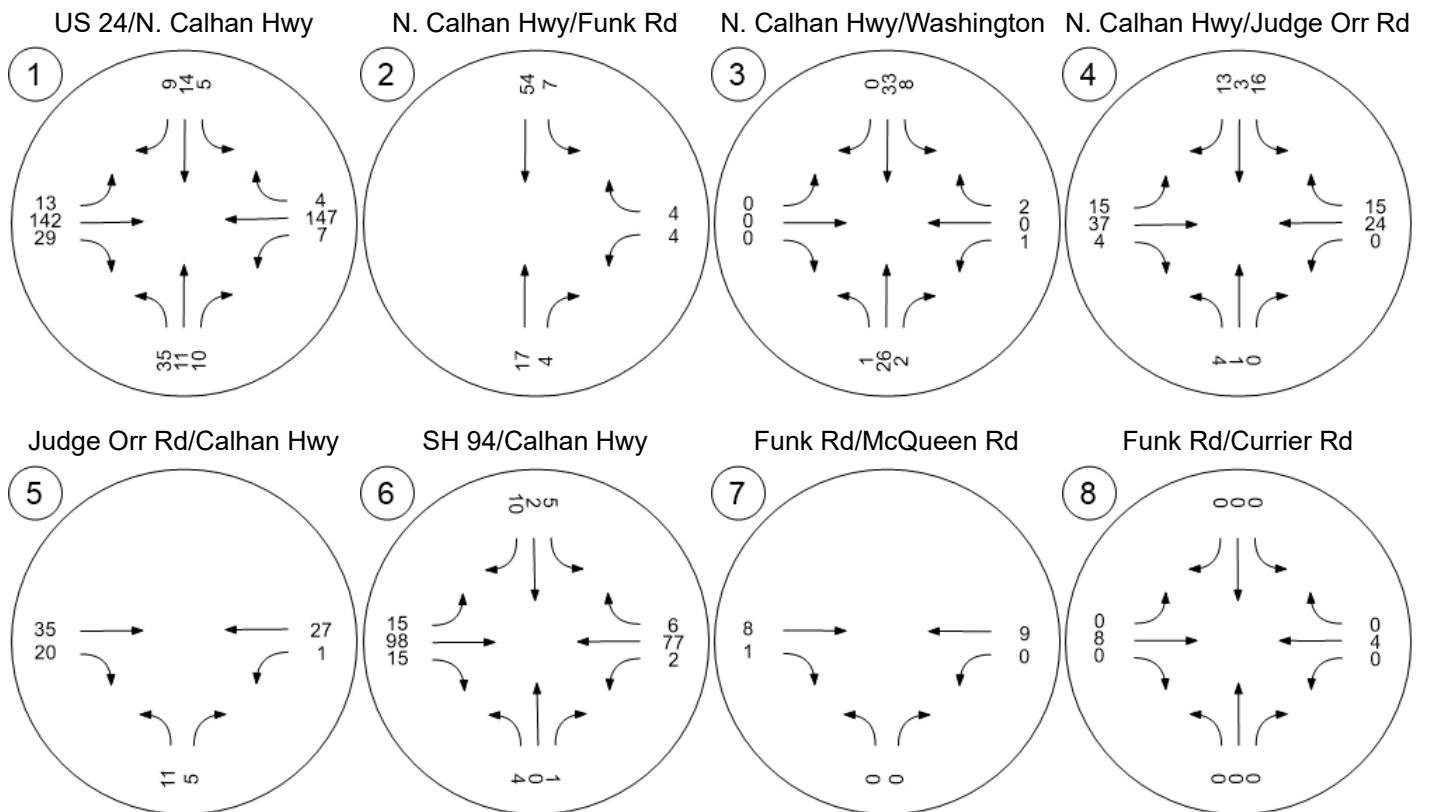
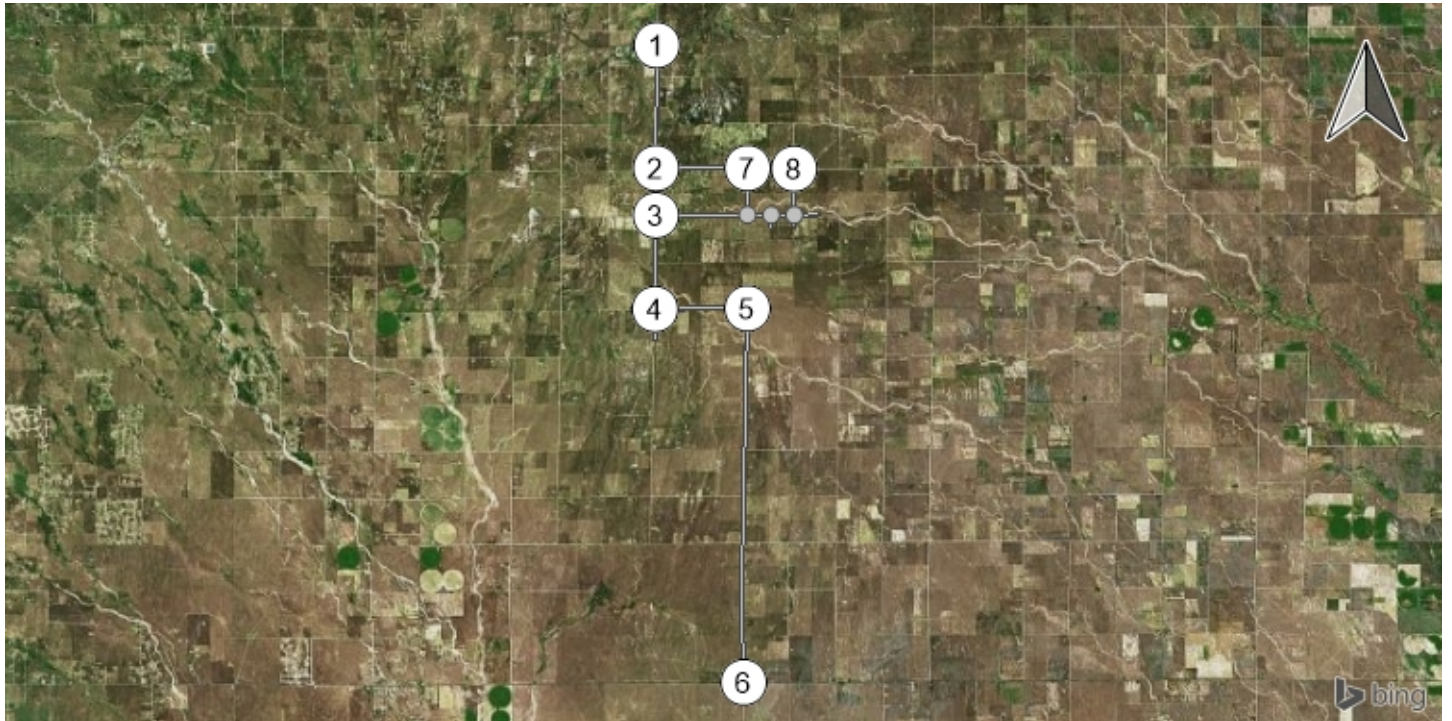


Figure 15: Year 2019 Background Traffic Volumes - Evening Peak Hour



Washington Rd/McQueen Rd    Washington Rd/Currier Rd

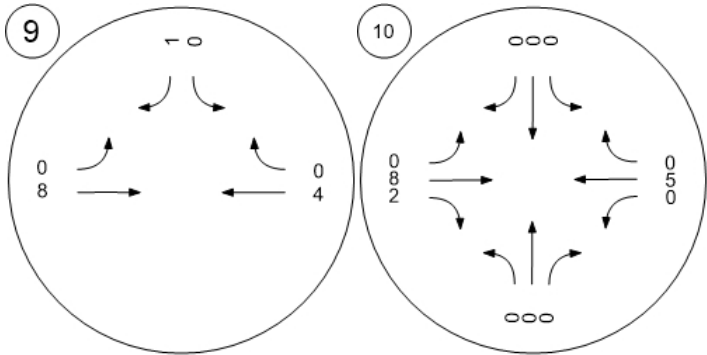




Figure 16: Year 2019 Total Traffic Volumes Assuming Haul Route D - Morning Peak Hour

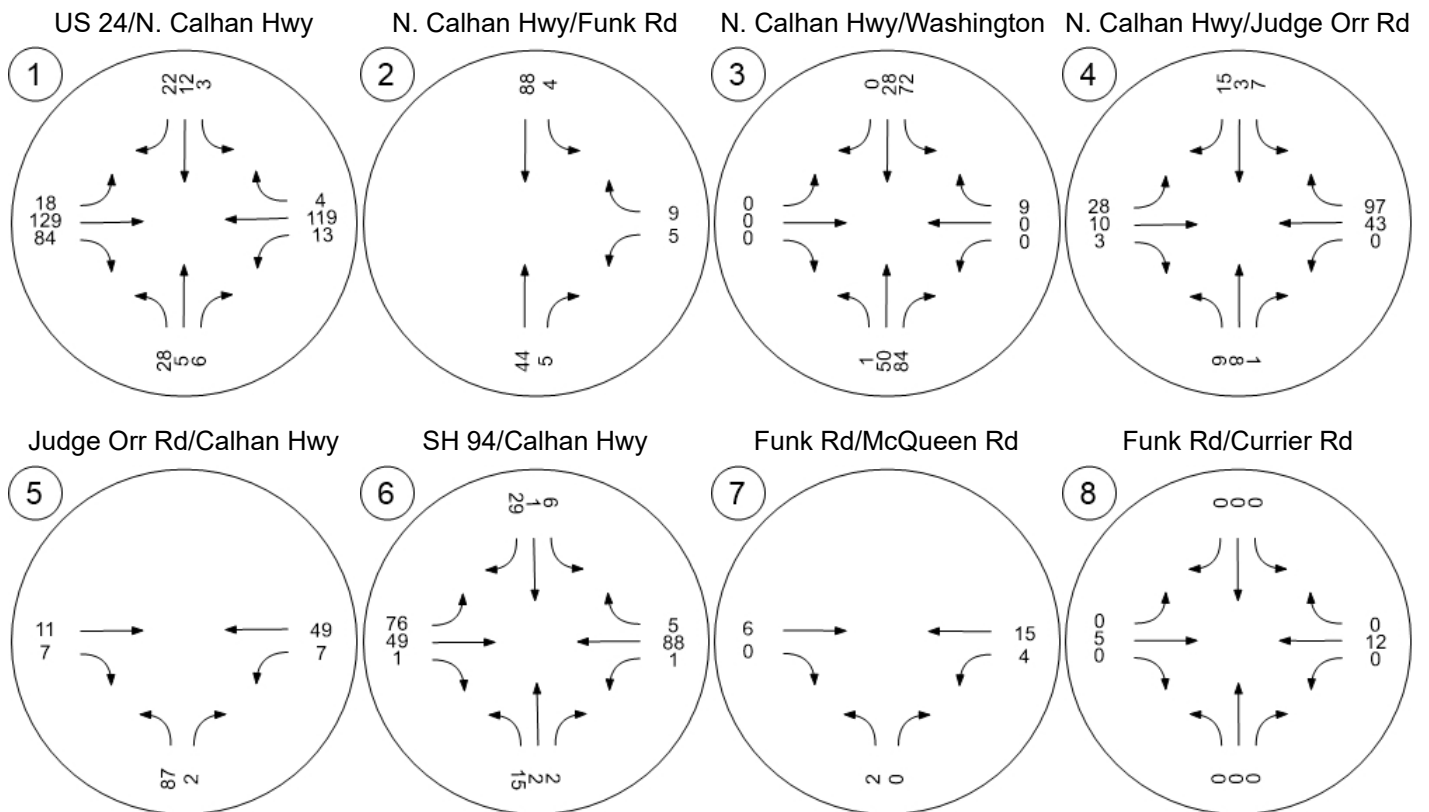
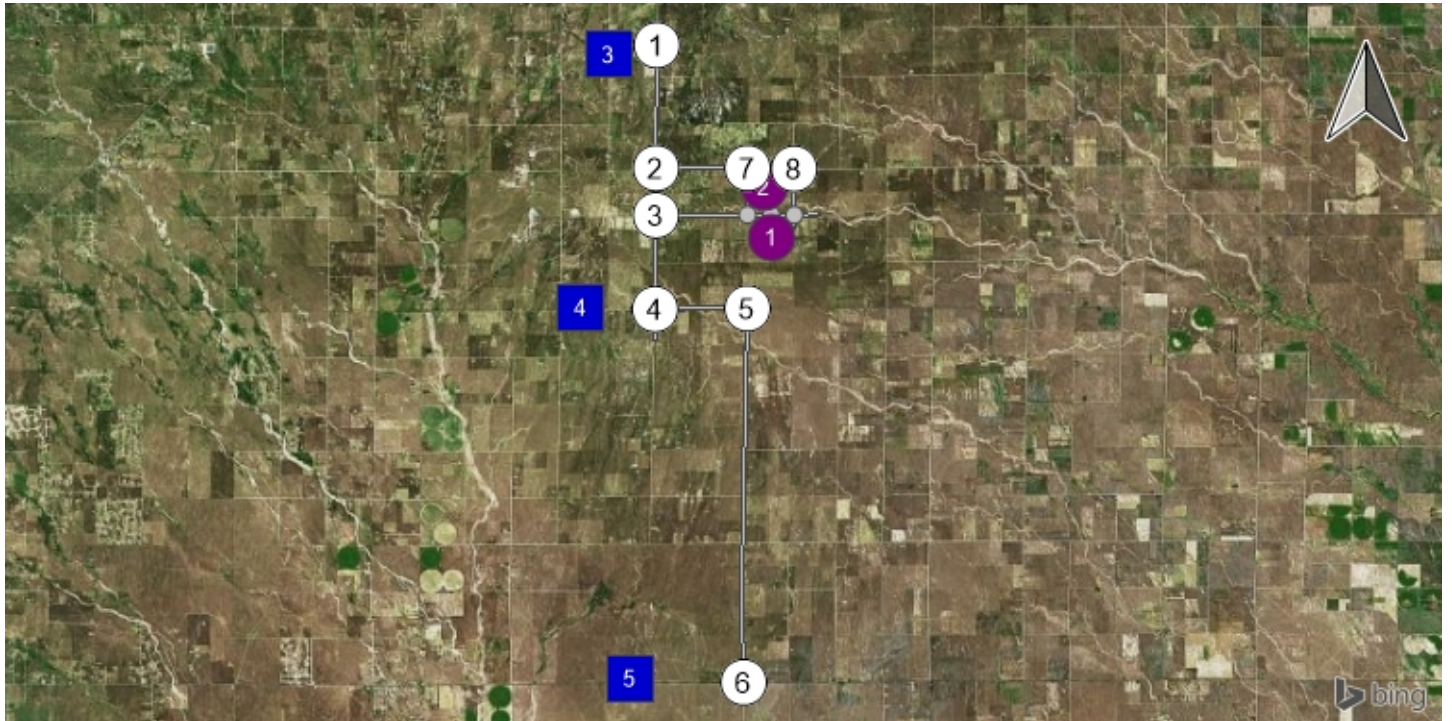
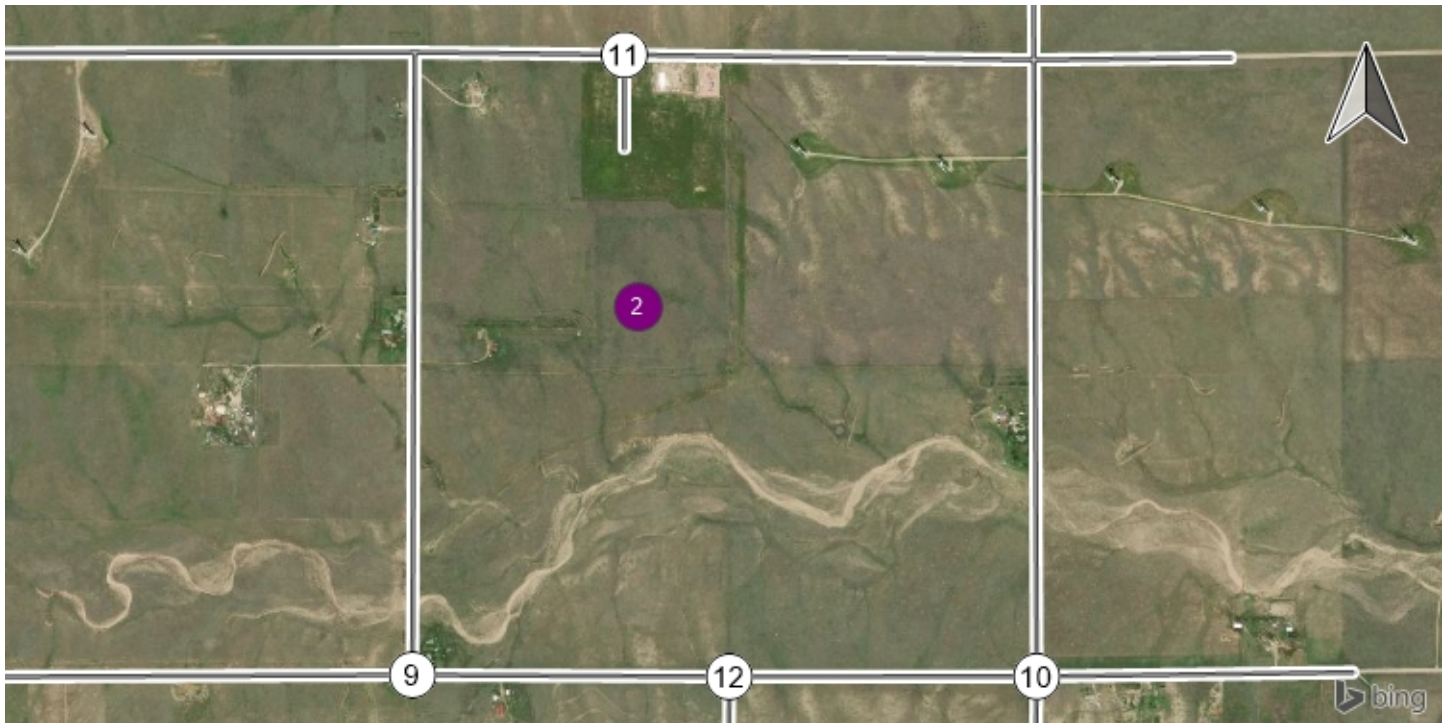
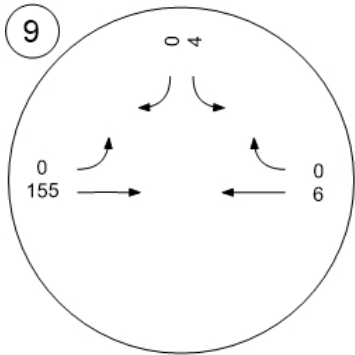


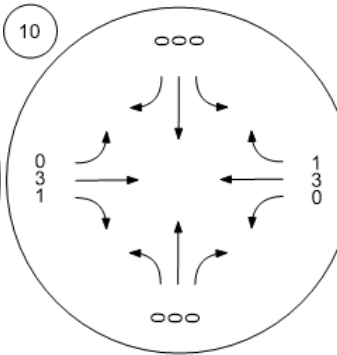
Figure 16: Year 2019 Total Traffic Volumes Assuming Haul Route D - Morning Peak Hour



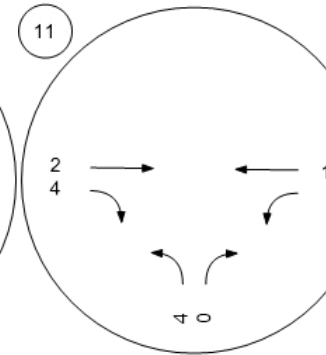
Washington Rd/McQueen Rd



Washington Rd/Currier Rd



Laydown Yard Access



Solar Field Access

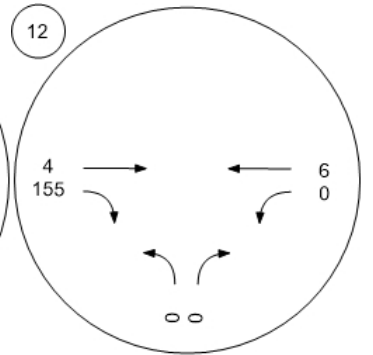




Figure 17: Year 2019 Total Traffic Volumes Assuming Haul Route D - Evening Peak Hour

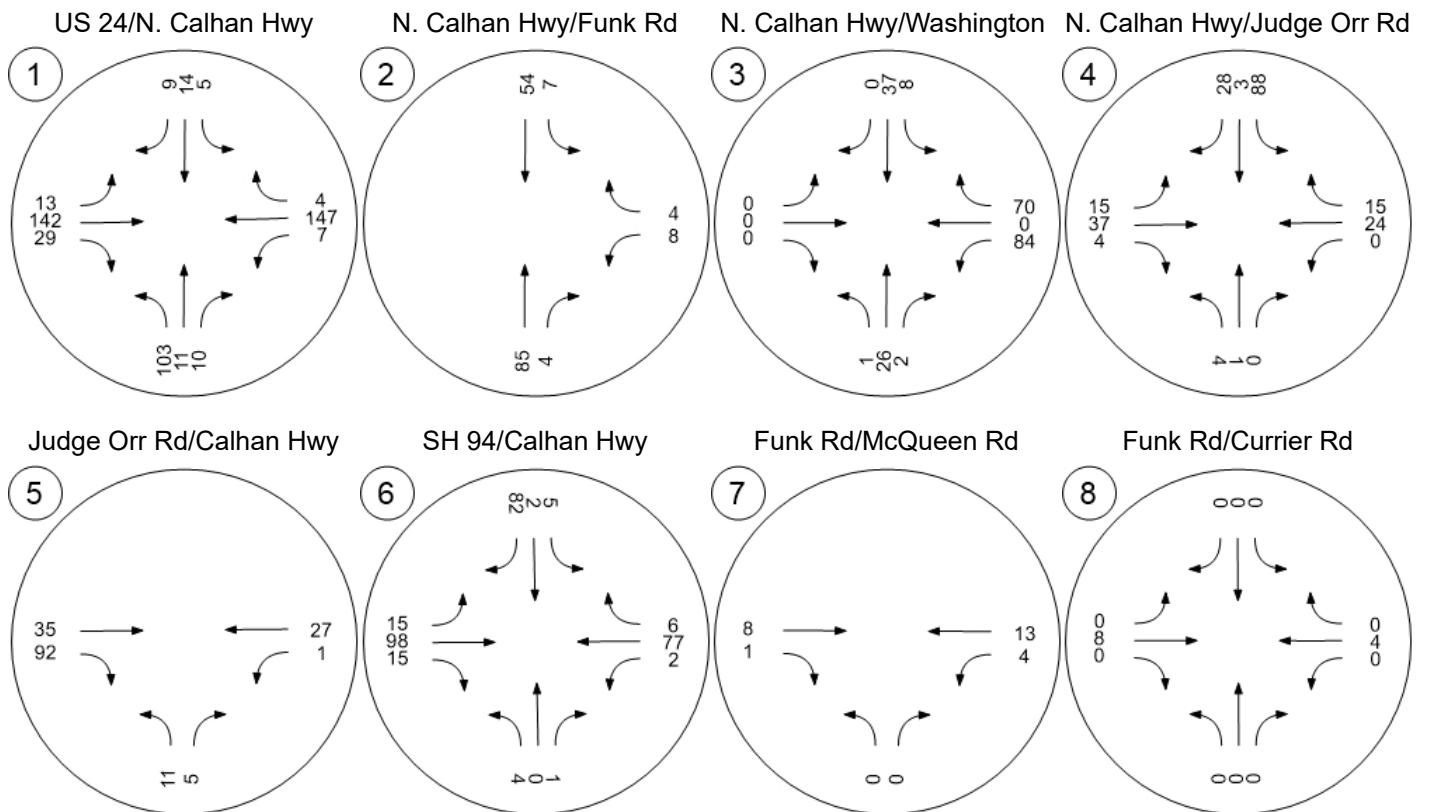
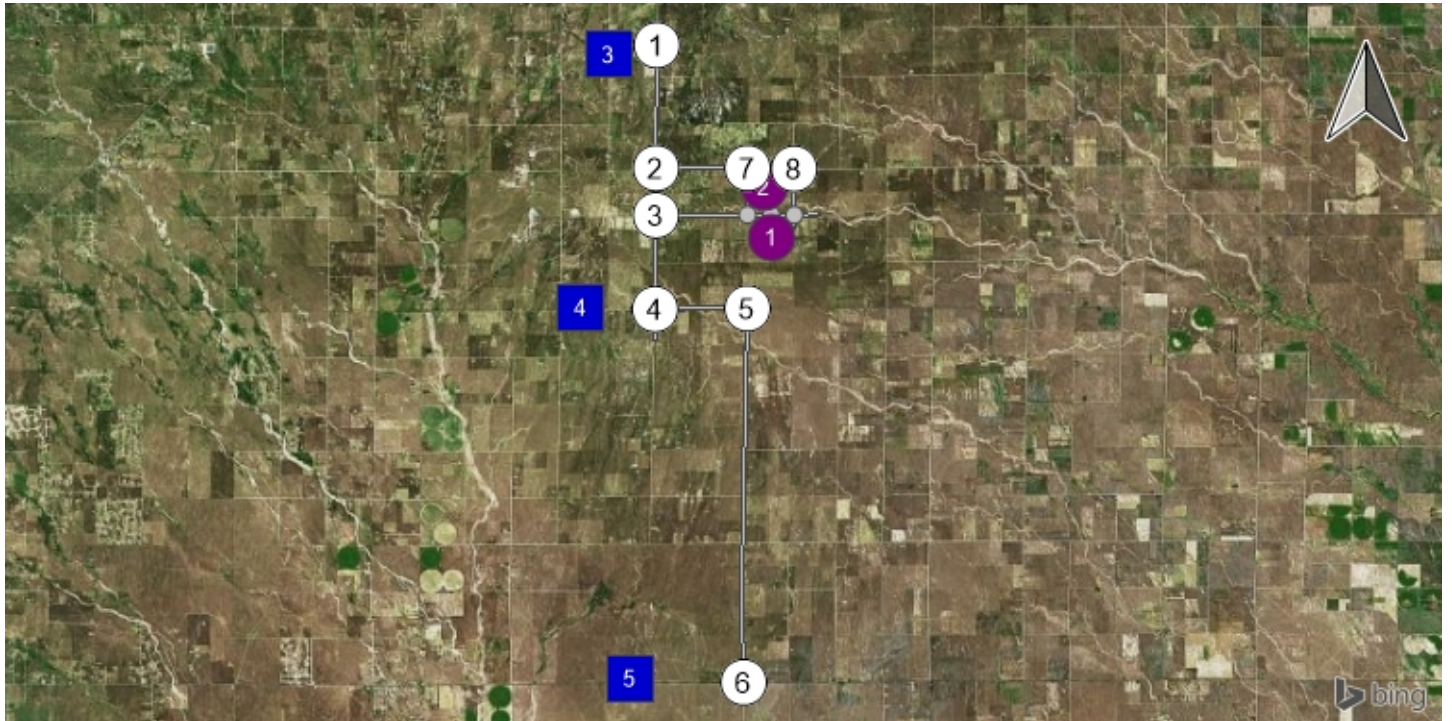
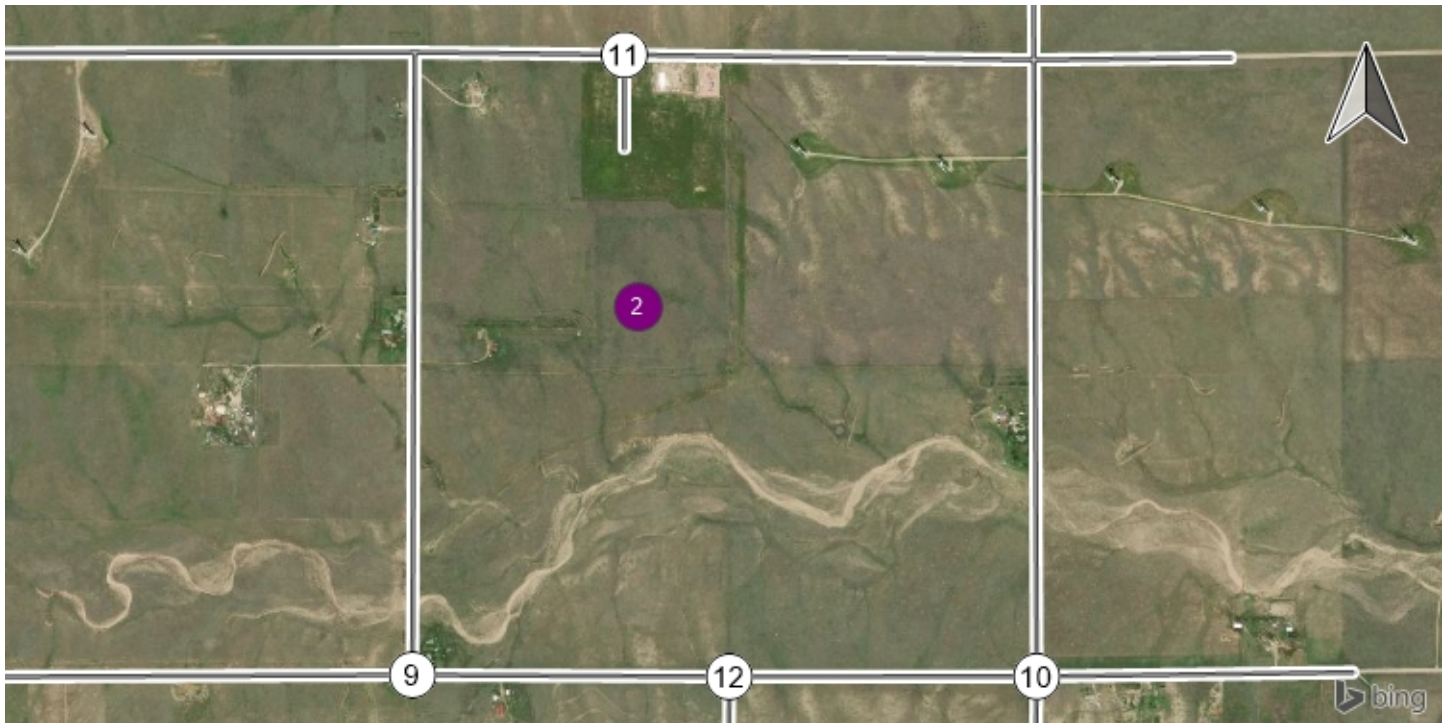
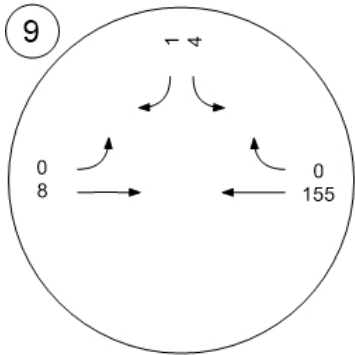


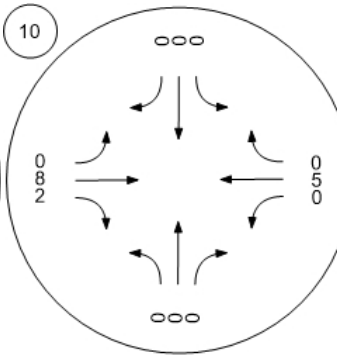
Figure 17: Year 2019 Total Traffic Volumes Assuming Haul Route D - Evening Peak Hour



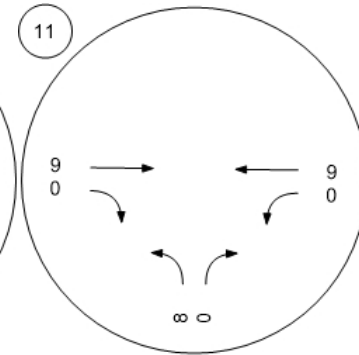
Washington Rd/McQueen Rd



Washington Rd/Currier Rd



Laydown Yard Access



Solar Field Access

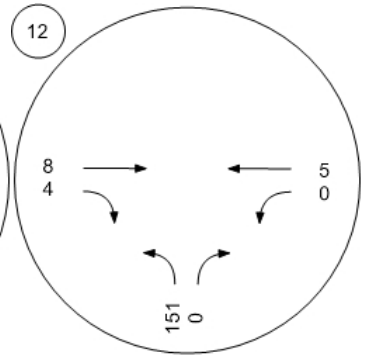




Figure 18: Year 2019 Total Traffic Volumes Assuming Haul Route E - Morning Peak Hour

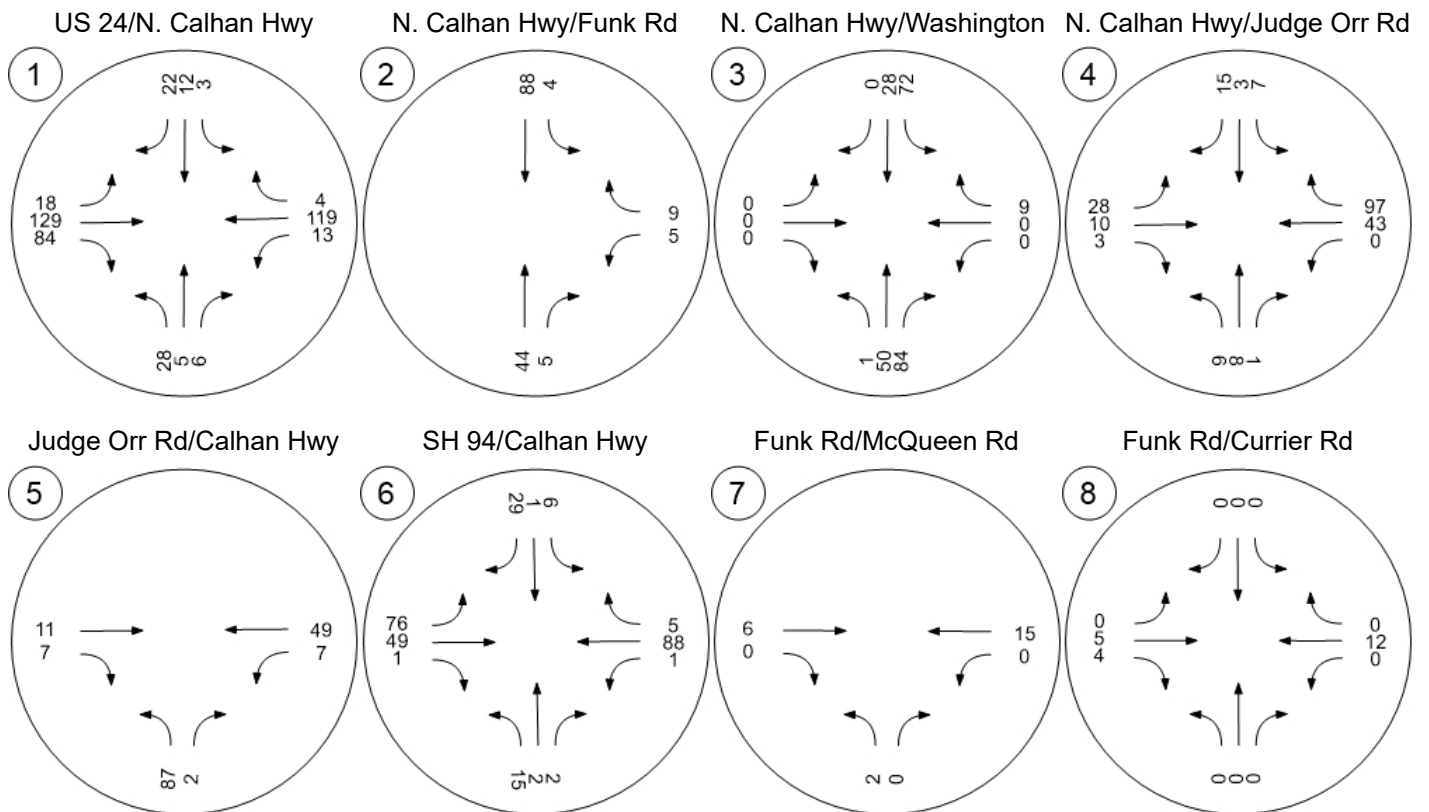
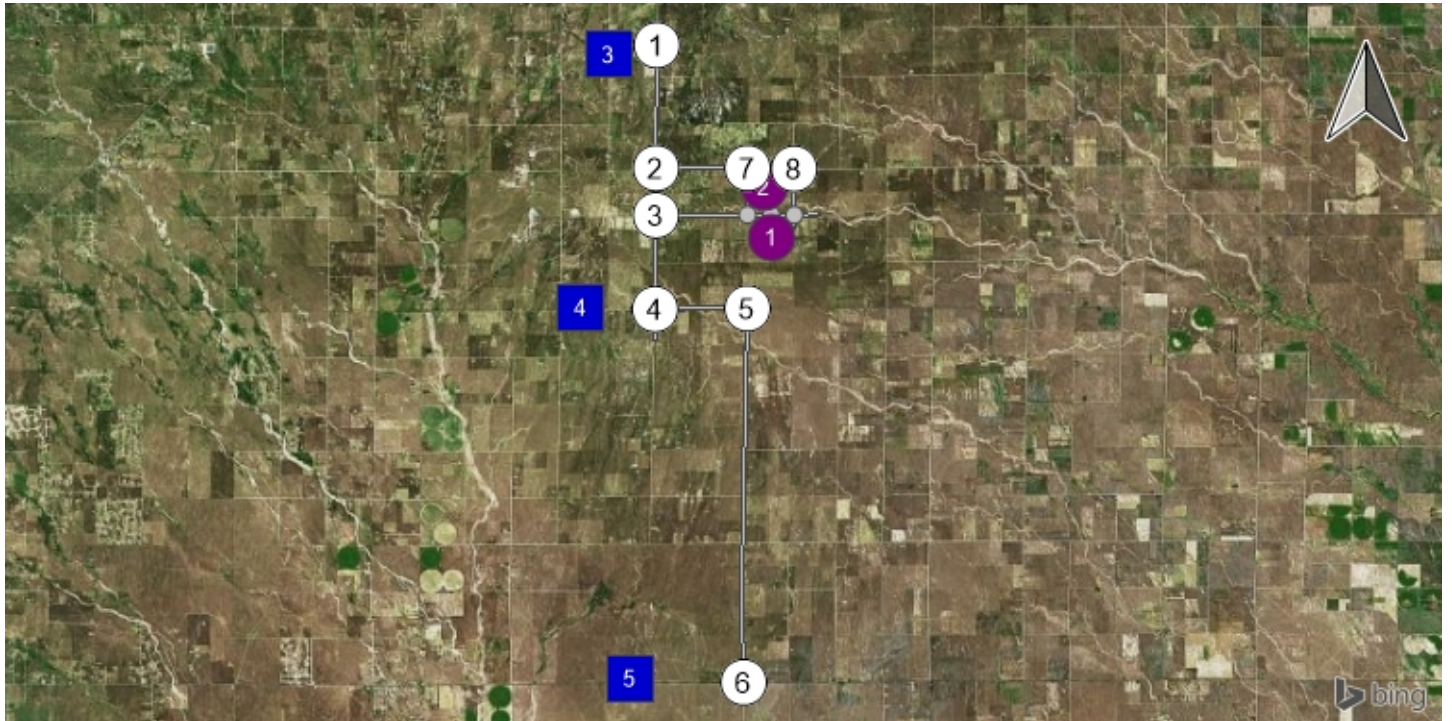
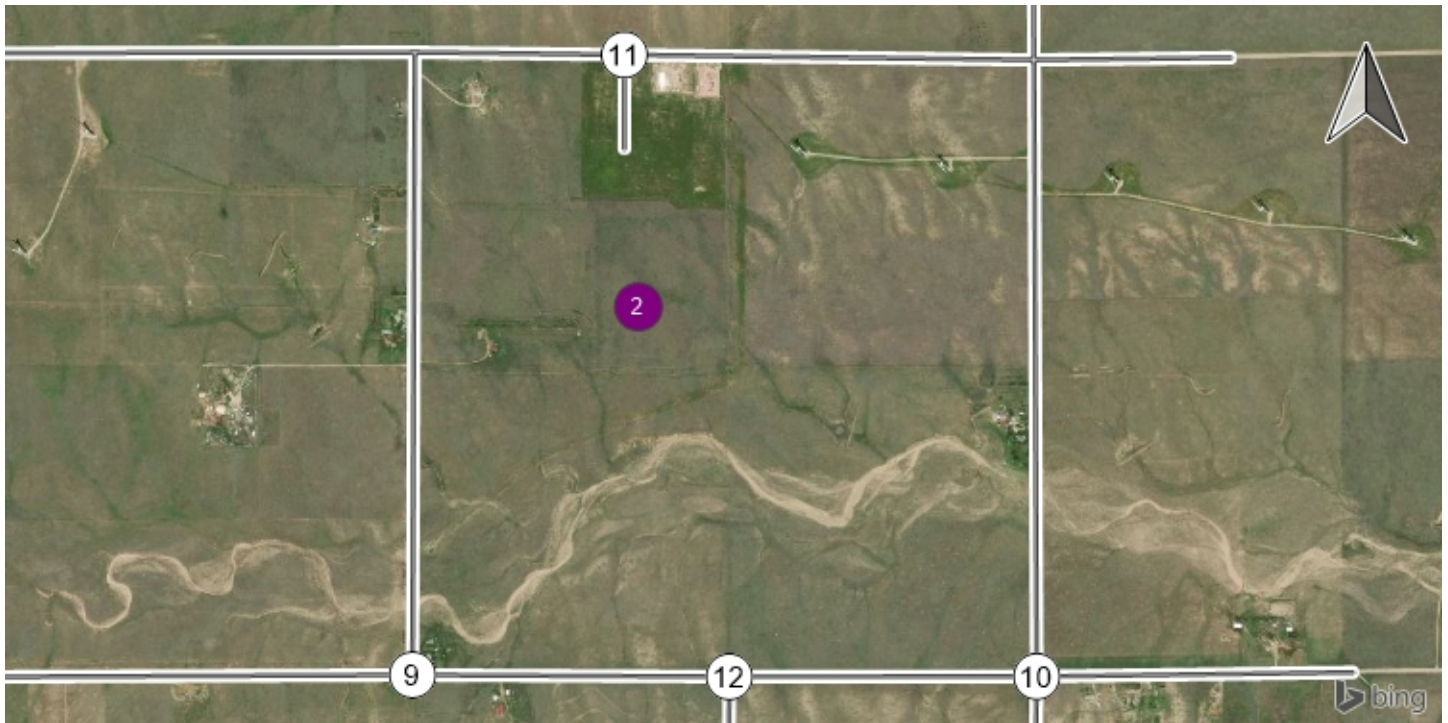
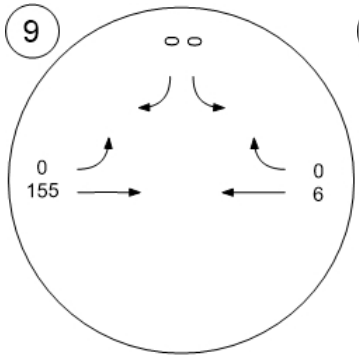




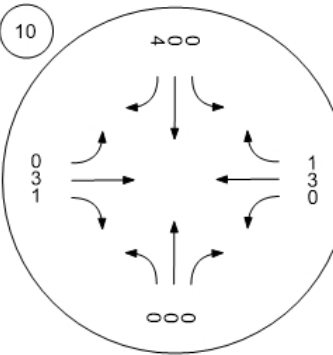
Figure 18: Year 2019 Total Traffic Volumes Assuming Haul Route E - Morning Peak Hour



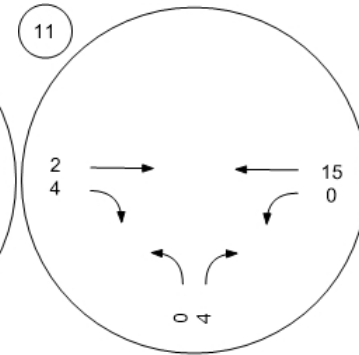
Washington Rd/McQueen Rd



Washington Rd/Currier Rd



Laydown Yard Access



Solar Field Access

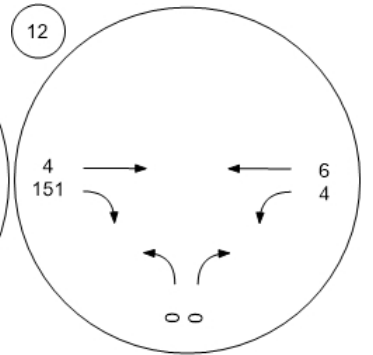


Figure 19: Year 2019 Total Traffic Volumes Assuming Haul Route E - Evening Peak Hour

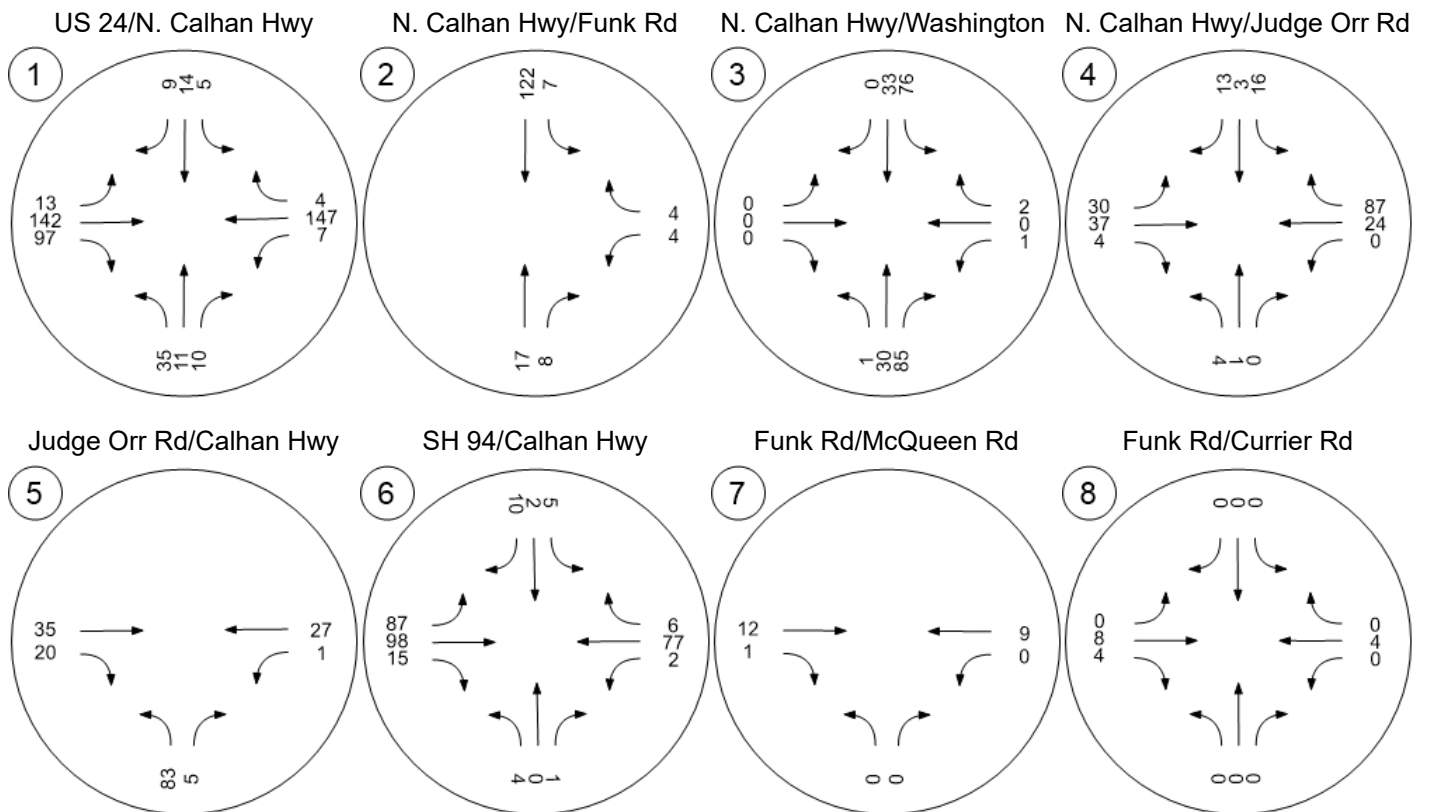
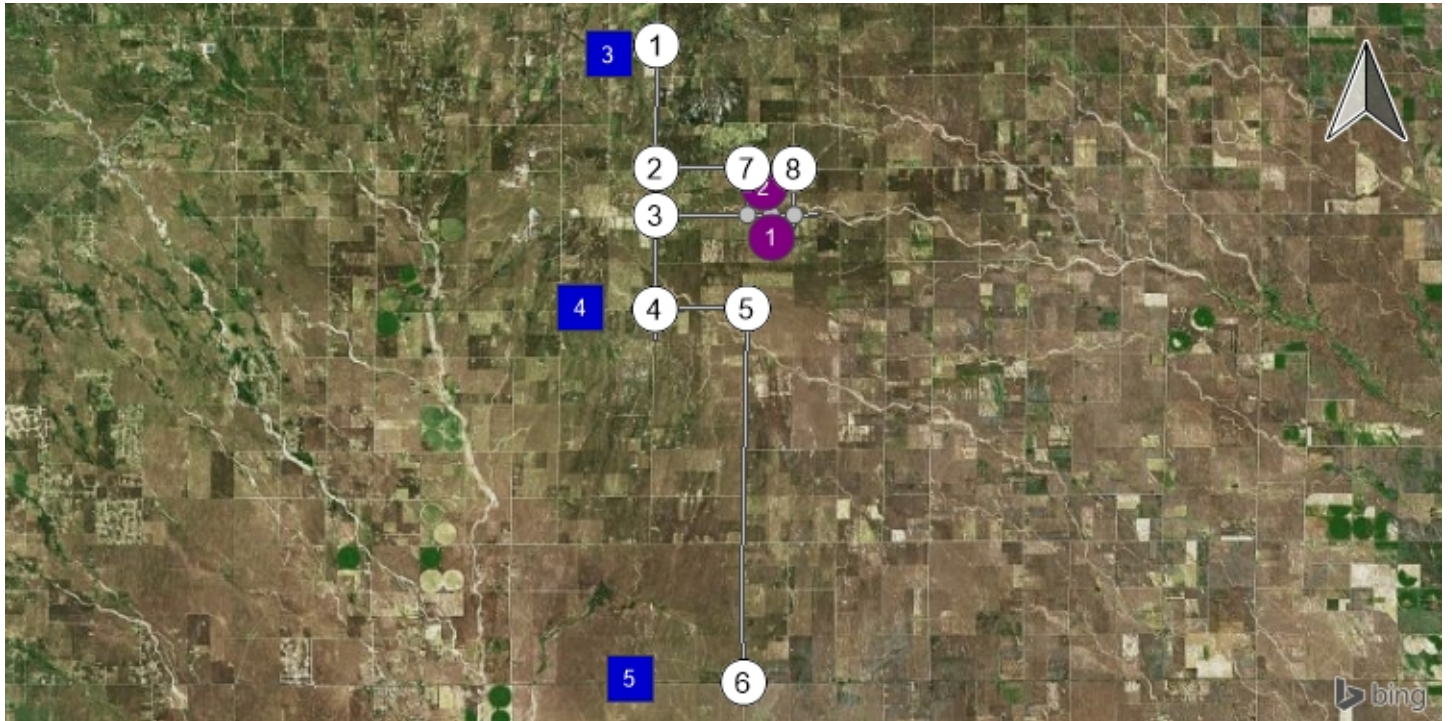
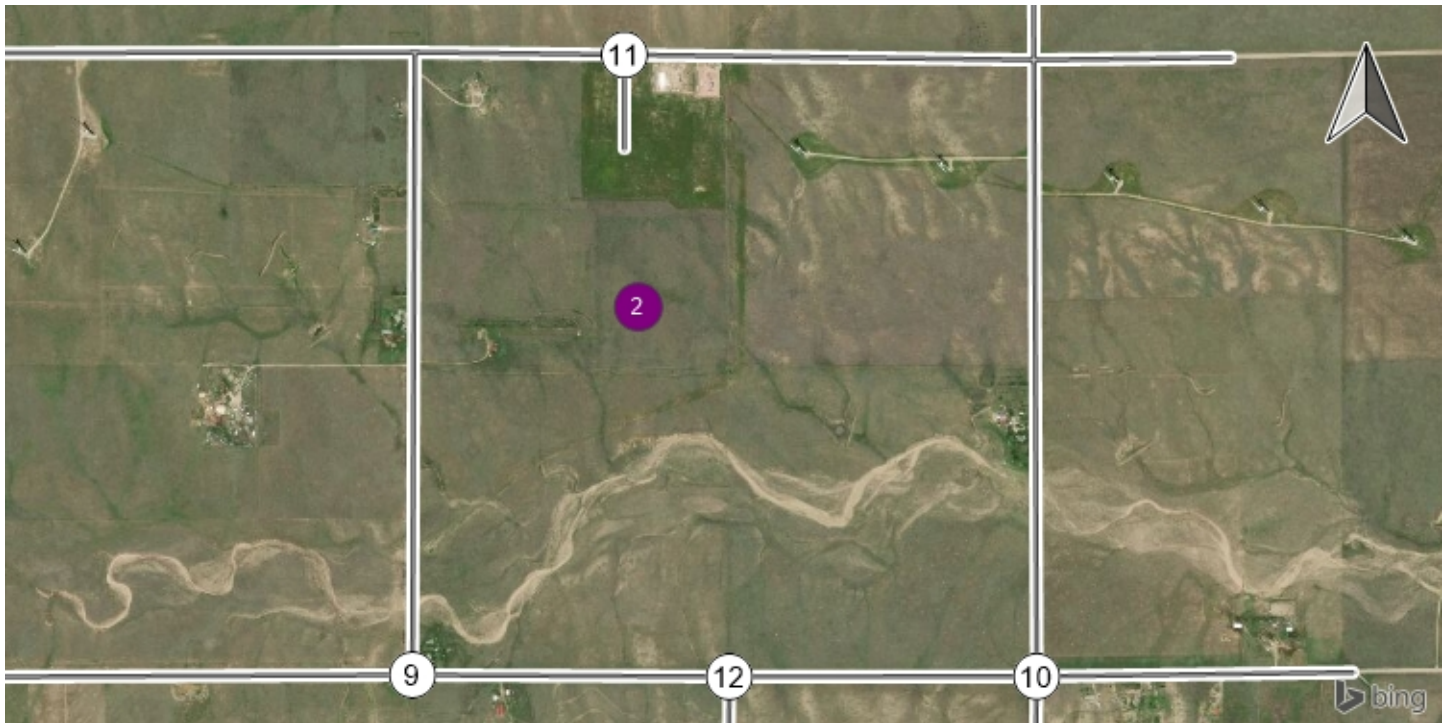
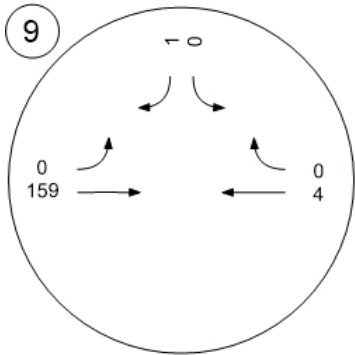


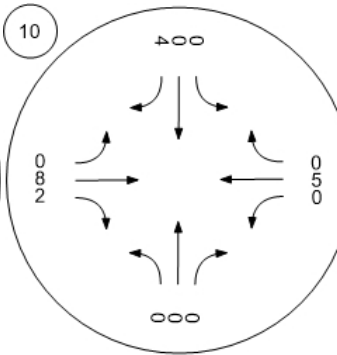
Figure 19: Year 2019 Total Traffic Volumes Assuming Haul Route E - Evening Peak Hour



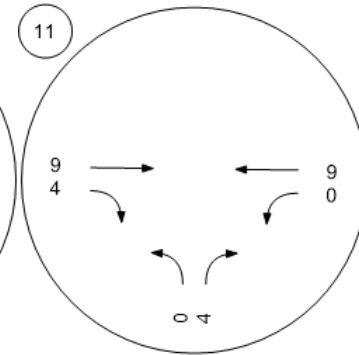
Washington Rd/McQueen Rd



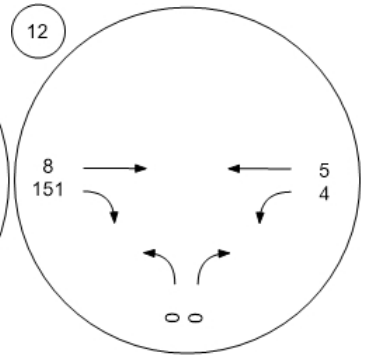
Washington Rd/Currier Rd



Laydown Yard Access



Solar Field Access





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# Appendix A

## CDOT Straight Line Diagrams

# Route 024G From 339 to 340



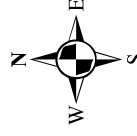
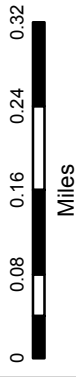
## Legend

- Route
  - Milepoint
- Structures**
- Major Structure
  - Minor Structure

Created:

Date: 10/13/2018

Time: 12:37:09 PM






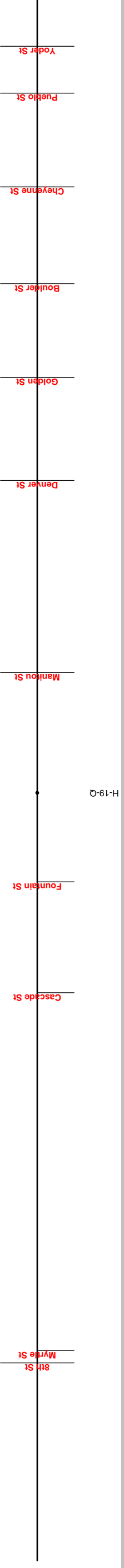
The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

339

340

Route 024G  
From 339 To 340

-  Ramps
-  Overpass
-  Underpass
- Structures



**CLASSIFICATION**

Access Control	R-A: Regional Highway	NR-A: Non-Rural Principal Highway
Functional Class	3 Principal Arterial - Other	

**SAFETY**

Primary Speed Limit	55	45	35
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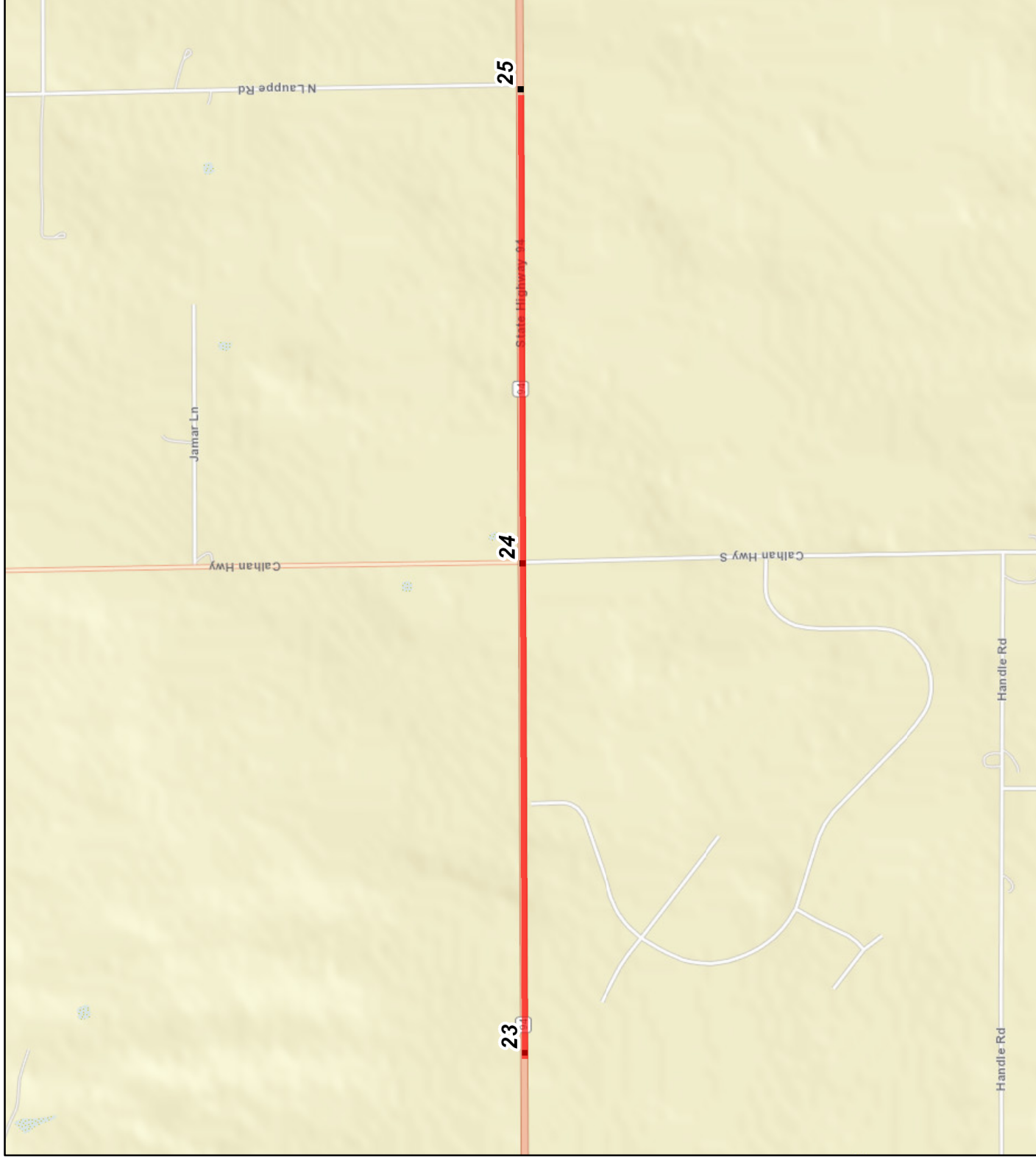
**TRAFFIC**

Route Capacity	3200	3800	3200
V/C Ratio	0.2	0.18	0.15
Year 20 Factor	1.21	1.34	1.27

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.



# Route 094A From 23 to 25



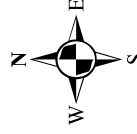
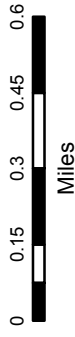
## Legend

- Route
- Milepoint
- Structures
  - Major Structure
  - Minor Structure

Created:

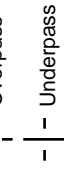
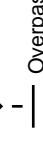
Date: 1/9/2019

Time: 4:02:46 PM



The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Route 094A  
From 23 To 24



- Structures

**CLASSIFICATION**

Access Control	R-A: Regional Highway
Administrative Class	CDOT Highway
Functional Class	4 Minor Arterial
Terrain	Plains

**SAFETY**

Primary Speed Limit	65
---------------------	----

**TRAFFIC**

AADT	2600
Off Peak Truck Percentage	7.3
Peak Truck Percentage	0.46
Year 20 Factor	1.33

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.

Route 094A  
From 24 To 25



Ramps



Overpass



Underpass

- Structures

CR 523

**CLASSIFICATION**

Access Control	R-A: Regional Highway
Administrative Class	CDOT Highway
Functional Class	4 Minor Arterial
Terrain	Plains

**SAFETY**

Primary Speed Limit	65
---------------------	----

**TRAFFIC**

AADT	2600
Off Peak Truck Percentage	7.3
Peak Truck Percentage	0.46
Year 20 Factor	1.33
	1700
	9.4
	0.8
	1.23

It may appear that information is missing from the straight line diagram. If so, reduce the number of miles/page and re-submit the request.



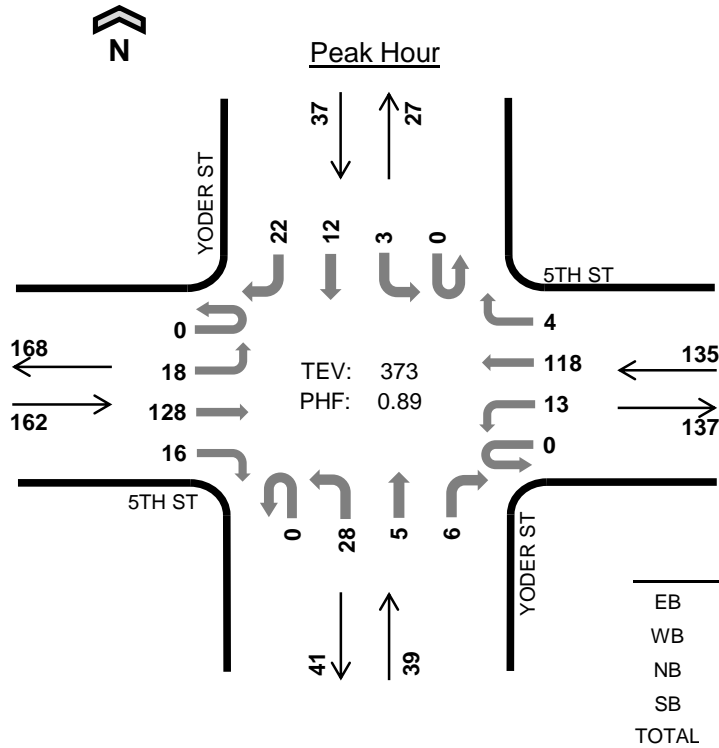
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## **Appendix B**

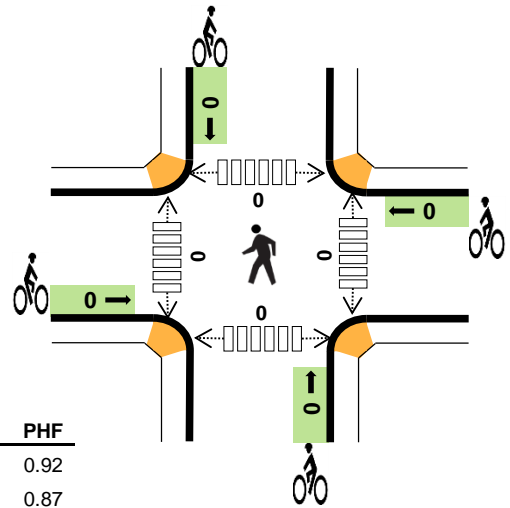
### Traffic Count Data



### YODER ST 5TH ST



Date: Tue, Sep 11, 2018  
 Count Period: 7:00 AM to 9:00 AM  
 Peak Hour: 7:15 AM to 8:15 AM

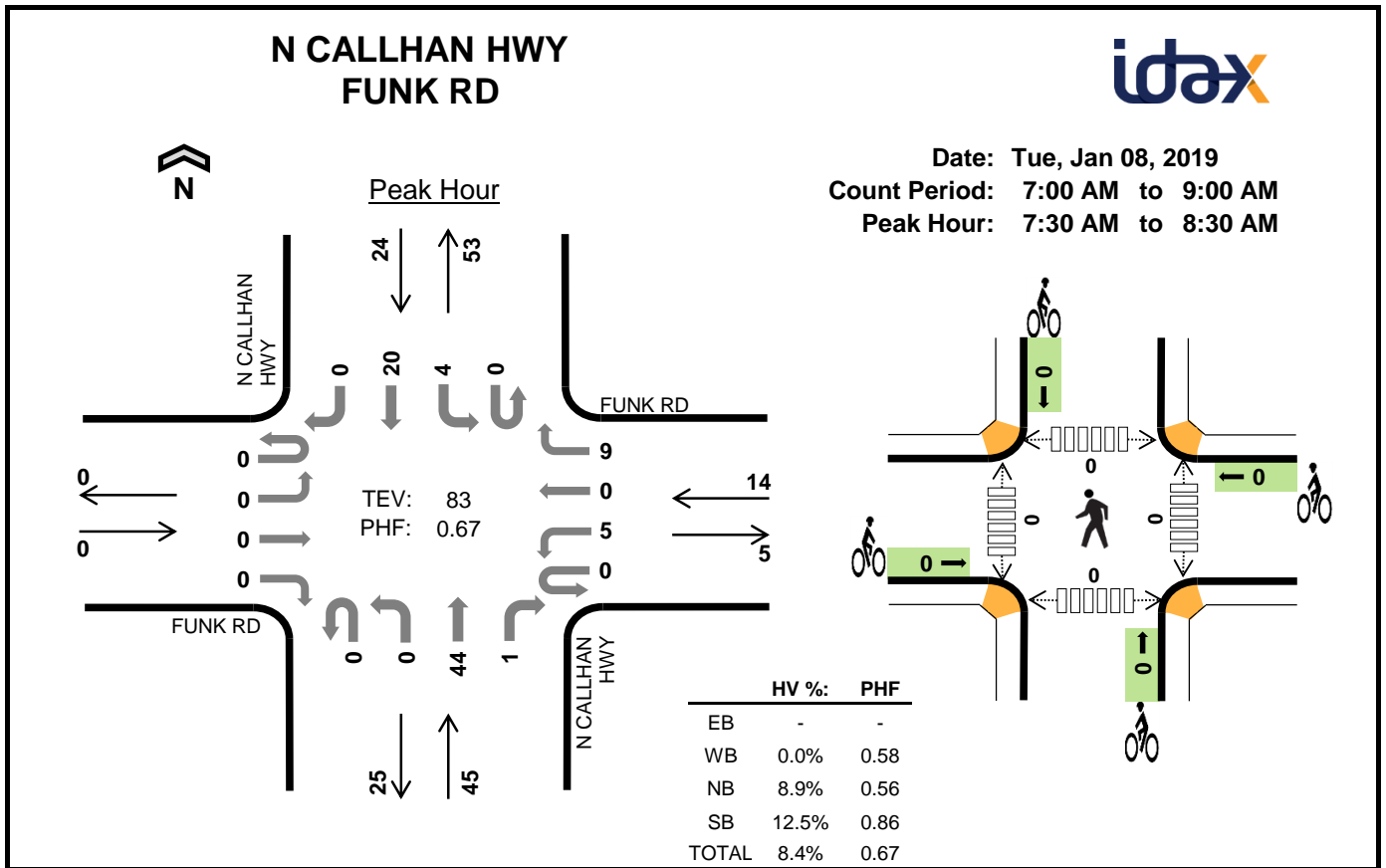


### Two-Hour Count Summaries

Interval Start	5TH ST Eastbound				5TH ST Westbound				YODER ST Northbound				YODER ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	26	1	0	2	27	0	0	6	1	1	0	1	1	0	67	0
7:15 AM	0	0	29	4	0	0	32	0	0	6	1	1	0	1	0	5	79	0
7:30 AM	0	5	34	4	0	6	32	1	0	11	0	2	0	0	5	5	105	0
7:45 AM	0	5	31	6	0	7	20	2	0	9	3	1	0	1	6	9	100	351
8:00 AM	0	8	34	2	0	0	34	1	0	2	1	2	0	1	1	3	89	373
8:15 AM	0	5	22	3	0	0	21	0	0	1	0	1	0	1	1	1	56	350
8:30 AM	0	3	34	3	0	1	30	0	0	7	2	2	0	1	1	1	85	330
8:45 AM	0	2	34	3	0	2	20	2	0	4	1	1	0	1	3	1	74	304
Count Total	0	29	244	26	0	18	216	6	0	46	9	11	0	7	18	25	655	0
Peak Hour	0	18	128	16	0	13	118	4	0	28	5	6	0	3	12	22	373	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	2	3	2	10	0	0	0	0	0	0	0	0	0	0
7:30 AM	5	5	2	0	12	0	0	0	0	0	0	0	0	0	0
7:45 AM	6	2	1	1	10	0	0	0	0	0	0	0	0	0	0
8:00 AM	5	5	1	0	11	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	7	3	0	0	10	0	0	0	0	0	0	0	0	0	0
8:45 AM	6	2	1	1	10	0	0	0	0	0	0	0	0	0	0
Count Total	36	20	10	4	70	0	0	0	0	0	0	0	0	0	0
Peak Hour	19	14	7	3	43	0	0	0	0	0	0	0	0	0	0



#### Two-Hour Count Summaries

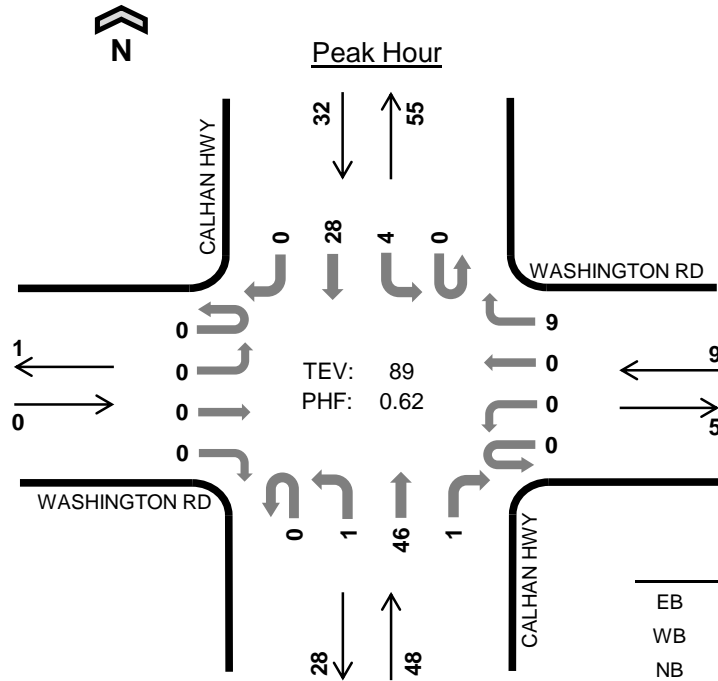
Interval Start	FUNK RD Eastbound				FUNK RD Westbound				N CALLHAN HWY Northbound				N CALLHAN HWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	0	0	0	4	0	0	1	1	0	7	0
7:15 AM	0	0	0	0	0	2	0	2	0	0	5	0	0	1	1	0	11	0
<b>7:30 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>31</b>	0
7:45 AM	0	0	0	0	0	3	0	0	0	0	20	0	0	2	5	0	30	79
8:00 AM	0	0	0	0	0	1	0	1	0	0	3	0	0	2	3	0	10	82
8:15 AM	0	0	0	0	0	1	0	2	0	0	4	0	0	0	5	0	12	83
8:30 AM	0	0	0	0	0	0	0	1	0	0	5	1	0	0	3	0	10	62
8:45 AM	0	0	0	0	0	1	0	1	0	0	5	1	0	0	3	0	11	43
Count Total	0	0	0	0	0	9	0	13	0	0	63	3	0	6	28	0	122	0
Peak Hour	0	0	0	0	0	5	0	9	0	0	44	1	0	4	20	0	83	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>7:30 AM</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
7:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	4	5	9	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0

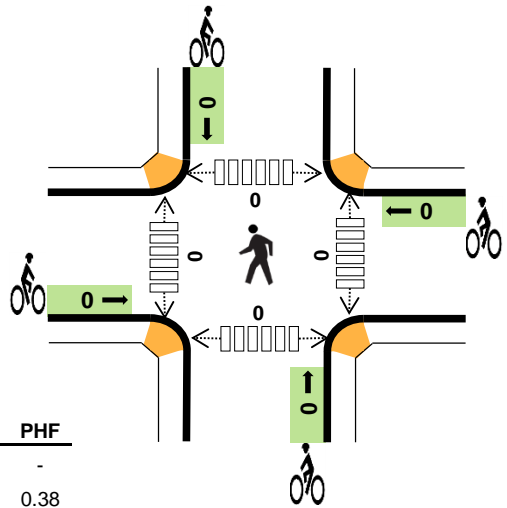


# CALHAN HWY WASHINGTON RD



Date: Tue, Sep 11, 2018  
 Count Period: 7:00 AM to 9:00 AM  
 Peak Hour: 7:30 AM to 8:30 AM

	HV %:	PHF
EB	-	-
WB	0.0%	0.38
NB	6.3%	0.48
SB	3.1%	0.67
TOTAL	4.5%	0.62



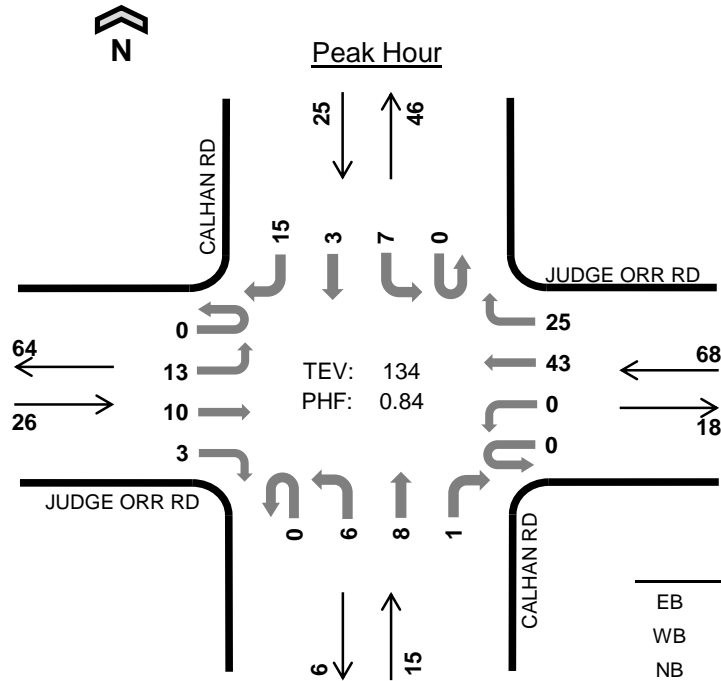
## Two-Hour Count Summaries

Interval Start	WASHINGTON RD Eastbound				WASHINGTON RD Westbound				CALHAN HWY Northbound				CALHAN HWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	0	0	0	5	0	0	1	5	0	13	0
7:15 AM	0	0	0	0	0	0	0	3	0	0	4	0	0	0	4	0	11	0
<b>7:30 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>36</b>	<b>0</b>
7:45 AM	0	0	0	0	0	0	0	2	0	0	12	0	0	3	9	0	26	86
8:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	10	0	15	88
8:15 AM	0	0	0	0	0	0	0	1	0	1	5	1	0	0	4	0	12	89
8:30 AM	0	0	0	0	0	0	0	1	0	0	4	2	0	0	4	0	11	64
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3	0	6	44
Count Total	0	0	0	0	0	2	0	13	0	1	61	3	0	6	44	0	130	0
Peak Hour	0	0	0	0	0	0	0	9	0	1	46	1	0	4	28	0	89	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

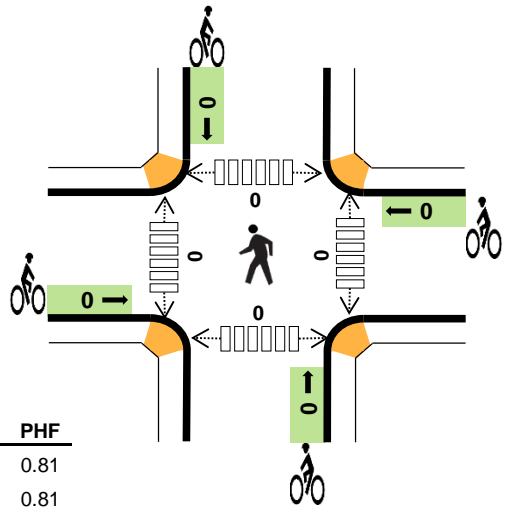
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
<b>7:30 AM</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	4	6	10	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0

### CALHAN RD JUDGE ORR RD



Date: Tue, Sep 11, 2018  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 7:00 AM to 8:00 AM

	HV %:	PHF
EB	11.5%	0.81
WB	2.9%	0.81
NB	6.7%	0.54
SB	20.0%	0.89
TOTAL	8.2%	0.84



#### Two-Hour Count Summaries

Interval Start	JUDGE ORR RD				JUDGE ORR RD				CALHAN RD				CALHAN RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	14	4	0	3	1	0	0	2	0	5	32	0
7:15 AM	0	3	3	2	0	0	12	3	0	1	1	0	0	0	0	6	31	0
7:30 AM	0	7	0	0	0	0	8	13	0	1	5	1	0	2	1	2	40	0
7:45 AM	0	3	4	1	0	0	9	5	0	1	1	0	0	3	2	2	31	134
8:00 AM	0	2	2	2	0	0	5	2	0	0	1	1	0	3	1	7	26	128
8:15 AM	0	3	2	0	0	0	15	3	0	0	2	0	0	2	0	1	28	125
8:30 AM	0	0	0	1	0	0	6	2	0	2	0	0	0	1	0	1	13	98
8:45 AM	0	1	2	1	0	0	3	2	0	0	0	0	0	1	1	3	14	81
Count Total	0	19	16	7	0	0	72	34	0	8	11	2	0	14	5	27	215	0
Peak Hour	0	13	10	3	0	0	43	25	0	6	8	1	0	7	3	15	134	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

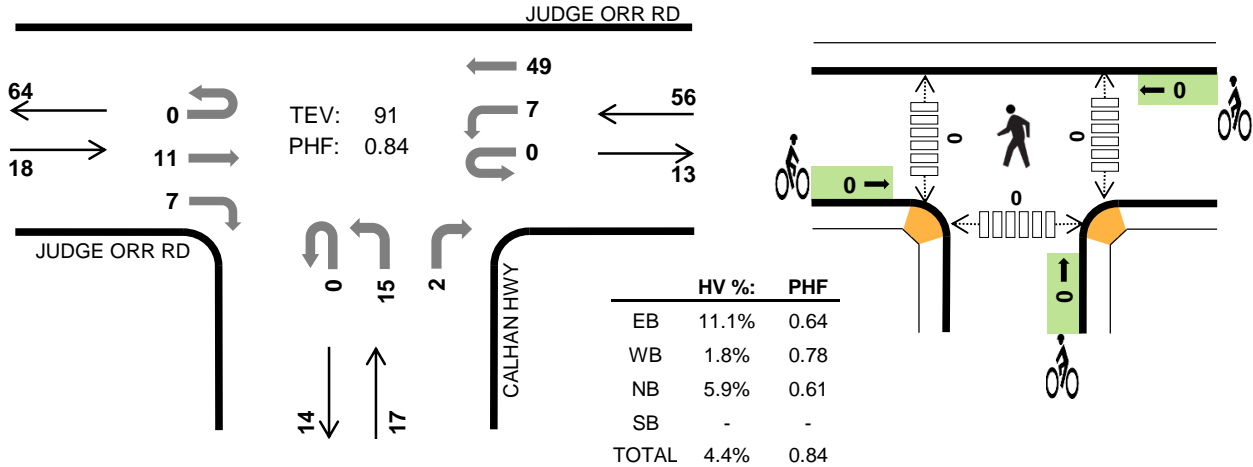
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	1	1	3	6	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	5	4	1	6	16	0	0	0	0	0	0	0	0	0	0
Peak Hour	3	2	1	5	11	0	0	0	0	0	0	0	0	0	0

# CALHAN HWY JUDGE ORR RD



Peak Hour

Date: Tue, Sep 11, 2018  
 Count Period: 7:00 AM to 9:00 AM  
 Peak Hour: 7:00 AM to 8:00 AM



## Two-Hour Count Summaries

Interval Start	JUDGE ORR RD				JUDGE ORR RD				CALHAN HWY				0				15-min Total	Rolling One Hour
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	2	0	3	15	0	0	2	0	0	0	0	0	0	25	0
7:15 AM	0	0	1	2	0	3	10	0	0	3	0	1	0	0	0	0	20	0
7:30 AM	0	0	2	1	0	1	16	0	0	6	0	1	0	0	0	0	27	0
7:45 AM	0	0	5	2	0	0	8	0	0	4	0	0	0	0	0	0	19	91
8:00 AM	0	0	5	1	0	1	7	0	0	1	0	1	0	0	0	0	16	82
8:15 AM	0	0	0	2	0	0	10	0	0	7	0	0	0	0	0	0	19	81
8:30 AM	0	0	3	0	0	0	6	0	0	4	0	0	0	0	0	0	13	67
8:45 AM	0	0	1	2	0	0	1	0	0	1	0	0	0	0	0	0	5	53
Count Total	0	0	20	12	0	8	73	0	0	28	0	3	0	0	0	0	144	0
Peak Hour	0	0	11	7	0	7	49	0	0	15	0	2	0	0	0	0	91	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	4	2	2	0	8	0	0	0	0	0	0	0	0	0	0
Peak Hr	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0

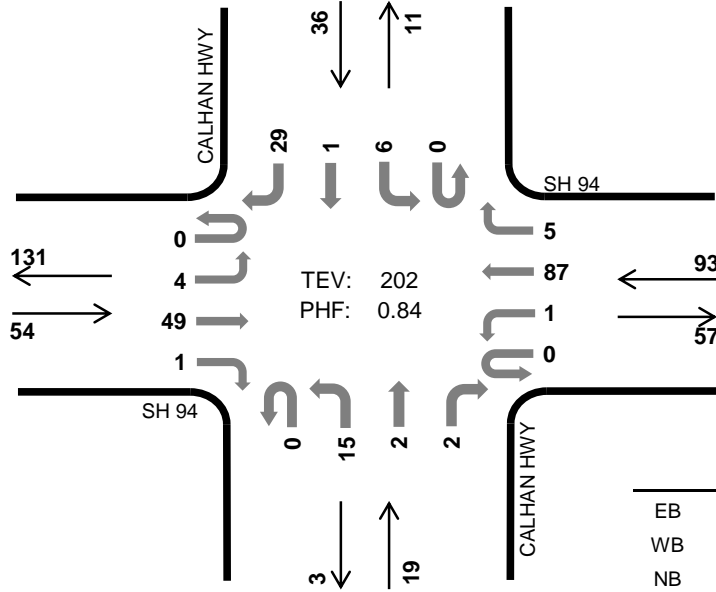


### CALHAN HWY SH 94

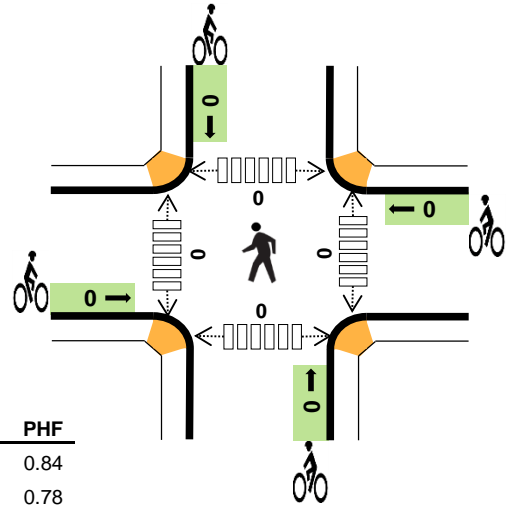


Peak Hour

Date: Tue, Sep 11, 2018  
Count Period: 7:00 AM to 9:00 AM  
Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	9.3%	0.84
WB	3.2%	0.78
NB	5.3%	0.43
SB	2.8%	1.00
TOTAL	5.0%	0.84



#### Two-Hour Count Summaries

Interval Start	SH 94 Eastbound				SH 94 Westbound				CALHAN HWY Northbound				CALHAN HWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	9	0	0	0	29	1	0	9	0	2	0	1	0	8	60	0
7:15 AM	0	2	11	0	0	1	15	2	0	3	0	0	0	2	0	7	43	0
7:30 AM	0	1	15	0	0	0	21	2	0	1	1	0	0	1	0	8	50	0
7:45 AM	0	0	14	1	0	0	22	0	0	2	1	0	0	2	1	6	49	202
8:00 AM	0	2	11	0	0	0	24	1	0	3	1	0	0	2	0	3	47	189
8:15 AM	0	0	10	1	0	0	22	1	0	3	1	0	0	0	0	3	41	187
8:30 AM	0	1	10	2	0	1	19	2	0	1	0	1	0	1	0	1	39	176
8:45 AM	0	1	8	1	0	0	14	0	0	1	0	0	0	0	0	0	25	152
Count Total	0	8	88	5	0	2	166	9	0	23	4	3	0	9	1	36	354	0
Peak Hour	0	4	49	1	0	1	87	5	0	15	2	2	0	6	1	29	202	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

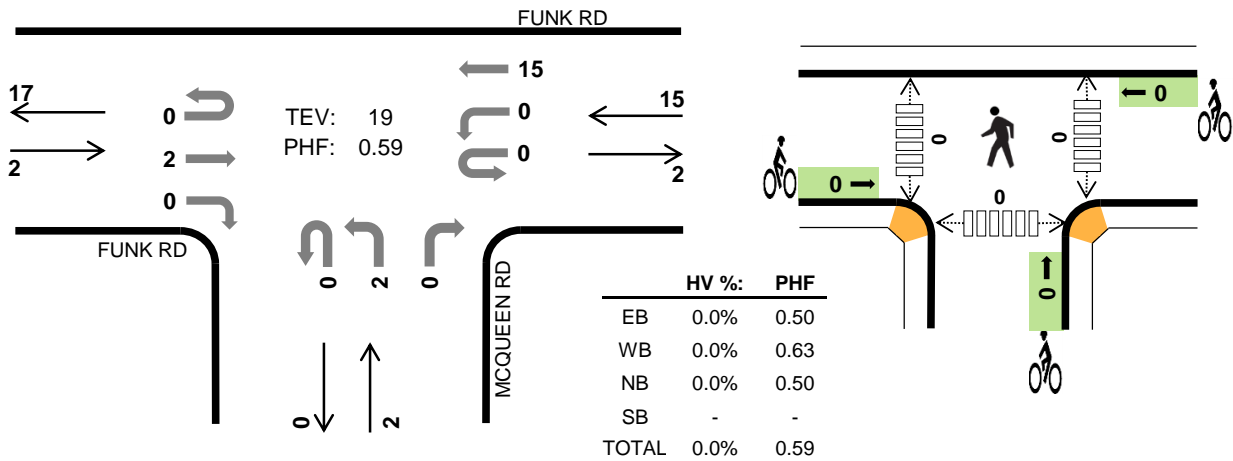
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	1	1	1	4	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	9	7	1	1	18	0	0	0	0	0	0	0	0	0	0
Peak Hour	5	3	1	1	10	0	0	0	0	0	0	0	0	0	0

# MCQUEEN RD FUNK RD



Peak Hour

Date: Thu, Nov 01, 2018  
 Count Period: 7:00 AM to 9:00 AM  
 Peak Hour: 8:00 AM to 9:00 AM

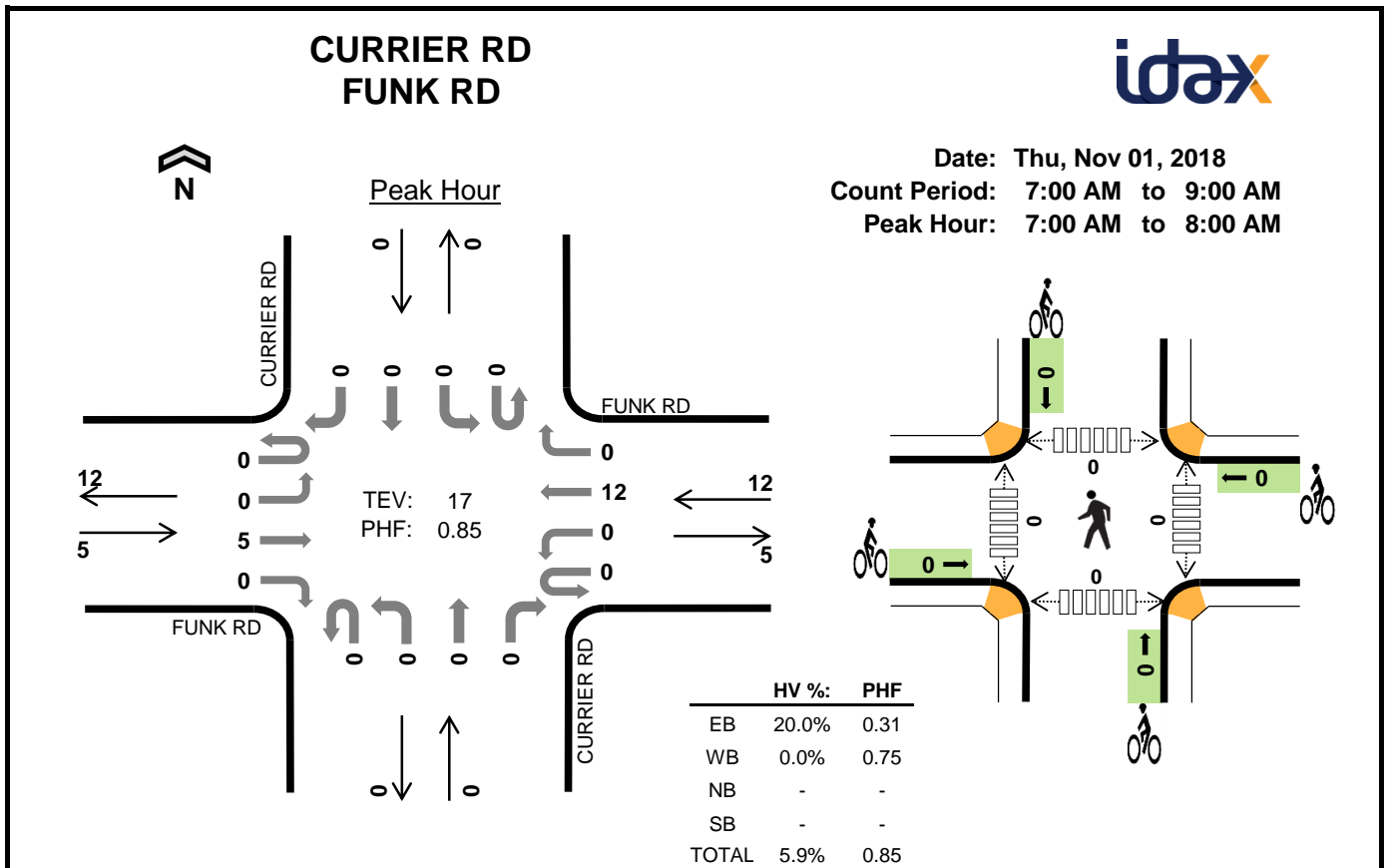


## Two-Hour Count Summaries

Interval Start	FUNK RD Eastbound				FUNK RD Westbound				MCQUEEN RD Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0
7:15 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0
7:45 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17
<b>8:00 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>17</b>
8:15 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	18
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	15
<b>8:45 AM</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>19</b>
Count Total	0	0	7	0	0	0	27	0	0	2	0	0	0	0	0	0	36	0
Peak Hour	0	0	2	0	0	0	15	0	0	2	0	0	0	0	0	0	19	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
<b>8:00 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>8:45 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Count Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



**Two-Hour Count Summaries**

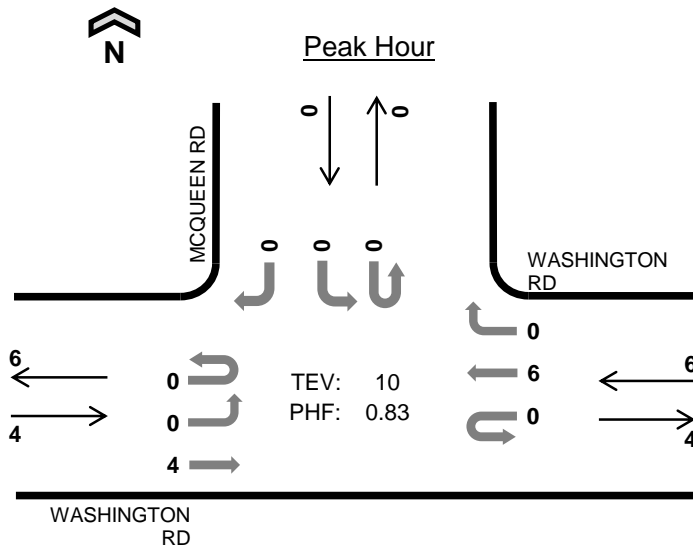
Interval Start	FUNK RD Eastbound				FUNK RD Westbound				CURRIER RD Northbound				CURRIER RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0
7:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	17
8:00 AM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	15
8:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	16
8:30 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	15
8:45 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	15
Count Total	0	0	10	0	0	0	21	0	0	0	0	1	0	0	0	0	32	0
Peak Hour	0	0	5	0	0	0	12	0	0	0	0	0	0	0	0	0	17	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

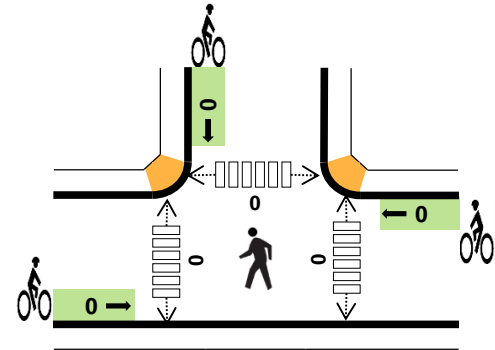
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0



# MCQUEEN RD WASHINGTON RD



Date: Thu, Nov 01, 2018  
 Count Period: 7:00 AM to 9:00 AM  
 Peak Hour: 7:15 AM to 8:15 AM



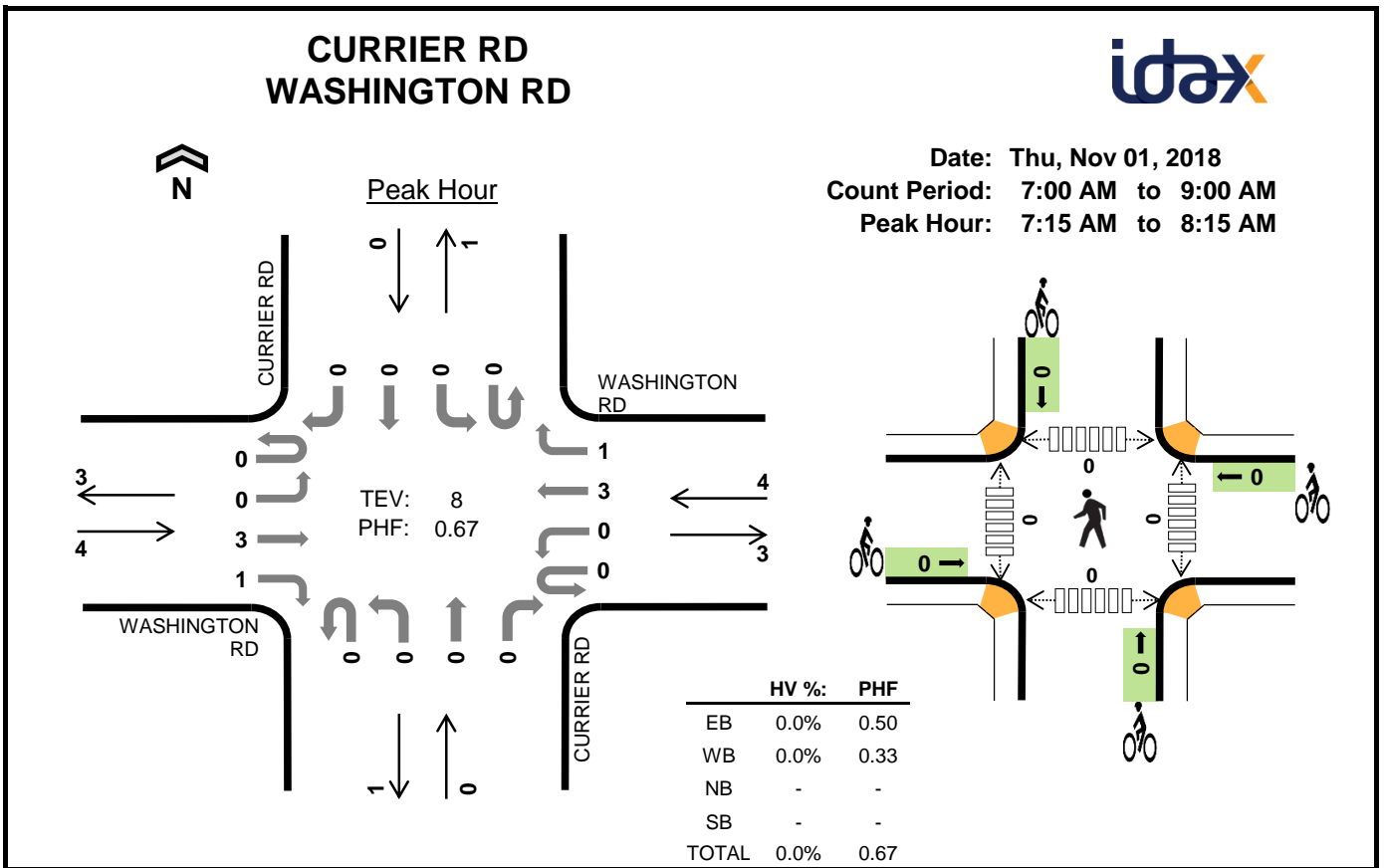
	HV %:	PHF
EB	0.0%	0.50
WB	0.0%	0.50
NB	-	-
SB	-	-
TOTAL	0.0%	0.83

## Two-Hour Count Summaries

Interval Start	WASHINGTON RD Eastbound				WASHINGTON RD Westbound				0 Northbound				MCQUEEN RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	7
8:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	7
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
Count Total	0	1	5	0	0	0	7	0	0	0	0	0	0	0	0	0	13	0
Peak Hour	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	10	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



**Two-Hour Count Summaries**

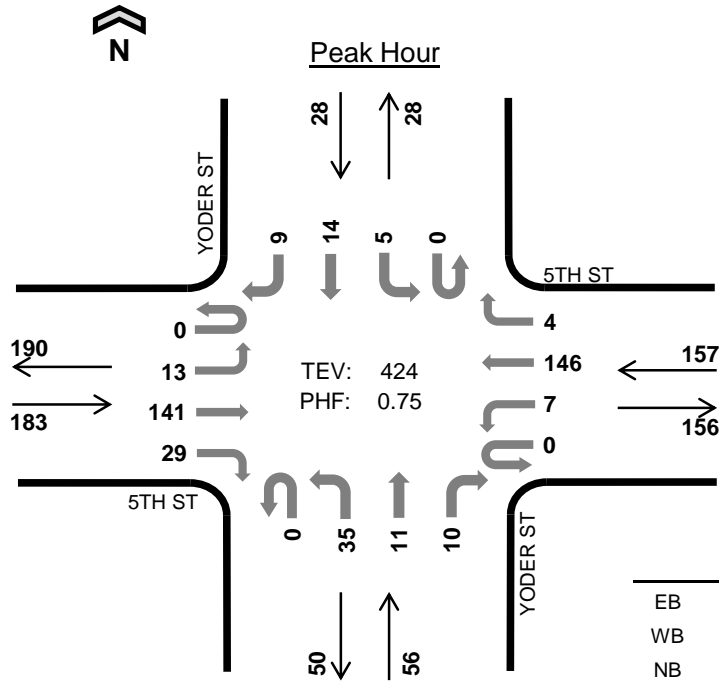
Interval Start	WASHINGTON RD Eastbound				WASHINGTON RD Westbound				CURRIER RD Northbound				CURRIER RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
8:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	8
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	3	1	0	0	3	1	0	0	0	0	0	0	0	0	8	0
Peak Hour	0	0	3	1	0	0	3	1	0	0	0	0	0	0	0	0	8	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

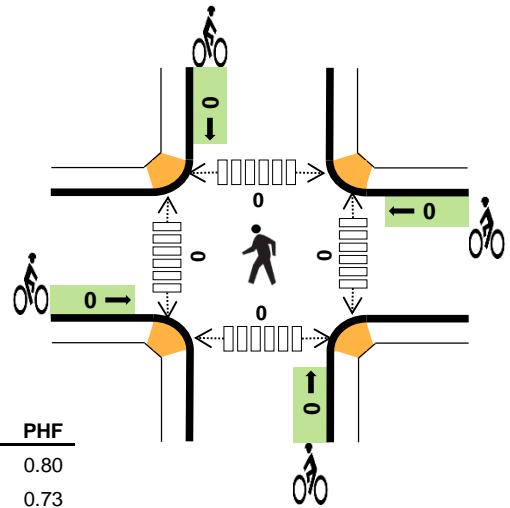
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



### YODER ST 5TH ST



Date: Tue, Sep 11, 2018  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



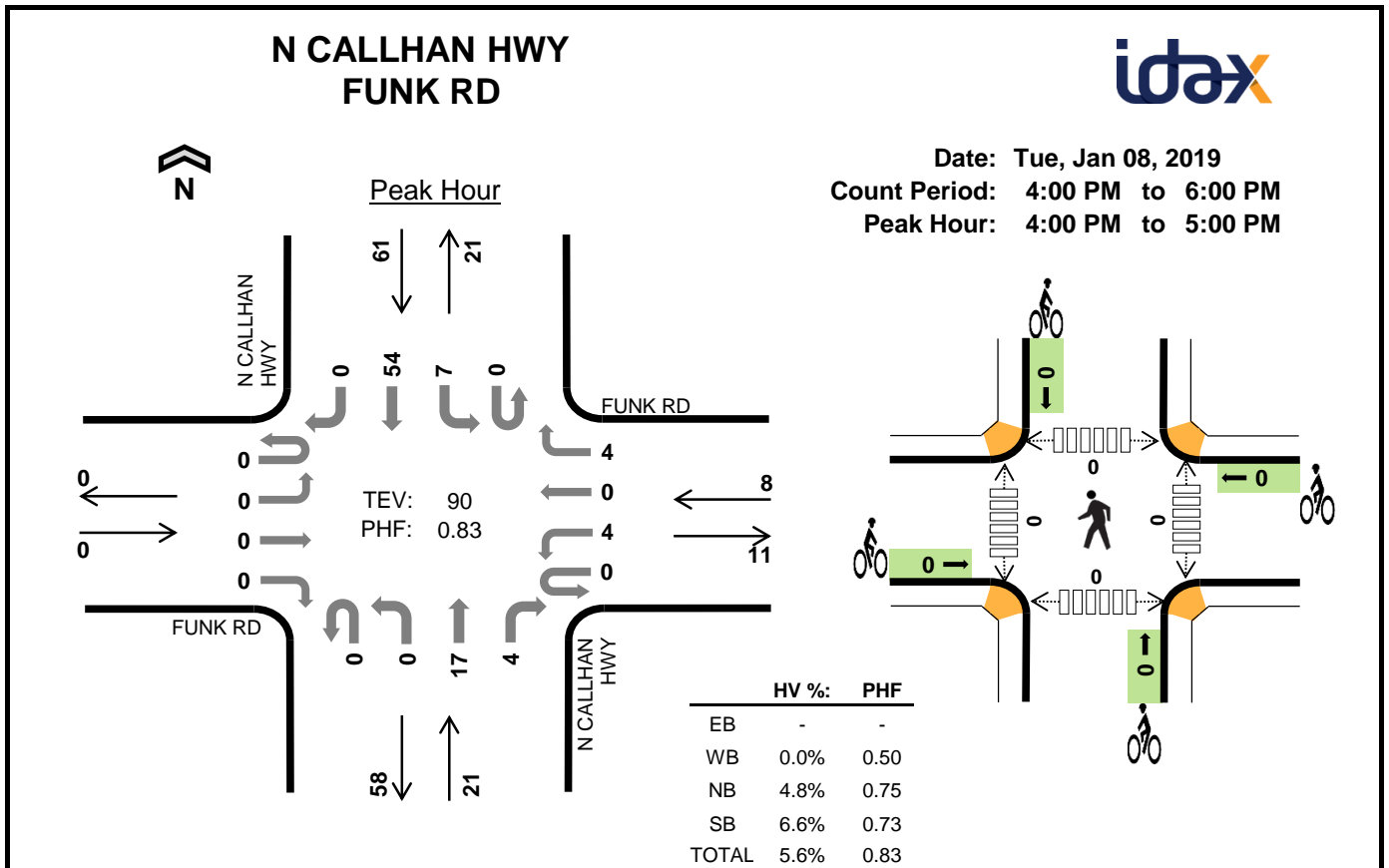
	HV %:	PHF
EB	10.9%	0.80
WB	8.3%	0.73
NB	0.0%	0.74
SB	14.3%	0.64
TOTAL	8.7%	0.75

#### Two-Hour Count Summaries

Interval Start	5TH ST Eastbound				5TH ST Westbound				YODER ST Northbound				YODER ST Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:00 PM	0	3	45	9	0	1	51	2	0	13	3	3	0	2	6		
4:15 PM	0	3	28	9	0	2	30	2	0	7	1	2	0	1	3	2	90	0
4:30 PM	0	4	41	6	0	2	27	0	0	7	4	3	0	1	2	3	100	0
4:45 PM	0	3	27	5	0	2	38	0	0	8	3	2	0	1	3	1	93	424
5:00 PM	0	1	34	11	0	3	33	1	0	5	2	4	0	2	5	5	106	389
5:15 PM	0	6	36	6	0	0	37	1	0	4	2	2	0	0	1	3	98	397
5:30 PM	0	2	26	8	0	1	36	0	0	5	1	1	0	0	6	3	89	386
5:45 PM	0	4	38	12	0	3	26	1	0	10	0	5	0	2	1	3	105	398
Count Total	0	26	275	66	0	14	278	7	0	59	16	22	0	9	27	23	822	0
Peak Hour	0	13	141	29	0	7	146	4	0	35	11	10	0	5	14	9	424	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	10	3	0	1	14	0	0	0	0	0	0	0	0	0	0
4:15 PM	5	2	0	0	7	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0
4:45 PM	3	5	0	3	11	0	0	0	0	0	0	0	0	0	0
5:00 PM	3	3	1	1	8	0	0	0	0	0	0	0	0	0	0
5:15 PM	7	3	0	1	11	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0
5:45 PM	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0
Count Total	34	24	2	6	66	0	0	0	0	0	0	0	0	0	0
Peak Hour	20	13	0	4	37	0	0	0	0	0	0	0	0	0	0



#### Two-Hour Count Summaries

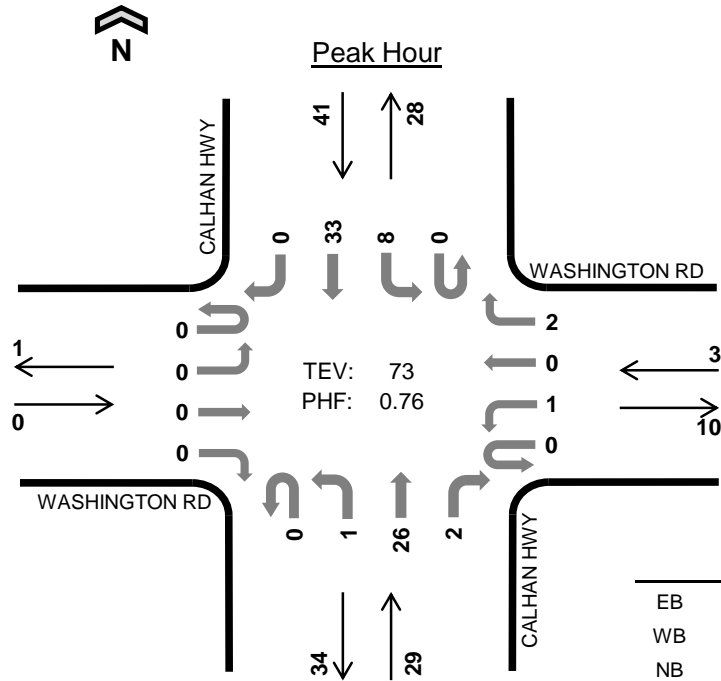
Interval Start	FUNK RD Eastbound				FUNK RD Westbound				N CALLHAN HWY Northbound				N CALLHAN HWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	2	0	0	4	17	0	24	0
4:15 PM	0	0	0	0	0	2	0	2	0	0	7	0	0	2	14	0	27	0
4:30 PM	0	0	0	0	0	1	0	2	0	0	3	2	0	1	11	0	20	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	5	2	0	0	12	0	19	90
5:00 PM	0	0	0	0	0	0	0	0	0	0	7	2	0	1	12	0	22	88
5:15 PM	0	0	0	0	0	1	0	0	0	0	5	0	0	0	6	0	12	73
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	4	9	0	17	70
5:45 PM	0	0	0	0	0	1	0	2	0	0	4	0	0	4	6	0	17	68
Count Total	0	0	0	0	0	6	0	6	0	0	36	7	0	16	87	0	158	0
Peak Hour	0	0	0	0	0	4	0	4	0	0	17	4	0	7	54	0	90	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

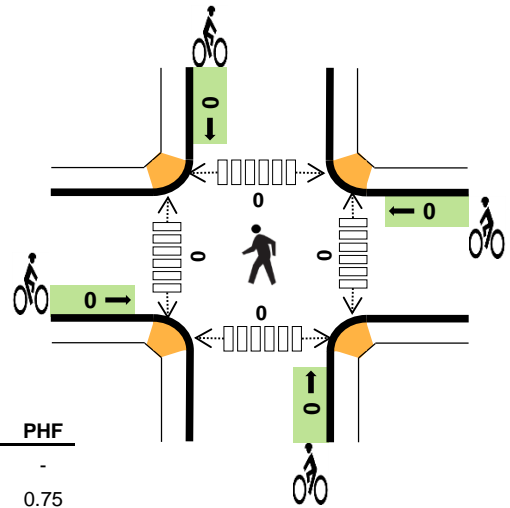
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0



# CALHAN HWY WASHINGTON RD



Date: Tue, Sep 11, 2018  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.75
NB	17.2%	0.81
SB	4.9%	0.73
TOTAL	9.6%	0.76

## Two-Hour Count Summaries

Interval Start	WASHINGTON RD Eastbound				WASHINGTON RD Westbound				CALHAN HWY Northbound				CALHAN HWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	1	0	1	8	0	0	3	11	0	24	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	4	1	0	1	8	0	15	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	6	0	0	4	10	0	21	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	8	1	0	0	4	0	13	73
5:00 PM	0	0	0	0	0	1	0	0	0	0	4	0	0	1	12	0	18	67
5:15 PM	0	0	0	0	0	0	0	0	0	1	4	0	0	0	10	0	15	67
5:30 PM	0	0	0	0	0	2	0	1	0	0	5	0	0	2	4	0	14	60
5:45 PM	0	0	0	0	0	0	0	3	0	0	6	2	0	2	5	0	18	65
Count Total	0	0	0	0	0	4	0	6	0	2	45	4	0	13	64	0	138	0
Peak Hour	0	0	0	0	0	1	0	2	0	1	26	2	0	8	33	0	73	0

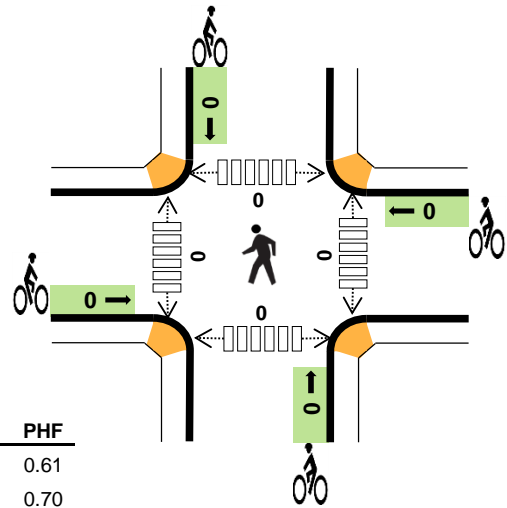
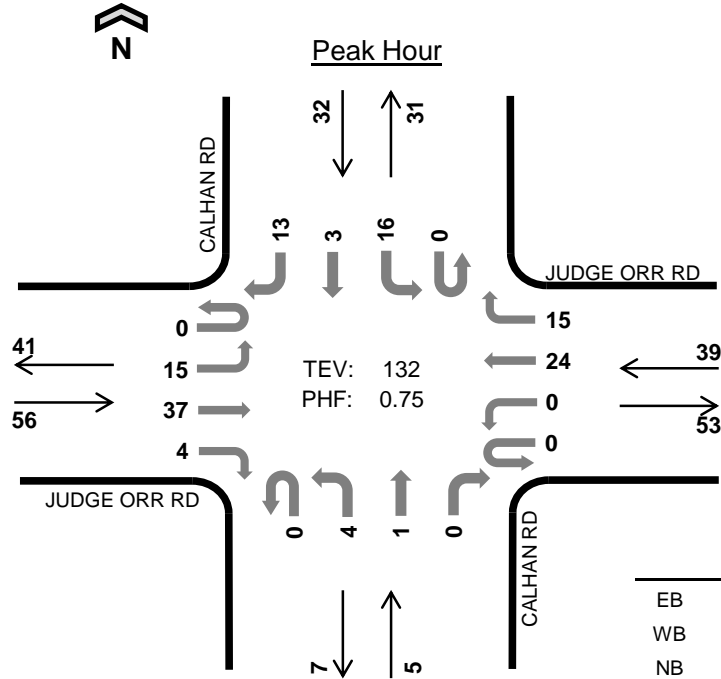
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	5	2	8	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0

### CALHAN RD JUDGE ORR RD



Date: Tue, Sep 11, 2018  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	10.7%	0.61
WB	2.6%	0.70
NB	0.0%	0.42
SB	3.1%	0.73
TOTAL	6.1%	0.75

#### Two-Hour Count Summaries

Interval Start	JUDGE ORR RD				JUDGE ORR RD				CALHAN RD				CALHAN RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	6	16	1	0	0	6	3	0	1	0	0	0	5	2	4	44	0
4:15 PM	0	1	11	1	0	0	5	2	0	2	1	0	0	3	1	3	30	0
4:30 PM	0	3	4	2	0	0	4	5	0	1	0	0	0	6	0	4	29	0
4:45 PM	0	5	6	0	0	0	9	5	0	0	0	0	0	2	0	2	29	132
5:00 PM	0	1	12	0	0	0	2	1	0	0	0	0	0	6	2	5	29	117
5:15 PM	0	5	11	2	0	0	1	0	0	0	2	0	0	5	0	2	28	115
5:30 PM	0	5	11	4	0	0	3	1	0	0	1	0	0	4	2	2	33	119
5:45 PM	0	5	13	1	0	0	2	1	0	1	0	0	0	3	0	3	29	119
Count Total	0	31	84	11	0	0	32	18	0	5	4	0	0	34	7	25	251	0
Peak Hour	0	15	37	4	0	0	24	15	0	4	1	0	0	16	3	13	132	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

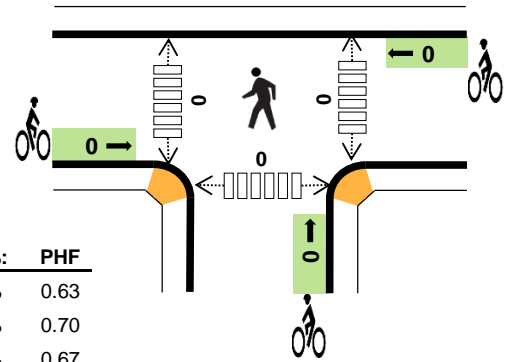
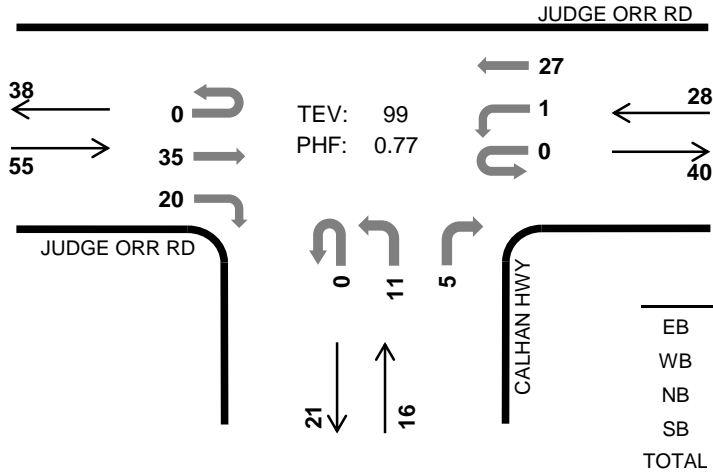
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	8	2	0	2	12	0	0	0	0	0	0	0	0	0	0
Peak Hour	6	1	0	1	8	0	0	0	0	0	0	0	0	0	0

# CALHAN HWY JUDGE ORR RD



Peak Hour

Date: Tue, Sep 11, 2018  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	5.5%	0.63
WB	3.6%	0.70
NB	6.3%	0.67
SB	-	-
TOTAL	5.1%	0.77

## Two-Hour Count Summaries

Interval Start	JUDGE ORR RD				JUDGE ORR RD				CALHAN HWY				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	16	6	0	0	5	0	0	4	0	1	0	0	0	0	32	0
4:15 PM	0	0	10	6	0	0	5	0	0	1	0	0	0	0	0	0	22	0
4:30 PM	0	0	4	3	0	1	7	0	0	3	0	1	0	0	0	0	19	0
4:45 PM	0	0	5	5	0	0	10	0	0	3	0	3	0	0	0	0	26	99
5:00 PM	0	0	11	6	0	0	2	0	0	1	0	0	0	0	0	0	20	87
5:15 PM	0	0	15	3	0	0	1	0	0	0	0	0	0	0	0	0	19	84
5:30 PM	0	0	7	7	0	0	3	0	0	2	0	0	0	0	0	0	19	84
5:45 PM	0	0	14	4	0	1	2	0	0	0	0	0	0	0	0	0	21	79
Count Total	0	0	82	40	0	2	35	0	0	14	0	5	0	0	0	0	178	0
Peak Hour	0	0	35	20	0	1	27	0	0	11	0	5	0	0	0	0	99	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

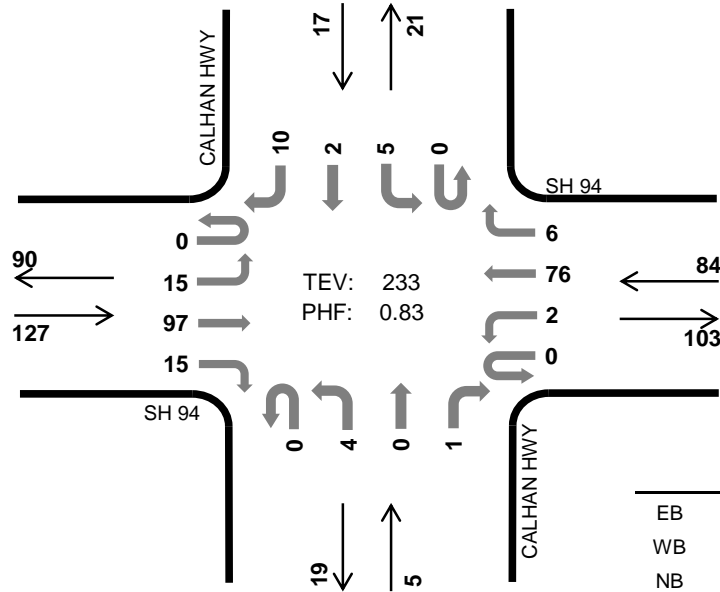
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0
Peak Hr	3	1	1	0	5	0	0	0	0	0	0	0	0	0	0

# CALHAN HWY SH 94



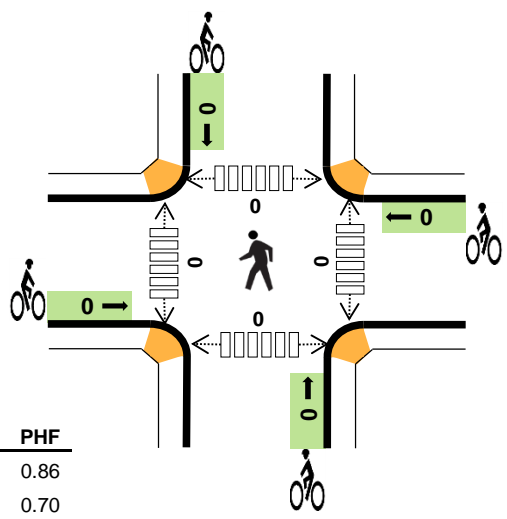
Peak Hour

Date: Tue, Sep 11, 2018  
Count Period: 4:00 PM to 6:00 PM  
Peak Hour: 4:15 PM to 5:15 PM



TEV: 233  
PHF: 0.83

	HV %:	PHF
EB	4.7%	0.86
WB	4.8%	0.70
NB	20.0%	0.42
SB	5.9%	0.71
TOTAL	5.2%	0.83



## Two-Hour Count Summaries

Interval Start	SH 94 Eastbound				SH 94 Westbound				CALHAN HWY Northbound				CALHAN HWY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	7	19	5	0	0	14	1	0	0	0	1	0	1	1	0	49	0
4:15 PM	0	6	21	2	0	1	21	3	0	3	0	0	0	1	2	0	60	0
4:30 PM	0	0	29	6	0	0	29	1	0	1	0	1	0	0	0	3	70	0
4:45 PM	0	4	20	2	0	0	12	0	0	0	0	0	0	2	0	3	43	222
5:00 PM	0	5	27	5	0	1	14	2	0	0	0	0	0	2	0	4	60	233
5:15 PM	0	2	16	4	0	0	15	1	0	0	0	1	0	3	2	1	45	218
5:30 PM	0	4	38	6	0	1	8	0	0	1	0	1	0	1	2	3	65	213
5:45 PM	0	4	26	4	0	0	12	0	0	0	0	0	0	1	0	1	48	218
Count Total	0	32	196	34	0	3	125	8	0	5	0	4	0	11	7	15	440	0
Peak Hour	0	15	97	15	0	2	76	6	0	4	0	1	0	5	2	10	233	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
4:30 PM	4	3	1	0	8	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	7	8	1	2	18	0	0	0	0	0	0	0	0	0	0
Peak Hour	6	4	1	1	12	0	0	0	0	0	0	0	0	0	0

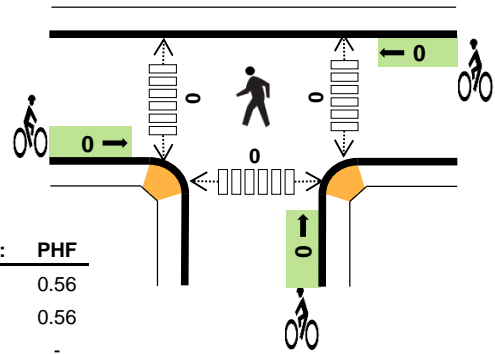
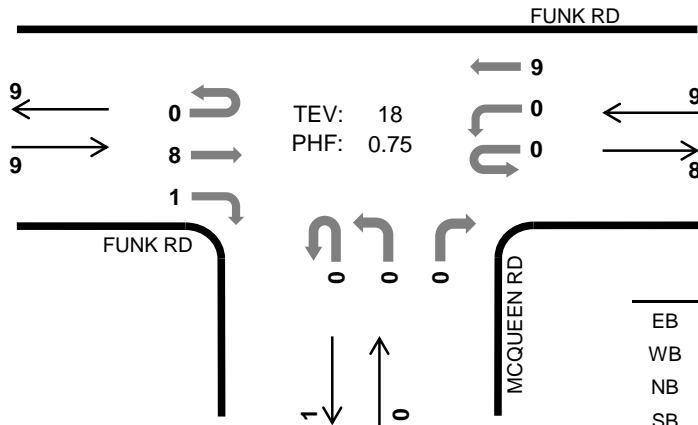


# MCQUEEN RD FUNK RD



Peak Hour

Date: Thu, Nov 01, 2018  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:30 PM to 5:30 PM



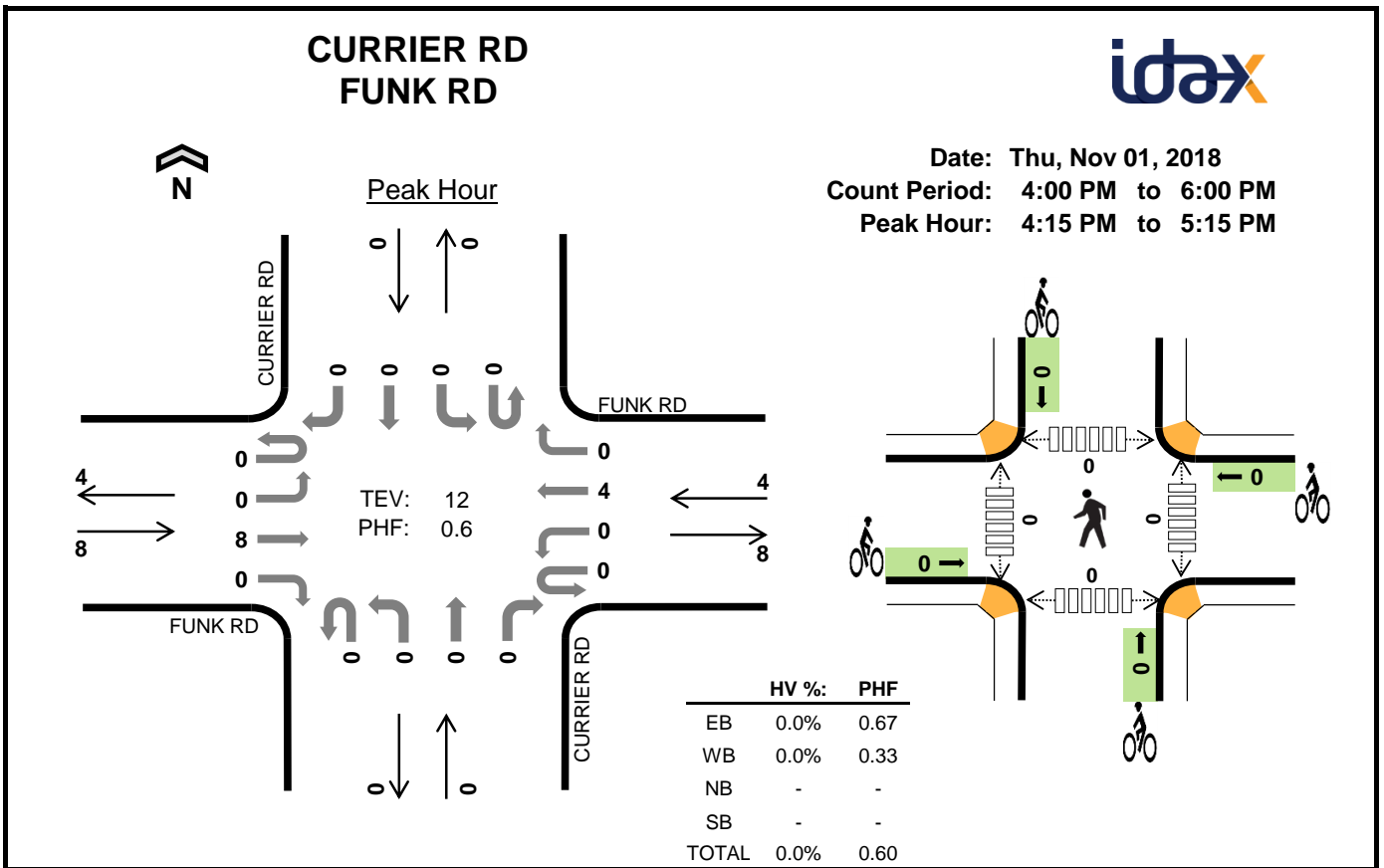
	HV %:	PHF
EB	0.0%	0.56
WB	0.0%	0.56
NB	-	-
SB	-	-
TOTAL	0.0%	0.75

## Two-Hour Count Summaries

Interval Start	FUNK RD Eastbound				FUNK RD Westbound				MCQUEEN RD Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5	0
4:15 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
5:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	17
5:15 PM	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	5	18
5:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15
5:45 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	15
Count Total	0	0	14	3	0	0	14	0	0	0	0	0	0	0	0	0	31	0
Peak Hour	0	0	8	1	0	0	9	0	0	0	0	0	0	0	0	0	18	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



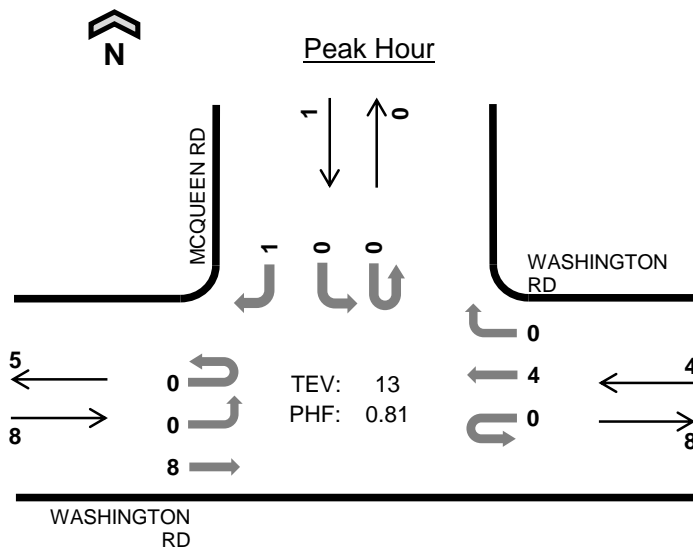
**Two-Hour Count Summaries**

Interval Start	FUNK RD Eastbound				FUNK RD Westbound				CURRIER RD Northbound				CURRIER RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
<b>4:15 PM</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>
4:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
5:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	12
5:15 PM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3	10
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Count Total	0	0	10	1	0	0	6	0	0	0	1	0	0	0	0	0	18	0
<b>Peak Hour</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>

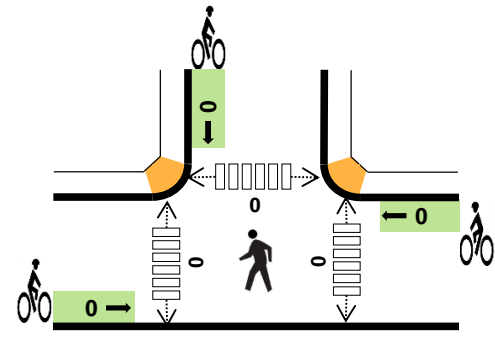
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>4:15 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak Hour</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## MCQUEEN RD WASHINGTON RD



Date: Thu, Nov 01, 2018  
 Count Period: 4:00 PM to 6:00 PM  
 Peak Hour: 4:15 PM to 5:15 PM



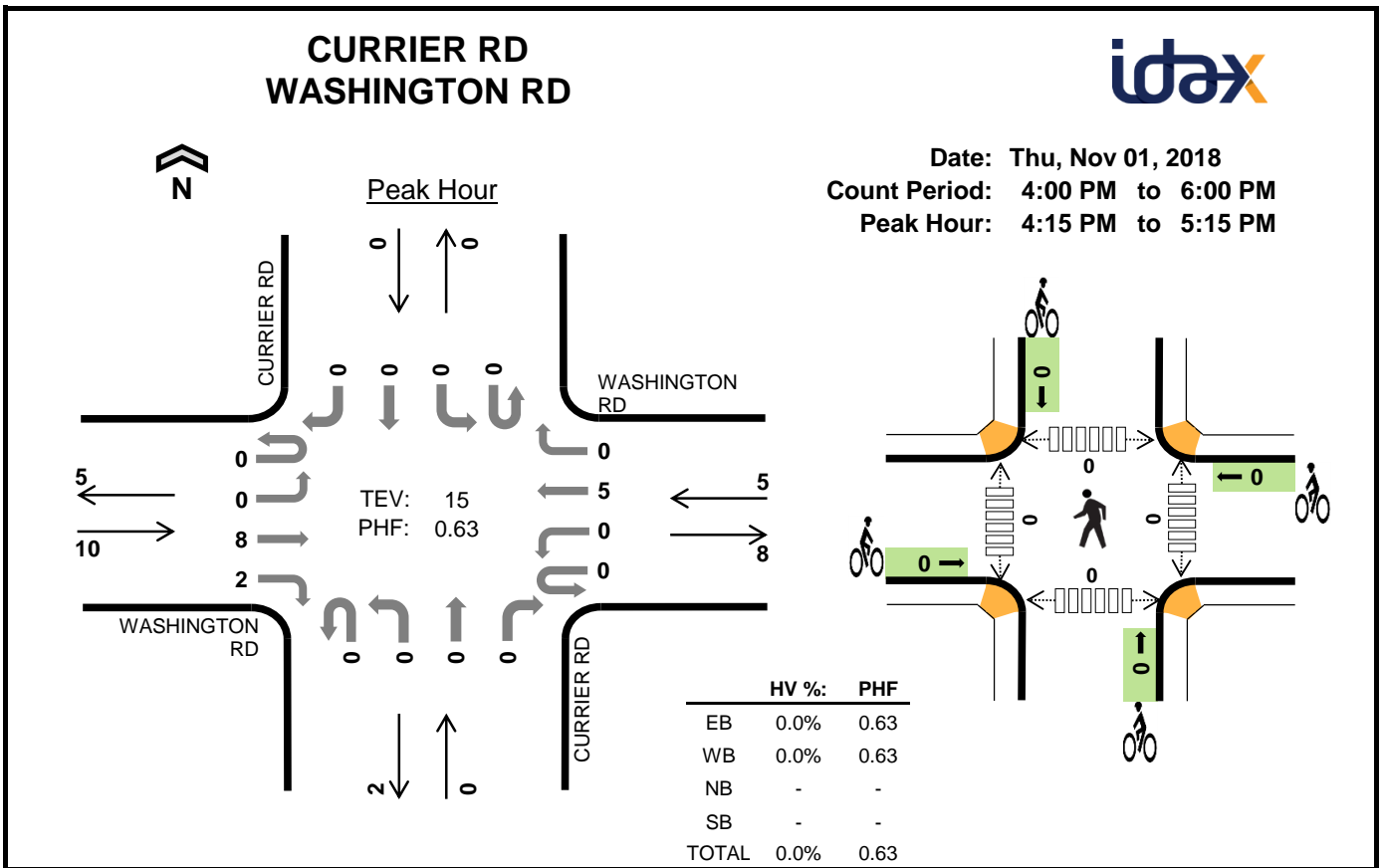
	HV %:	PHF
EB	0.0%	0.67
WB	0.0%	0.50
NB	-	-
SB	0.0%	0.25
TOTAL	0.0%	0.81

### Two-Hour Count Summaries

Interval Start	WASHINGTON RD Eastbound				WASHINGTON RD Westbound				0 Northbound				MCQUEEN RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	4	0
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	10
5:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	9
5:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	10
Count Total	0	0	10	0	0	0	9	0	0	0	0	0	0	0	0	1	20	0
Peak Hour	0	0	8	0	0	0	4	0	0	0	0	0	0	0	0	1	13	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



**Two-Hour Count Summaries**

Interval Start	WASHINGTON RD Eastbound				WASHINGTON RD Westbound				CURRIER RD Northbound				CURRIER RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0
4:15 PM	0	0	3	1	0	0	2	0	0	0	0	0	0	0	0	0	6	0
4:30 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	13
5:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	10
5:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	9
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	9
Count Total	0	0	9	2	0	0	8	0	0	0	1	1	0	1	0	0	22	0
Peak Hour	0	0	8	2	0	0	5	0	0	0	0	0	0	0	0	0	15	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	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
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



## Vehicle Classification Report Summary

**Location:** 5TH ST W/O YODER ST  
**Count Direction:** Eastbound / Westbound  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 01

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
<b>Study Total</b>														
<b>Eastbound</b>	16	1,012	690	17	528	20	0	24	91	1	3	2	3	2,407
<b>Percent</b>	0.7%	42.0%	28.7%	0.7%	21.9%	0.8%	0.0%	1.0%	3.8%	0.0%	0.1%	0.1%	0.1%	100%
<b>Westbound</b>	32	1,039	658	24	540	22	0	28	98	6	2	2	2	2,453
<b>Percent</b>	1.3%	42.4%	26.8%	1.0%	22.0%	0.9%	0.0%	1.1%	4.0%	0.2%	0.1%	0.1%	0.1%	100%
<b>Total</b>	48	2,051	1,348	41	1,068	42	0	52	189	7	5	4	5	4,860
<b>Percent</b>	1.0%	42.2%	27.7%	0.8%	22.0%	0.9%	0.0%	1.1%	3.9%	0.1%	0.1%	0.1%	0.1%	100%

### FHWA Vehicle Classification

Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	



**Location:** 5TH ST W/O YODER ST  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 01

**Tuesday, September 11, 2018**  
**Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	5	0	1	0	0	0	2	0	0	0	0	14
1:00 AM	0	11	3	0	0	0	0	0	1	0	0	0	0	15
2:00 AM	0	2	3	0	1	0	0	0	2	0	0	0	0	8
3:00 AM	0	4	3	1	2	0	0	0	1	0	0	0	0	11
4:00 AM	0	20	14	0	7	0	0	0	2	0	0	0	0	43
5:00 AM	2	34	23	0	29	0	0	1	1	0	1	0	0	91
6:00 AM	0	30	24	1	20	0	0	0	1	0	0	0	0	76
7:00 AM	0	61	42	0	26	0	0	1	8	0	0	0	0	138
8:00 AM	0	47	43	0	55	3	0	0	2	0	0	0	0	150
9:00 AM	1	58	42	0	39	1	0	1	8	1	0	0	1	152
10:00 AM	0	74	54	3	21	2	0	3	6	0	0	0	0	163
11:00 AM	0	60	44	1	27	3	0	2	7	0	0	0	0	144
12:00 PM	0	66	44	0	32	0	0	4	5	0	0	0	0	151
1:00 PM	2	65	50	3	35	1	0	2	7	0	0	0	0	165
2:00 PM	1	54	50	3	39	1	0	1	5	0	0	0	1	155
3:00 PM	2	67	48	3	32	2	0	1	4	0	0	0	0	159
4:00 PM	4	89	42	0	39	4	0	2	7	0	0	0	1	188
5:00 PM	2	82	56	0	38	1	0	1	10	0	0	0	0	190
6:00 PM	1	57	44	0	24	1	0	0	2	0	0	0	0	129
7:00 PM	0	44	20	0	31	0	0	1	3	0	1	2	0	102
8:00 PM	0	40	19	1	18	0	0	1	2	0	0	0	0	81
9:00 PM	0	20	15	1	8	0	0	1	1	0	1	0	0	47
10:00 PM	1	12	1	0	2	1	0	1	4	0	0	0	0	22
11:00 PM	0	9	1	0	2	0	0	1	0	0	0	0	0	13
<b>Total</b>	<b>16</b>	<b>1,012</b>	<b>690</b>	<b>17</b>	<b>528</b>	<b>20</b>	<b>0</b>	<b>24</b>	<b>91</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2,407</b>
<b>Percent</b>	<b>0.7%</b>	<b>42.0%</b>	<b>28.7%</b>	<b>0.7%</b>	<b>21.9%</b>	<b>0.8%</b>	<b>0.0%</b>	<b>1.0%</b>	<b>3.8%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>



**Location:** 5TH ST W/O YODER ST  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 01

**Tuesday, September 11, 2018**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	3	0	1	0	0	0	1	0	0	0	0	10
1:00 AM	0	6	1	0	2	0	0	0	2	0	0	0	0	11
2:00 AM	0	8	5	0	1	0	0	0	2	0	0	1	0	17
3:00 AM	1	5	2	0	1	1	0	0	4	0	0	1	0	15
4:00 AM	0	11	6	1	4	0	0	0	1	0	0	0	0	23
5:00 AM	0	18	17	0	17	0	0	0	3	0	1	0	0	56
6:00 AM	0	46	28	0	31	2	0	1	6	0	1	0	0	115
7:00 AM	3	70	50	0	39	6	0	1	3	0	0	0	1	173
8:00 AM	0	53	47	2	22	1	0	1	5	0	0	0	0	131
9:00 AM	2	67	49	2	38	0	0	2	10	0	0	0	0	170
10:00 AM	4	53	42	2	34	1	0	3	6	1	0	0	0	146
11:00 AM	2	57	45	1	41	0	0	2	1	2	0	0	0	151
12:00 PM	1	59	43	3	37	0	0	0	8	0	0	0	0	151
1:00 PM	5	71	35	0	34	4	0	0	4	0	0	0	1	154
2:00 PM	3	73	39	2	33	3	0	3	7	1	0	0	0	164
3:00 PM	3	76	47	1	45	1	0	2	4	0	0	0	0	179
4:00 PM	1	79	59	3	39	1	0	5	3	0	0	0	0	190
5:00 PM	2	91	42	4	41	0	0	2	2	1	0	0	0	185
6:00 PM	1	74	30	1	25	2	0	0	7	0	0	0	0	140
7:00 PM	4	36	26	0	19	0	0	3	6	0	0	0	0	94
8:00 PM	0	34	13	0	23	0	0	1	7	1	0	0	0	79
9:00 PM	0	13	16	1	2	0	0	1	4	0	0	0	0	37
10:00 PM	0	12	7	1	9	0	0	0	1	0	0	0	0	30
11:00 PM	0	22	6	0	2	0	0	1	1	0	0	0	0	32
<b>Total</b>	<b>32</b>	<b>1,039</b>	<b>658</b>	<b>24</b>	<b>540</b>	<b>22</b>	<b>0</b>	<b>28</b>	<b>98</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2,453</b>
<b>Percent</b>	<b>1.3%</b>	<b>42.4%</b>	<b>26.8%</b>	<b>1.0%</b>	<b>22.0%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>4.0%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	

**Location:** 5TH ST W/O YODER ST  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 01

**Total Study Average Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	5	0	1	0	0	0	2	0	0	0	0	14
1:00 AM	0	11	3	0	0	0	0	0	1	0	0	0	0	15
2:00 AM	0	2	3	0	1	0	0	0	2	0	0	0	0	8
3:00 AM	0	4	3	1	2	0	0	0	1	0	0	0	0	11
4:00 AM	0	20	14	0	7	0	0	0	2	0	0	0	0	43
5:00 AM	2	34	23	0	29	0	0	1	1	0	1	0	0	91
6:00 AM	0	30	24	1	20	0	0	0	1	0	0	0	0	76
7:00 AM	0	61	42	0	26	0	0	1	8	0	0	0	0	138
8:00 AM	0	47	43	0	55	3	0	0	2	0	0	0	0	150
9:00 AM	1	58	42	0	39	1	0	1	8	1	0	0	1	152
10:00 AM	0	74	54	3	21	2	0	3	6	0	0	0	0	163
11:00 AM	0	60	44	1	27	3	0	2	7	0	0	0	0	144
12:00 PM	0	66	44	0	32	0	0	4	5	0	0	0	0	151
1:00 PM	2	65	50	3	35	1	0	2	7	0	0	0	0	165
2:00 PM	1	54	50	3	39	1	0	1	5	0	0	0	1	155
3:00 PM	2	67	48	3	32	2	0	1	4	0	0	0	0	159
4:00 PM	4	89	42	0	39	4	0	2	7	0	0	0	1	188
5:00 PM	2	82	56	0	38	1	0	1	10	0	0	0	0	190
6:00 PM	1	57	44	0	24	1	0	0	2	0	0	0	0	129
7:00 PM	0	44	20	0	31	0	0	1	3	0	1	2	0	102
8:00 PM	0	40	19	1	18	0	0	1	2	0	0	0	0	81
9:00 PM	0	20	15	1	8	0	0	1	1	0	1	0	0	47
10:00 PM	1	12	1	0	2	1	0	1	4	0	0	0	0	22
11:00 PM	0	9	1	0	2	0	0	1	0	0	0	0	0	13
<b>Total</b>	<b>16</b>	<b>1,012</b>	<b>690</b>	<b>17</b>	<b>528</b>	<b>20</b>	<b>0</b>	<b>24</b>	<b>91</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2,407</b>
<b>Percent</b>	<b>0.7%</b>	<b>42.0%</b>	<b>28.7%</b>	<b>0.7%</b>	<b>21.9%</b>	<b>0.8%</b>	<b>0.0%</b>	<b>1.0%</b>	<b>3.8%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	

Note: Average only considered on days with 24-hours of data.



**Location:** 5TH ST W/O YODER ST  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 01

**Total Study Average  
 Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	3	0	1	0	0	0	1	0	0	0	0	10
1:00 AM	0	6	1	0	2	0	0	0	2	0	0	0	0	11
2:00 AM	0	8	5	0	1	0	0	0	2	0	0	1	0	17
3:00 AM	1	5	2	0	1	1	0	0	4	0	0	1	0	15
4:00 AM	0	11	6	1	4	0	0	0	1	0	0	0	0	23
5:00 AM	0	18	17	0	17	0	0	0	3	0	1	0	0	56
6:00 AM	0	46	28	0	31	2	0	1	6	0	1	0	0	115
7:00 AM	3	70	50	0	39	6	0	1	3	0	0	0	1	173
8:00 AM	0	53	47	2	22	1	0	1	5	0	0	0	0	131
9:00 AM	2	67	49	2	38	0	0	2	10	0	0	0	0	170
10:00 AM	4	53	42	2	34	1	0	3	6	1	0	0	0	146
11:00 AM	2	57	45	1	41	0	0	2	1	2	0	0	0	151
12:00 PM	1	59	43	3	37	0	0	0	8	0	0	0	0	151
1:00 PM	5	71	35	0	34	4	0	0	4	0	0	0	1	154
2:00 PM	3	73	39	2	33	3	0	3	7	1	0	0	0	164
3:00 PM	3	76	47	1	45	1	0	2	4	0	0	0	0	179
4:00 PM	1	79	59	3	39	1	0	5	3	0	0	0	0	190
5:00 PM	2	91	42	4	41	0	0	2	2	1	0	0	0	185
6:00 PM	1	74	30	1	25	2	0	0	7	0	0	0	0	140
7:00 PM	4	36	26	0	19	0	0	3	6	0	0	0	0	94
8:00 PM	0	34	13	0	23	0	0	1	7	1	0	0	0	79
9:00 PM	0	13	16	1	2	0	0	1	4	0	0	0	0	37
10:00 PM	0	12	7	1	9	0	0	0	1	0	0	0	0	30
11:00 PM	0	22	6	0	2	0	0	1	1	0	0	0	0	32
<b>Total</b>	<b>32</b>	<b>1,039</b>	<b>658</b>	<b>24</b>	<b>540</b>	<b>22</b>	<b>0</b>	<b>28</b>	<b>98</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2,453</b>
<b>Percent</b>	<b>1.3%</b>	<b>42.4%</b>	<b>26.8%</b>	<b>1.0%</b>	<b>22.0%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>4.0%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	

Note: Average only considered on days with 24-hours of data.

**Location:** 5TH ST W/O YODER ST  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 01

**3-Day (Tuesday - Thursday) Average Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	5	0	1	0	0	0	2	0	0	0	0	14
1:00 AM	0	11	3	0	0	0	0	0	1	0	0	0	0	15
2:00 AM	0	2	3	0	1	0	0	0	2	0	0	0	0	8
3:00 AM	0	4	3	1	2	0	0	0	1	0	0	0	0	11
4:00 AM	0	20	14	0	7	0	0	0	2	0	0	0	0	43
5:00 AM	2	34	23	0	29	0	0	1	1	0	1	0	0	91
6:00 AM	0	30	24	1	20	0	0	0	1	0	0	0	0	76
7:00 AM	0	61	42	0	26	0	0	1	8	0	0	0	0	138
8:00 AM	0	47	43	0	55	3	0	0	2	0	0	0	0	150
9:00 AM	1	58	42	0	39	1	0	1	8	1	0	0	1	152
10:00 AM	0	74	54	3	21	2	0	3	6	0	0	0	0	163
11:00 AM	0	60	44	1	27	3	0	2	7	0	0	0	0	144
12:00 PM	0	66	44	0	32	0	0	4	5	0	0	0	0	151
1:00 PM	2	65	50	3	35	1	0	2	7	0	0	0	0	165
2:00 PM	1	54	50	3	39	1	0	1	5	0	0	0	1	155
3:00 PM	2	67	48	3	32	2	0	1	4	0	0	0	0	159
4:00 PM	4	89	42	0	39	4	0	2	7	0	0	0	1	188
5:00 PM	2	82	56	0	38	1	0	1	10	0	0	0	0	190
6:00 PM	1	57	44	0	24	1	0	0	2	0	0	0	0	129
7:00 PM	0	44	20	0	31	0	0	1	3	0	1	2	0	102
8:00 PM	0	40	19	1	18	0	0	1	2	0	0	0	0	81
9:00 PM	0	20	15	1	8	0	0	1	1	0	1	0	0	47
10:00 PM	1	12	1	0	2	1	0	1	4	0	0	0	0	22
11:00 PM	0	9	1	0	2	0	0	1	0	0	0	0	0	13
<b>Total</b>	<b>16</b>	<b>1,012</b>	<b>690</b>	<b>17</b>	<b>528</b>	<b>20</b>	<b>0</b>	<b>24</b>	<b>91</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2,407</b>
<b>Percent</b>	<b>0.7%</b>	<b>42.0%</b>	<b>28.7%</b>	<b>0.7%</b>	<b>21.9%</b>	<b>0.8%</b>	<b>0.0%</b>	<b>1.0%</b>	<b>3.8%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>



**Location:** 5TH ST W/O YODER ST  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 01

**3-Day (Tuesday - Thursday) Average  
 Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	3	0	1	0	0	0	1	0	0	0	0	10
1:00 AM	0	6	1	0	2	0	0	0	2	0	0	0	0	11
2:00 AM	0	8	5	0	1	0	0	0	2	0	0	1	0	17
3:00 AM	1	5	2	0	1	1	0	0	4	0	0	1	0	15
4:00 AM	0	11	6	1	4	0	0	0	1	0	0	0	0	23
5:00 AM	0	18	17	0	17	0	0	0	3	0	1	0	0	56
6:00 AM	0	46	28	0	31	2	0	1	6	0	1	0	0	115
7:00 AM	3	70	50	0	39	6	0	1	3	0	0	0	1	173
8:00 AM	0	53	47	2	22	1	0	1	5	0	0	0	0	131
9:00 AM	2	67	49	2	38	0	0	2	10	0	0	0	0	170
10:00 AM	4	53	42	2	34	1	0	3	6	1	0	0	0	146
11:00 AM	2	57	45	1	41	0	0	2	1	2	0	0	0	151
12:00 PM	1	59	43	3	37	0	0	0	8	0	0	0	0	151
1:00 PM	5	71	35	0	34	4	0	0	4	0	0	0	1	154
2:00 PM	3	73	39	2	33	3	0	3	7	1	0	0	0	164
3:00 PM	3	76	47	1	45	1	0	2	4	0	0	0	0	179
4:00 PM	1	79	59	3	39	1	0	5	3	0	0	0	0	190
5:00 PM	2	91	42	4	41	0	0	2	2	1	0	0	0	185
6:00 PM	1	74	30	1	25	2	0	0	7	0	0	0	0	140
7:00 PM	4	36	26	0	19	0	0	3	6	0	0	0	0	94
8:00 PM	0	34	13	0	23	0	0	1	7	1	0	0	0	79
9:00 PM	0	13	16	1	2	0	0	1	4	0	0	0	0	37
10:00 PM	0	12	7	1	9	0	0	0	1	0	0	0	0	30
11:00 PM	0	22	6	0	2	0	0	1	1	0	0	0	0	32
<b>Total</b>	<b>32</b>	<b>1,039</b>	<b>658</b>	<b>24</b>	<b>540</b>	<b>22</b>	<b>0</b>	<b>28</b>	<b>98</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2,453</b>
<b>Percent</b>	<b>1.3%</b>	<b>42.4%</b>	<b>26.8%</b>	<b>1.0%</b>	<b>22.0%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>4.0%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	

## Vehicle Classification Report Summary

**Location:** CALHAN HWY N/O WASHINGTON ST  
**Count Direction:** Northbound / Southbound  
**Date Range:** 9/1/2018 to 9/11/2018  
**Site Code:** 02

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
<b>Study Total</b>														
<b>Northbound</b>	1	85	147	1	117	4	0	0	2	1	0	0	0	358
<b>Percent</b>	0.3%	23.7%	41.1%	0.3%	32.7%	1.1%	0.0%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	100%
<b>Southbound</b>	2	134	103	0	110	4	0	1	2	0	0	0	0	356
<b>Percent</b>	0.6%	37.6%	28.9%	0.0%	30.9%	1.1%	0.0%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	100%
<b>Total</b>	3	219	250	1	227	8	0	1	4	1	0	0	0	714
<b>Percent</b>	0.4%	30.7%	35.0%	0.1%	31.8%	1.1%	0.0%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	100%

### FHWA Vehicle Classification

Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	





**Location:** CALHAN HWY N/O WASHINGTON ST  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 02

**Tuesday, September 11, 2018**  
**Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	0	3	5	0	6	0	0	0	0	0	0	0	0	14
6:00 AM	0	4	6	0	8	0	0	0	0	0	0	0	0	18
7:00 AM	0	12	31	0	13	0	0	0	0	0	0	0	0	56
8:00 AM	0	3	5	0	9	0	0	0	0	0	0	0	0	17
9:00 AM	0	2	8	0	2	0	0	0	0	0	0	0	0	12
10:00 AM	0	8	7	0	8	0	0	0	0	0	0	0	0	23
11:00 AM	0	6	5	0	8	0	0	0	0	0	0	0	0	19
12:00 PM	0	4	6	0	5	0	0	0	1	0	0	0	0	16
1:00 PM	1	7	3	0	5	0	0	0	0	1	0	0	0	17
2:00 PM	0	3	10	1	2	0	0	0	0	0	0	0	0	16
3:00 PM	0	6	11	0	17	1	0	0	1	0	0	0	0	36
4:00 PM	0	5	9	0	10	3	0	0	0	0	0	0	0	27
5:00 PM	0	5	12	0	6	0	0	0	0	0	0	0	0	23
6:00 PM	0	5	15	0	10	0	0	0	0	0	0	0	0	30
7:00 PM	0	2	7	0	2	0	0	0	0	0	0	0	0	11
8:00 PM	0	4	3	0	3	0	0	0	0	0	0	0	0	10
9:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>85</b>	<b>147</b>	<b>1</b>	<b>117</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>358</b>
<b>Percent</b>	<b>0.3%</b>	<b>23.7%</b>	<b>41.1%</b>	<b>0.3%</b>	<b>32.7%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	



**Location:** CALHAN HWY N/O WASHINGTON ST  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 02

**Tuesday, September 11, 2018**  
**Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	3	4	0	8	0	0	0	0	0	0	0	0	15
7:00 AM	0	13	5	0	6	4	0	0	0	0	0	0	0	28
8:00 AM	0	4	7	0	12	0	0	0	0	0	0	0	0	23
9:00 AM	0	3	2	0	4	0	0	0	0	0	0	0	0	9
10:00 AM	0	2	3	0	3	0	0	0	0	0	0	0	0	8
11:00 AM	0	4	3	0	5	0	0	0	0	0	0	0	0	12
12:00 PM	1	6	4	0	7	0	0	0	1	0	0	0	0	19
1:00 PM	0	13	7	0	5	0	0	0	0	0	0	0	0	25
2:00 PM	0	6	6	0	6	0	0	0	0	0	0	0	0	18
3:00 PM	1	13	11	0	7	0	0	0	0	0	0	0	0	32
4:00 PM	0	14	11	0	16	0	0	1	0	0	0	0	0	42
5:00 PM	0	13	12	0	10	0	0	0	0	0	0	0	0	35
6:00 PM	0	16	14	0	6	0	0	0	0	0	0	0	0	36
7:00 PM	0	6	8	0	8	0	0	0	0	0	0	0	0	22
8:00 PM	0	10	4	0	4	0	0	0	0	0	0	0	0	18
9:00 PM	0	1	1	0	3	0	0	0	0	0	0	0	0	5
10:00 PM	0	3	0	0	0	0	0	0	1	0	0	0	0	4
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>2</b>	<b>134</b>	<b>103</b>	<b>0</b>	<b>110</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>356</b>
<b>Percent</b>	<b>0.6%</b>	<b>37.6%</b>	<b>28.9%</b>	<b>0.0%</b>	<b>30.9%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

**Location:** CALHAN HWY N/O WASHINGTON ST  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 02

**Total Study Average  
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	0	3	5	0	6	0	0	0	0	0	0	0	0	14
6:00 AM	0	4	6	0	8	0	0	0	0	0	0	0	0	18
7:00 AM	0	12	31	0	13	0	0	0	0	0	0	0	0	56
8:00 AM	0	3	5	0	9	0	0	0	0	0	0	0	0	17
9:00 AM	0	2	8	0	2	0	0	0	0	0	0	0	0	12
10:00 AM	0	8	7	0	8	0	0	0	0	0	0	0	0	23
11:00 AM	0	6	5	0	8	0	0	0	0	0	0	0	0	19
12:00 PM	0	4	6	0	5	0	0	0	1	0	0	0	0	16
1:00 PM	1	7	3	0	5	0	0	0	0	1	0	0	0	17
2:00 PM	0	3	10	1	2	0	0	0	0	0	0	0	0	16
3:00 PM	0	6	11	0	17	1	0	0	1	0	0	0	0	36
4:00 PM	0	5	9	0	10	3	0	0	0	0	0	0	0	27
5:00 PM	0	5	12	0	6	0	0	0	0	0	0	0	0	23
6:00 PM	0	5	15	0	10	0	0	0	0	0	0	0	0	30
7:00 PM	0	2	7	0	2	0	0	0	0	0	0	0	0	11
8:00 PM	0	4	3	0	3	0	0	0	0	0	0	0	0	10
9:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>85</b>	<b>147</b>	<b>1</b>	<b>117</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>358</b>
<b>Percent</b>	<b>0.3%</b>	<b>23.7%</b>	<b>41.1%</b>	<b>0.3%</b>	<b>32.7%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Note: Average only considered on days with 24-hours of data.



**Location:** CALHAN HWY N/O WASHINGTON ST  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 02

**Total Study Average Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	3	4	0	8	0	0	0	0	0	0	0	0	15
7:00 AM	0	13	5	0	6	4	0	0	0	0	0	0	0	28
8:00 AM	0	4	7	0	12	0	0	0	0	0	0	0	0	23
9:00 AM	0	3	2	0	4	0	0	0	0	0	0	0	0	9
10:00 AM	0	2	3	0	3	0	0	0	0	0	0	0	0	8
11:00 AM	0	4	3	0	5	0	0	0	0	0	0	0	0	12
12:00 PM	1	6	4	0	7	0	0	0	1	0	0	0	0	19
1:00 PM	0	13	7	0	5	0	0	0	0	0	0	0	0	25
2:00 PM	0	6	6	0	6	0	0	0	0	0	0	0	0	18
3:00 PM	1	13	11	0	7	0	0	0	0	0	0	0	0	32
4:00 PM	0	14	11	0	16	0	0	1	0	0	0	0	0	42
5:00 PM	0	13	12	0	10	0	0	0	0	0	0	0	0	35
6:00 PM	0	16	14	0	6	0	0	0	0	0	0	0	0	36
7:00 PM	0	6	8	0	8	0	0	0	0	0	0	0	0	22
8:00 PM	0	10	4	0	4	0	0	0	0	0	0	0	0	18
9:00 PM	0	1	1	0	3	0	0	0	0	0	0	0	0	5
10:00 PM	0	3	0	0	0	0	0	0	1	0	0	0	0	4
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>2</b>	<b>134</b>	<b>103</b>	<b>0</b>	<b>110</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>356</b>
<b>Percent</b>	<b>0.6%</b>	<b>37.6%</b>	<b>28.9%</b>	<b>0.0%</b>	<b>30.9%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Note: Average only considered on days with 24-hours of data.





**Location:** CALHAN HWY N/O WASHINGTON ST  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 02

**3-Day (Tuesday - Thursday) Average Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	0	3	5	0	6	0	0	0	0	0	0	0	0	14
6:00 AM	0	4	6	0	8	0	0	0	0	0	0	0	0	18
7:00 AM	0	12	31	0	13	0	0	0	0	0	0	0	0	56
8:00 AM	0	3	5	0	9	0	0	0	0	0	0	0	0	17
9:00 AM	0	2	8	0	2	0	0	0	0	0	0	0	0	12
10:00 AM	0	8	7	0	8	0	0	0	0	0	0	0	0	23
11:00 AM	0	6	5	0	8	0	0	0	0	0	0	0	0	19
12:00 PM	0	4	6	0	5	0	0	0	1	0	0	0	0	16
1:00 PM	1	7	3	0	5	0	0	0	0	1	0	0	0	17
2:00 PM	0	3	10	1	2	0	0	0	0	0	0	0	0	16
3:00 PM	0	6	11	0	17	1	0	0	1	0	0	0	0	36
4:00 PM	0	5	9	0	10	3	0	0	0	0	0	0	0	27
5:00 PM	0	5	12	0	6	0	0	0	0	0	0	0	0	23
6:00 PM	0	5	15	0	10	0	0	0	0	0	0	0	0	30
7:00 PM	0	2	7	0	2	0	0	0	0	0	0	0	0	11
8:00 PM	0	4	3	0	3	0	0	0	0	0	0	0	0	10
9:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>85</b>	<b>147</b>	<b>1</b>	<b>117</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>358</b>
<b>Percent</b>	<b>0.3%</b>	<b>23.7%</b>	<b>41.1%</b>	<b>0.3%</b>	<b>32.7%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



**Location:** CALHAN HWY N/O WASHINGTON ST  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 02

**3-Day (Tuesday - Thursday) Average Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	3	4	0	8	0	0	0	0	0	0	0	0	15
7:00 AM	0	13	5	0	6	4	0	0	0	0	0	0	0	28
8:00 AM	0	4	7	0	12	0	0	0	0	0	0	0	0	23
9:00 AM	0	3	2	0	4	0	0	0	0	0	0	0	0	9
10:00 AM	0	2	3	0	3	0	0	0	0	0	0	0	0	8
11:00 AM	0	4	3	0	5	0	0	0	0	0	0	0	0	12
12:00 PM	1	6	4	0	7	0	0	0	1	0	0	0	0	19
1:00 PM	0	13	7	0	5	0	0	0	0	0	0	0	0	25
2:00 PM	0	6	6	0	6	0	0	0	0	0	0	0	0	18
3:00 PM	1	13	11	0	7	0	0	0	0	0	0	0	0	32
4:00 PM	0	14	11	0	16	0	0	1	0	0	0	0	0	42
5:00 PM	0	13	12	0	10	0	0	0	0	0	0	0	0	35
6:00 PM	0	16	14	0	6	0	0	0	0	0	0	0	0	36
7:00 PM	0	6	8	0	8	0	0	0	0	0	0	0	0	22
8:00 PM	0	10	4	0	4	0	0	0	0	0	0	0	0	18
9:00 PM	0	1	1	0	3	0	0	0	0	0	0	0	0	5
10:00 PM	0	3	0	0	0	0	0	0	1	0	0	0	0	4
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>2</b>	<b>134</b>	<b>103</b>	<b>0</b>	<b>110</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>356</b>
<b>Percent</b>	<b>0.6%</b>	<b>37.6%</b>	<b>28.9%</b>	<b>0.0%</b>	<b>30.9%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

## Vehicle Classification Report Summary

**Location:** JUDGE ORR RD E/O CALHAN HWY  
**Count Direction:** Eastbound / Westbound  
**Date Range:** 9/1/2018 to 9/11/2018  
**Site Code:** 03

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
<b>Study Total</b>														
<b>Eastbound</b>	3	286	157	0	96	3	0	4	4	0	0	0	0	553
<b>Percent</b>	0.5%	51.7%	28.4%	0.0%	17.4%	0.5%	0.0%	0.7%	0.7%	0.0%	0.0%	0.0%	0.0%	100%
<b>Westbound</b>	3	238	156	3	155	3	0	0	3	1	0	0	0	562
<b>Percent</b>	0.5%	42.3%	27.8%	0.5%	27.6%	0.5%	0.0%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	100%
<b>Total</b>	6	524	313	3	251	6	0	4	7	1	0	0	0	1,115
<b>Percent</b>	0.5%	47.0%	28.1%	0.3%	22.5%	0.5%	0.0%	0.4%	0.6%	0.1%	0.0%	0.0%	0.0%	100%

### FHWA Vehicle Classification

Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	



**Location:** JUDGE ORR RD E/O CALHAN HWY  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 03

**Tuesday, September 11, 2018**  
**Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	4	4	0	3	0	0	0	0	0	0	0	0	11
7:00 AM	0	10	2	0	5	0	0	1	0	0	0	0	0	18
8:00 AM	0	6	4	0	3	1	0	0	0	0	0	0	0	14
9:00 AM	0	12	8	0	5	2	0	0	1	0	0	0	0	28
10:00 AM	0	9	5	0	3	0	0	1	0	0	0	0	0	18
11:00 AM	0	13	7	0	2	0	0	0	0	0	0	0	0	22
12:00 PM	1	11	9	0	4	0	0	0	0	0	0	0	0	25
1:00 PM	0	23	13	0	7	0	0	0	0	0	0	0	0	43
2:00 PM	0	12	10	0	7	0	0	1	0	0	0	0	0	30
3:00 PM	1	29	8	0	5	0	0	0	0	0	0	0	0	43
4:00 PM	1	32	12	0	9	0	0	1	0	0	0	0	0	55
5:00 PM	0	32	25	0	11	0	0	0	0	0	0	0	0	68
6:00 PM	0	34	9	0	13	0	0	0	1	0	0	0	0	57
7:00 PM	0	22	16	0	7	0	0	0	0	0	0	0	0	45
8:00 PM	0	18	10	0	5	0	0	0	0	0	0	0	0	33
9:00 PM	0	13	8	0	6	0	0	0	0	0	0	0	0	27
10:00 PM	0	3	2	0	0	0	0	0	2	0	0	0	0	7
11:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>3</b>	<b>286</b>	<b>157</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>553</b>
<b>Percent</b>	<b>0.5%</b>	<b>51.7%</b>	<b>28.4%</b>	<b>0.0%</b>	<b>17.4%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.7%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



**Location:** JUDGE ORR RD E/O CALHAN HWY  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 03

**Tuesday, September 11, 2018**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	6	0	0	3	0	0	0	0	0	0	0	0	9
5:00 AM	0	14	2	0	8	0	0	0	0	0	0	0	0	24
6:00 AM	0	25	21	0	16	0	0	0	0	0	0	0	0	62
7:00 AM	0	35	14	0	18	0	0	0	0	0	0	0	0	67
8:00 AM	0	13	12	0	15	0	0	0	0	0	0	0	0	40
9:00 AM	0	14	10	1	3	1	0	0	0	0	0	0	0	29
10:00 AM	1	16	12	1	15	0	0	0	0	0	0	0	0	45
11:00 AM	0	17	5	0	11	0	0	0	0	0	0	0	0	33
12:00 PM	1	14	5	0	6	0	0	0	0	0	0	0	0	26
1:00 PM	0	11	7	0	4	0	0	0	0	1	0	0	0	23
2:00 PM	0	15	9	1	10	0	0	0	0	0	0	0	0	35
3:00 PM	0	12	12	0	9	2	0	0	2	0	0	0	0	37
4:00 PM	1	13	13	0	12	0	0	0	0	0	0	0	0	39
5:00 PM	0	5	4	0	2	0	0	0	0	0	0	0	0	11
6:00 PM	0	11	7	0	7	0	0	0	0	0	0	0	0	25
7:00 PM	0	2	7	0	7	0	0	0	0	0	0	0	0	16
8:00 PM	0	3	4	0	6	0	0	0	0	0	0	0	0	13
9:00 PM	0	2	5	0	2	0	0	0	0	0	0	0	0	9
10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	2	1	0	0	0	0	0	1	0	0	0	0	4
<b>Total</b>	<b>3</b>	<b>238</b>	<b>156</b>	<b>3</b>	<b>155</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>562</b>
<b>Percent</b>	<b>0.5%</b>	<b>42.3%</b>	<b>27.8%</b>	<b>0.5%</b>	<b>27.6%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



**Location:** JUDGE ORR RD E/O CALHAN HWY  
**Date Range:** 9/1/2018 to 9/1/2018  
**Site Code:** 03

**Total Study Average Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	4	4	0	3	0	0	0	0	0	0	0	0	11
7:00 AM	0	10	2	0	5	0	0	1	0	0	0	0	0	18
8:00 AM	0	6	4	0	3	1	0	0	0	0	0	0	0	14
9:00 AM	0	12	8	0	5	2	0	0	1	0	0	0	0	28
10:00 AM	0	9	5	0	3	0	0	1	0	0	0	0	0	18
11:00 AM	0	13	7	0	2	0	0	0	0	0	0	0	0	22
12:00 PM	1	11	9	0	4	0	0	0	0	0	0	0	0	25
1:00 PM	0	23	13	0	7	0	0	0	0	0	0	0	0	43
2:00 PM	0	12	10	0	7	0	0	1	0	0	0	0	0	30
3:00 PM	1	29	8	0	5	0	0	0	0	0	0	0	0	43
4:00 PM	1	32	12	0	9	0	0	1	0	0	0	0	0	55
5:00 PM	0	32	25	0	11	0	0	0	0	0	0	0	0	68
6:00 PM	0	34	9	0	13	0	0	0	1	0	0	0	0	57
7:00 PM	0	22	16	0	7	0	0	0	0	0	0	0	0	45
8:00 PM	0	18	10	0	5	0	0	0	0	0	0	0	0	33
9:00 PM	0	13	8	0	6	0	0	0	0	0	0	0	0	27
10:00 PM	0	3	2	0	0	0	0	0	2	0	0	0	0	7
11:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>3</b>	<b>286</b>	<b>157</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>553</b>
<b>Percent</b>	<b>0.5%</b>	<b>51.7%</b>	<b>28.4%</b>	<b>0.0%</b>	<b>17.4%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.7%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

**Location:** JUDGE ORR RD E/O CALHAN HWY  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 03

**Total Study Average  
Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	6	0	0	3	0	0	0	0	0	0	0	0	9
5:00 AM	0	14	2	0	8	0	0	0	0	0	0	0	0	24
6:00 AM	0	25	21	0	16	0	0	0	0	0	0	0	0	62
7:00 AM	0	35	14	0	18	0	0	0	0	0	0	0	0	67
8:00 AM	0	13	12	0	15	0	0	0	0	0	0	0	0	40
9:00 AM	0	14	10	1	3	1	0	0	0	0	0	0	0	29
10:00 AM	1	16	12	1	15	0	0	0	0	0	0	0	0	45
11:00 AM	0	17	5	0	11	0	0	0	0	0	0	0	0	33
12:00 PM	1	14	5	0	6	0	0	0	0	0	0	0	0	26
1:00 PM	0	11	7	0	4	0	0	0	0	1	0	0	0	23
2:00 PM	0	15	9	1	10	0	0	0	0	0	0	0	0	35
3:00 PM	0	12	12	0	9	2	0	0	2	0	0	0	0	37
4:00 PM	1	13	13	0	12	0	0	0	0	0	0	0	0	39
5:00 PM	0	5	4	0	2	0	0	0	0	0	0	0	0	11
6:00 PM	0	11	7	0	7	0	0	0	0	0	0	0	0	25
7:00 PM	0	2	7	0	7	0	0	0	0	0	0	0	0	16
8:00 PM	0	3	4	0	6	0	0	0	0	0	0	0	0	13
9:00 PM	0	2	5	0	2	0	0	0	0	0	0	0	0	9
10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	2	1	0	0	0	0	0	1	0	0	0	0	4
<b>Total</b>	<b>3</b>	<b>238</b>	<b>156</b>	<b>3</b>	<b>155</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>562</b>
<b>Percent</b>	<b>0.5%</b>	<b>42.3%</b>	<b>27.8%</b>	<b>0.5%</b>	<b>27.6%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

Note: Average only considered on days with 24-hours of data.

**Location:** JUDGE ORR RD E/O CALHAN HWY  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 03

**3-Day (Tuesday - Thursday) Average Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	4	4	0	3	0	0	0	0	0	0	0	0	11
7:00 AM	0	10	2	0	5	0	0	1	0	0	0	0	0	18
8:00 AM	0	6	4	0	3	1	0	0	0	0	0	0	0	14
9:00 AM	0	12	8	0	5	2	0	0	1	0	0	0	0	28
10:00 AM	0	9	5	0	3	0	0	1	0	0	0	0	0	18
11:00 AM	0	13	7	0	2	0	0	0	0	0	0	0	0	22
12:00 PM	1	11	9	0	4	0	0	0	0	0	0	0	0	25
1:00 PM	0	23	13	0	7	0	0	0	0	0	0	0	0	43
2:00 PM	0	12	10	0	7	0	0	1	0	0	0	0	0	30
3:00 PM	1	29	8	0	5	0	0	0	0	0	0	0	0	43
4:00 PM	1	32	12	0	9	0	0	1	0	0	0	0	0	55
5:00 PM	0	32	25	0	11	0	0	0	0	0	0	0	0	68
6:00 PM	0	34	9	0	13	0	0	0	1	0	0	0	0	57
7:00 PM	0	22	16	0	7	0	0	0	0	0	0	0	0	45
8:00 PM	0	18	10	0	5	0	0	0	0	0	0	0	0	33
9:00 PM	0	13	8	0	6	0	0	0	0	0	0	0	0	27
10:00 PM	0	3	2	0	0	0	0	0	2	0	0	0	0	7
11:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>3</b>	<b>286</b>	<b>157</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>553</b>
<b>Percent</b>	<b>0.5%</b>	<b>51.7%</b>	<b>28.4%</b>	<b>0.0%</b>	<b>17.4%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.7%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



**Location:** JUDGE ORR RD E/O CALHAN HWY  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 03

**3-Day (Tuesday - Thursday) Average  
 Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	6	0	0	3	0	0	0	0	0	0	0	0	9
5:00 AM	0	14	2	0	8	0	0	0	0	0	0	0	0	24
6:00 AM	0	25	21	0	16	0	0	0	0	0	0	0	0	62
7:00 AM	0	35	14	0	18	0	0	0	0	0	0	0	0	67
8:00 AM	0	13	12	0	15	0	0	0	0	0	0	0	0	40
9:00 AM	0	14	10	1	3	1	0	0	0	0	0	0	0	29
10:00 AM	1	16	12	1	15	0	0	0	0	0	0	0	0	45
11:00 AM	0	17	5	0	11	0	0	0	0	0	0	0	0	33
12:00 PM	1	14	5	0	6	0	0	0	0	0	0	0	0	26
1:00 PM	0	11	7	0	4	0	0	0	0	1	0	0	0	23
2:00 PM	0	15	9	1	10	0	0	0	0	0	0	0	0	35
3:00 PM	0	12	12	0	9	2	0	0	2	0	0	0	0	37
4:00 PM	1	13	13	0	12	0	0	0	0	0	0	0	0	39
5:00 PM	0	5	4	0	2	0	0	0	0	0	0	0	0	11
6:00 PM	0	11	7	0	7	0	0	0	0	0	0	0	0	25
7:00 PM	0	2	7	0	7	0	0	0	0	0	0	0	0	16
8:00 PM	0	3	4	0	6	0	0	0	0	0	0	0	0	13
9:00 PM	0	2	5	0	2	0	0	0	0	0	0	0	0	9
10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	2	1	0	0	0	0	0	1	0	0	0	0	4
<b>Total</b>	<b>3</b>	<b>238</b>	<b>156</b>	<b>3</b>	<b>155</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>562</b>
<b>Percent</b>	<b>0.5%</b>	<b>42.3%</b>	<b>27.8%</b>	<b>0.5%</b>	<b>27.6%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

## Vehicle Classification Report Summary

**Location:** CALHAN HWY S/O JUDGE ORR RD  
**Count Direction:** Northbound / Southbound  
**Date Range:** 9/1/2018 to 9/11/2018  
**Site Code:** 04

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
<b>Study Total</b>														
<b>Northbound</b>	0	90	49	1	58	1	0	0	1	1	0	0	0	201
<b>Percent</b>	0.0%	44.8%	24.4%	0.5%	28.9%	0.5%	0.0%	0.0%	0.5%	0.5%	0.0%	0.0%	0.0%	100%
<b>Southbound</b>	0	92	44	0	48	0	0	0	2	0	0	0	0	186
<b>Percent</b>	0.0%	49.5%	23.7%	0.0%	25.8%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	100%
<b>Total</b>	0	182	93	1	106	1	0	0	3	1	0	0	0	387
<b>Percent</b>	0.0%	47.0%	24.0%	0.3%	27.4%	0.3%	0.0%	0.0%	0.8%	0.3%	0.0%	0.0%	0.0%	100%

### FHWA Vehicle Classification

Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	





**Location:** CALHAN HWY S/O JUDGE ORR RD  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 04

**Tuesday, September 11, 2018**  
**Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
5:00 AM	0	3	1	0	3	0	0	0	0	0	0	0	0	7
6:00 AM	0	7	4	0	6	0	0	0	0	0	0	0	0	17
7:00 AM	0	8	5	0	5	0	0	0	0	0	0	0	0	18
8:00 AM	0	3	4	0	7	0	0	0	0	0	0	0	0	14
9:00 AM	0	6	4	0	1	0	0	0	0	0	0	0	0	11
10:00 AM	0	9	3	0	3	0	0	0	0	0	0	0	0	15
11:00 AM	0	7	2	0	7	0	0	0	0	0	0	0	0	16
12:00 PM	0	6	2	0	3	0	0	0	0	0	0	0	0	11
1:00 PM	0	5	3	0	2	0	0	0	0	1	0	0	0	11
2:00 PM	0	9	2	1	1	0	0	0	0	0	0	0	0	13
3:00 PM	0	3	4	0	2	0	0	0	1	0	0	0	0	10
4:00 PM	0	8	4	0	5	0	0	0	0	0	0	0	0	17
5:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	8	3	0	6	0	0	0	0	0	0	0	0	17
7:00 PM	0	2	2	0	3	0	0	0	0	0	0	0	0	7
8:00 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
9:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
10:00 PM	0	0	0	0	1	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
<b>Total</b>	<b>0</b>	<b>90</b>	<b>49</b>	<b>1</b>	<b>58</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>201</b>
<b>Percent</b>	<b>0.0%</b>	<b>44.8%</b>	<b>24.4%</b>	<b>0.5%</b>	<b>28.9%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



**Location:** CALHAN HWY S/O JUDGE ORR RD  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 04

**Tuesday, September 11, 2018**  
**Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
7:00 AM	0	10	1	0	3	0	0	0	0	0	0	0	0	14
8:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
9:00 AM	0	3	1	0	4	0	0	0	0	0	0	0	0	8
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
12:00 PM	0	4	2	0	3	0	0	0	0	0	0	0	0	9
1:00 PM	0	8	4	0	5	0	0	0	0	0	0	0	0	17
2:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:00 PM	0	10	3	0	8	0	0	0	0	0	0	0	0	21
5:00 PM	0	6	10	0	5	0	0	0	0	0	0	0	0	21
6:00 PM	0	6	3	0	3	0	0	0	1	0	0	0	0	13
7:00 PM	0	6	4	0	5	0	0	0	0	0	0	0	0	15
8:00 PM	0	7	2	0	5	0	0	0	0	0	0	0	0	14
9:00 PM	0	2	2	0	2	0	0	0	0	0	0	0	0	6
10:00 PM	0	2	1	0	0	0	0	0	1	0	0	0	0	4
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>92</b>	<b>44</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>186</b>
<b>Percent</b>	<b>0.0%</b>	<b>49.5%</b>	<b>23.7%</b>	<b>0.0%</b>	<b>25.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

**Location:** CALHAN HWY S/O JUDGE ORR RD  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 04

**Total Study Average Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
5:00 AM	0	3	1	0	3	0	0	0	0	0	0	0	0	7
6:00 AM	0	7	4	0	6	0	0	0	0	0	0	0	0	17
7:00 AM	0	8	5	0	5	0	0	0	0	0	0	0	0	18
8:00 AM	0	3	4	0	7	0	0	0	0	0	0	0	0	14
9:00 AM	0	6	4	0	1	0	0	0	0	0	0	0	0	11
10:00 AM	0	9	3	0	3	0	0	0	0	0	0	0	0	15
11:00 AM	0	7	2	0	7	0	0	0	0	0	0	0	0	16
12:00 PM	0	6	2	0	3	0	0	0	0	0	0	0	0	11
1:00 PM	0	5	3	0	2	0	0	0	0	1	0	0	0	11
2:00 PM	0	9	2	1	1	0	0	0	0	0	0	0	0	13
3:00 PM	0	3	4	0	2	0	0	0	1	0	0	0	0	10
4:00 PM	0	8	4	0	5	0	0	0	0	0	0	0	0	17
5:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	8	3	0	6	0	0	0	0	0	0	0	0	17
7:00 PM	0	2	2	0	3	0	0	0	0	0	0	0	0	7
8:00 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
9:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
10:00 PM	0	0	0	0	1	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
<b>Total</b>	<b>0</b>	<b>90</b>	<b>49</b>	<b>1</b>	<b>58</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>201</b>
<b>Percent</b>	<b>0.0%</b>	<b>44.8%</b>	<b>24.4%</b>	<b>0.5%</b>	<b>28.9%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

**Location:** CALHAN HWY S/O JUDGE ORR RD  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 04

**Total Study Average Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
7:00 AM	0	10	1	0	3	0	0	0	0	0	0	0	0	14
8:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
9:00 AM	0	3	1	0	4	0	0	0	0	0	0	0	0	8
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
12:00 PM	0	4	2	0	3	0	0	0	0	0	0	0	0	9
1:00 PM	0	8	4	0	5	0	0	0	0	0	0	0	0	17
2:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:00 PM	0	10	3	0	8	0	0	0	0	0	0	0	0	21
5:00 PM	0	6	10	0	5	0	0	0	0	0	0	0	0	21
6:00 PM	0	6	3	0	3	0	0	0	1	0	0	0	0	13
7:00 PM	0	6	4	0	5	0	0	0	0	0	0	0	0	15
8:00 PM	0	7	2	0	5	0	0	0	0	0	0	0	0	14
9:00 PM	0	2	2	0	2	0	0	0	0	0	0	0	0	6
10:00 PM	0	2	1	0	0	0	0	0	1	0	0	0	0	4
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>92</b>	<b>44</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>186</b>
<b>Percent</b>	<b>0.0%</b>	<b>49.5%</b>	<b>23.7%</b>	<b>0.0%</b>	<b>25.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

**Location:** CALHAN HWY S/O JUDGE ORR RD  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 04

**3-Day (Tuesday - Thursday) Average  
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
5:00 AM	0	3	1	0	3	0	0	0	0	0	0	0	0	7
6:00 AM	0	7	4	0	6	0	0	0	0	0	0	0	0	17
7:00 AM	0	8	5	0	5	0	0	0	0	0	0	0	0	18
8:00 AM	0	3	4	0	7	0	0	0	0	0	0	0	0	14
9:00 AM	0	6	4	0	1	0	0	0	0	0	0	0	0	11
10:00 AM	0	9	3	0	3	0	0	0	0	0	0	0	0	15
11:00 AM	0	7	2	0	7	0	0	0	0	0	0	0	0	16
12:00 PM	0	6	2	0	3	0	0	0	0	0	0	0	0	11
1:00 PM	0	5	3	0	2	0	0	0	0	1	0	0	0	11
2:00 PM	0	9	2	1	1	0	0	0	0	0	0	0	0	13
3:00 PM	0	3	4	0	2	0	0	0	1	0	0	0	0	10
4:00 PM	0	8	4	0	5	0	0	0	0	0	0	0	0	17
5:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	8	3	0	6	0	0	0	0	0	0	0	0	17
7:00 PM	0	2	2	0	3	0	0	0	0	0	0	0	0	7
8:00 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
9:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
10:00 PM	0	0	0	0	1	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
<b>Total</b>	<b>0</b>	<b>90</b>	<b>49</b>	<b>1</b>	<b>58</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>201</b>
<b>Percent</b>	<b>0.0%</b>	<b>44.8%</b>	<b>24.4%</b>	<b>0.5%</b>	<b>28.9%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



**Location:** CALHAN HWY S/O JUDGE ORR RD  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 04

**3-Day (Tuesday - Thursday) Average Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
7:00 AM	0	10	1	0	3	0	0	0	0	0	0	0	0	14
8:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
9:00 AM	0	3	1	0	4	0	0	0	0	0	0	0	0	8
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
12:00 PM	0	4	2	0	3	0	0	0	0	0	0	0	0	9
1:00 PM	0	8	4	0	5	0	0	0	0	0	0	0	0	17
2:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:00 PM	0	10	3	0	8	0	0	0	0	0	0	0	0	21
5:00 PM	0	6	10	0	5	0	0	0	0	0	0	0	0	21
6:00 PM	0	6	3	0	3	0	0	0	1	0	0	0	0	13
7:00 PM	0	6	4	0	5	0	0	0	0	0	0	0	0	15
8:00 PM	0	7	2	0	5	0	0	0	0	0	0	0	0	14
9:00 PM	0	2	2	0	2	0	0	0	0	0	0	0	0	6
10:00 PM	0	2	1	0	0	0	0	0	1	0	0	0	0	4
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>92</b>	<b>44</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>186</b>
<b>Percent</b>	<b>0.0%</b>	<b>49.5%</b>	<b>23.7%</b>	<b>0.0%</b>	<b>25.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

## Vehicle Classification Report Summary

**Location:** CALHAN HWY S/O SH 94  
**Count Direction:** Northbound / Southbound  
**Date Range:** 9/1/2018 to 9/11/2018  
**Site Code:** 05

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
<b>Study Total</b>														
<b>Northbound</b>	0	101	28	1	19	12	0	0	0	0	0	0	0	161
<b>Percent</b>	0.0%	62.7%	17.4%	0.6%	11.8%	7.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
<b>Southbound</b>	0	94	31	1	33	0	0	0	0	0	0	0	0	159
<b>Percent</b>	0.0%	59.1%	19.5%	0.6%	20.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
<b>Total</b>	0	195	59	2	52	12	0	0	0	0	0	0	0	320
<b>Percent</b>	0.0%	60.9%	18.4%	0.6%	16.3%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

### FHWA Vehicle Classification

Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	



**Location:** CALHAN HWY S/O SH 94  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 05

**Tuesday, September 11, 2018**  
**Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
5:00 AM	0	11	0	0	0	1	0	0	0	0	0	0	0	12
6:00 AM	0	12	3	0	4	1	0	0	0	0	0	0	0	20
7:00 AM	0	12	6	0	2	0	0	0	0	0	0	0	0	20
8:00 AM	0	8	2	0	0	2	0	0	0	0	0	0	0	12
9:00 AM	0	9	3	0	0	2	0	0	0	0	0	0	0	14
10:00 AM	0	7	1	0	0	1	0	0	0	0	0	0	0	9
11:00 AM	0	7	1	1	2	0	0	0	0	0	0	0	0	11
12:00 PM	0	3	2	0	3	0	0	0	0	0	0	0	0	8
1:00 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
2:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00 PM	0	3	0	0	1	2	0	0	0	0	0	0	0	6
4:00 PM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	4	3	0	4	1	0	0	0	0	0	0	0	12
7:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
8:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	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
<b>Total</b>	<b>0</b>	<b>101</b>	<b>28</b>	<b>1</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>161</b>
<b>Percent</b>	<b>0.0%</b>	<b>62.7%</b>	<b>17.4%</b>	<b>0.6%</b>	<b>11.8%</b>	<b>7.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



**Location:** CALHAN HWY S/O SH 94  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 05

**Tuesday, September 11, 2018**  
**Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	3	1	0	2	0	0	0	0	0	0	0	0	6
9:00 AM	0	1	3	0	2	0	0	0	0	0	0	0	0	6
10:00 AM	0	3	1	0	3	0	0	0	0	0	0	0	0	7
11:00 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
1:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:00 PM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
3:00 PM	0	9	1	0	4	0	0	0	0	0	0	0	0	14
4:00 PM	0	7	7	0	5	0	0	0	0	0	0	0	0	19
5:00 PM	0	15	4	0	6	0	0	0	0	0	0	0	0	25
6:00 PM	0	8	5	0	4	0	0	0	0	0	0	0	0	17
7:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
8:00 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
9:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>94</b>	<b>31</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>
<b>Percent</b>	<b>0.0%</b>	<b>59.1%</b>	<b>19.5%</b>	<b>0.6%</b>	<b>20.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

**Location:** CALHAN HWY S/O SH 94  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 05

**Total Study Average Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
5:00 AM	0	11	0	0	0	1	0	0	0	0	0	0	0	12
6:00 AM	0	12	3	0	4	1	0	0	0	0	0	0	0	20
7:00 AM	0	12	6	0	2	0	0	0	0	0	0	0	0	20
8:00 AM	0	8	2	0	0	2	0	0	0	0	0	0	0	12
9:00 AM	0	9	3	0	0	2	0	0	0	0	0	0	0	14
10:00 AM	0	7	1	0	0	1	0	0	0	0	0	0	0	9
11:00 AM	0	7	1	1	2	0	0	0	0	0	0	0	0	11
12:00 PM	0	3	2	0	3	0	0	0	0	0	0	0	0	8
1:00 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
2:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00 PM	0	3	0	0	1	2	0	0	0	0	0	0	0	6
4:00 PM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	4	3	0	4	1	0	0	0	0	0	0	0	12
7:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
8:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	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
<b>Total</b>	<b>0</b>	<b>101</b>	<b>28</b>	<b>1</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>161</b>
<b>Percent</b>	<b>0.0%</b>	<b>62.7%</b>	<b>17.4%</b>	<b>0.6%</b>	<b>11.8%</b>	<b>7.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.



**Location:** CALHAN HWY S/O SH 94  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 05

**Total Study Average Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	3	1	0	2	0	0	0	0	0	0	0	0	6
9:00 AM	0	1	3	0	2	0	0	0	0	0	0	0	0	6
10:00 AM	0	3	1	0	3	0	0	0	0	0	0	0	0	7
11:00 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
1:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:00 PM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
3:00 PM	0	9	1	0	4	0	0	0	0	0	0	0	0	14
4:00 PM	0	7	7	0	5	0	0	0	0	0	0	0	0	19
5:00 PM	0	15	4	0	6	0	0	0	0	0	0	0	0	25
6:00 PM	0	8	5	0	4	0	0	0	0	0	0	0	0	17
7:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
8:00 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
9:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>94</b>	<b>31</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>
<b>Percent</b>	<b>0.0%</b>	<b>59.1%</b>	<b>19.5%</b>	<b>0.6%</b>	<b>20.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

**Location:** CALHAN HWY S/O SH 94  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 05

**3-Day (Tuesday - Thursday) Average Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
5:00 AM	0	11	0	0	0	1	0	0	0	0	0	0	0	12
6:00 AM	0	12	3	0	4	1	0	0	0	0	0	0	0	20
7:00 AM	0	12	6	0	2	0	0	0	0	0	0	0	0	20
8:00 AM	0	8	2	0	0	2	0	0	0	0	0	0	0	12
9:00 AM	0	9	3	0	0	2	0	0	0	0	0	0	0	14
10:00 AM	0	7	1	0	0	1	0	0	0	0	0	0	0	9
11:00 AM	0	7	1	1	2	0	0	0	0	0	0	0	0	11
12:00 PM	0	3	2	0	3	0	0	0	0	0	0	0	0	8
1:00 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
2:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00 PM	0	3	0	0	1	2	0	0	0	0	0	0	0	6
4:00 PM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	4	3	0	4	1	0	0	0	0	0	0	0	12
7:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
8:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	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
<b>Total</b>	<b>0</b>	<b>101</b>	<b>28</b>	<b>1</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>161</b>
<b>Percent</b>	<b>0.0%</b>	<b>62.7%</b>	<b>17.4%</b>	<b>0.6%</b>	<b>11.8%</b>	<b>7.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



**Location:** CALHAN HWY S/O SH 94  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 05

**3-Day (Tuesday - Thursday) Average Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	3	1	0	2	0	0	0	0	0	0	0	0	6
9:00 AM	0	1	3	0	2	0	0	0	0	0	0	0	0	6
10:00 AM	0	3	1	0	3	0	0	0	0	0	0	0	0	7
11:00 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
1:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:00 PM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
3:00 PM	0	9	1	0	4	0	0	0	0	0	0	0	0	14
4:00 PM	0	7	7	0	5	0	0	0	0	0	0	0	0	19
5:00 PM	0	15	4	0	6	0	0	0	0	0	0	0	0	25
6:00 PM	0	8	5	0	4	0	0	0	0	0	0	0	0	17
7:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
8:00 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
9:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>94</b>	<b>31</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>
<b>Percent</b>	<b>0.0%</b>	<b>59.1%</b>	<b>19.5%</b>	<b>0.6%</b>	<b>20.8%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

## Vehicle Classification Report Summary

**Location:** WASHINGTON RD E/O CALHAN HWY  
**Count Direction:** Eastbound / Westbound  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 06

	FHWA Vehicle Classification													Total Volume	
	1	2	3	4	5	6	7	8	9	10	11	12	13		
<b>Study Total</b>															
<b>Eastbound</b>	1	41	23	0	13	0	0	0	0	0	0	0	0	0	78
<b>Percent</b>	1.3%	52.6%	29.5%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
<b>Westbound</b>	1	39	19	1	15	0	0	0	0	0	0	0	0	0	75
<b>Percent</b>	1.3%	52.0%	25.3%	1.3%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
<b>Total</b>	2	80	42	1	28	0	0	0	0	0	0	0	0	0	153
<b>Percent</b>	1.3%	52.3%	27.5%	0.7%	18.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

### FHWA Vehicle Classification

Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	



Location: WASHINGTON RD E/O CALHAN HWY  
 Date Range: 9/11/2018 to 9/11/2018  
 Site Code: 06

Tuesday, September 11, 2018  
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
8:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
2:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
3:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:00 PM	0	3	4	0	3	0	0	0	0	0	0	0	0	10
5:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
6:00 PM	1	3	6	0	4	0	0	0	0	0	0	0	0	14
7:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
8:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	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
<b>Total</b>	<b>1</b>	<b>41</b>	<b>23</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>
<b>Percent</b>	<b>1.3%</b>	<b>52.6%</b>	<b>29.5%</b>	<b>0.0%</b>	<b>16.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



**Location:** WASHINGTON RD E/O CALHAN HWY  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 06

**Tuesday, September 11, 2018**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
7:00 AM	1	7	4	0	1	0	0	0	0	0	0	0	0	13
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
9:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
10:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
3:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	4
4:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
5:00 PM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
6:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
7:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
9:00 PM	0	0	0	0	1	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
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>39</b>	<b>19</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>
<b>Percent</b>	<b>1.3%</b>	<b>52.0%</b>	<b>25.3%</b>	<b>1.3%</b>	<b>20.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

**Location:** WASHINGTON RD E/O CALHAN HWY  
**Date Range:** 9/1/2018 to 9/1/2018  
**Site Code:** 06

**Total Study Average Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
8:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
2:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
3:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:00 PM	0	3	4	0	3	0	0	0	0	0	0	0	0	10
5:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
6:00 PM	1	3	6	0	4	0	0	0	0	0	0	0	0	14
7:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
8:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	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
<b>Total</b>	<b>1</b>	<b>41</b>	<b>23</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>
<b>Percent</b>	<b>1.3%</b>	<b>52.6%</b>	<b>29.5%</b>	<b>0.0%</b>	<b>16.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

**Location:** WASHINGTON RD E/O CALHAN HWY  
**Date Range:** 9/1/2018 to 9/1/2018  
**Site Code:** 06

**Total Study Average  
Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
7:00 AM	1	7	4	0	1	0	0	0	0	0	0	0	0	13
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
9:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
10:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
3:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	4
4:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
5:00 PM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
6:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
7:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
9:00 PM	0	0	0	0	1	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
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>39</b>	<b>19</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>
<b>Percent</b>	<b>1.3%</b>	<b>52.0%</b>	<b>25.3%</b>	<b>1.3%</b>	<b>20.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

**Location:** WASHINGTON RD E/O CALHAN HWY  
**Date Range:** 9/1/2018 to 9/1/2018  
**Site Code:** 06

**3-Day (Tuesday - Thursday) Average Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
8:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
2:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
3:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:00 PM	0	3	4	0	3	0	0	0	0	0	0	0	0	10
5:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
6:00 PM	1	3	6	0	4	0	0	0	0	0	0	0	0	14
7:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
8:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	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
<b>Total</b>	<b>1</b>	<b>41</b>	<b>23</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>
<b>Percent</b>	<b>1.3%</b>	<b>52.6%</b>	<b>29.5%</b>	<b>0.0%</b>	<b>16.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

**Location:** WASHINGTON RD E/O CALHAN HWY  
**Date Range:** 9/11/2018 to 9/11/2018  
**Site Code:** 06

**3-Day (Tuesday - Thursday) Average  
 Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
7:00 AM	1	7	4	0	1	0	0	0	0	0	0	0	0	13
8:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
9:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
10:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	2	0	1	1	0	0	0	0	0	0	0	0	4
3:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	4
4:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
5:00 PM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
6:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
7:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
9:00 PM	0	0	0	0	1	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
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>1</b>	<b>39</b>	<b>19</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>
<b>Percent</b>	<b>1.3%</b>	<b>52.0%</b>	<b>25.3%</b>	<b>1.3%</b>	<b>20.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

## Vehicle Classification Report Summary

**Location:** MCQUEEN RD N/O WASHINGTON RD  
**Count Direction:** Northbound / Southbound  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 01

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
<b>Study Total</b>														
<b>Northbound</b>	0	0	2	0	2	0	0	0	0	0	0	0	0	4
<b>Percent</b>	0.0%	0.0%	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
<b>Southbound</b>	0	0	0	0	1	0	0	1	0	0	0	0	0	2
<b>Percent</b>	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
<b>Total</b>	0	0	2	0	3	0	0	1	0	0	0	0	0	6
<b>Percent</b>	0.0%	0.0%	33.3%	0.0%	50.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

### FHWA Vehicle Classification

Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	





**Location:** MCQUEEN RD N/O WASHINGTON RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 01

**Thursday, November 1, 2018**  
**Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9:00 AM	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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>50.0%</b>	<b>0.0%</b>	<b>50.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



**Location:** MCQUEEN RD N/O WASHINGTON RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 01

**Thursday, November 1, 2018**  
**Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>50.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>50.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

**Location:** MCQUEEN RD N/O WASHINGTON RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 01

**Total Study Average Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9:00 AM	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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>50.0%</b>	<b>0.0%</b>	<b>50.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

**Location:** MCQUEEN RD N/O WASHINGTON RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 01

**Total Study Average Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>50.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>50.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

**Location:** MCQUEEN RD N/O WASHINGTON RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 01

**3-Day (Tuesday - Thursday) Average  
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9:00 AM	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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>50.0%</b>	<b>0.0%</b>	<b>50.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



**Location:** MCQUEEN RD N/O WASHINGTON RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 01

**3-Day (Tuesday - Thursday) Average Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Percent</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>50.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>50.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



## Vehicle Classification Report Summary

**Location:** FUNK RD E/O MCQUEEN RD  
**Count Direction:** Eastbound / Westbound  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 02

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
<b>Study Total</b>														
<b>Eastbound</b>	0	41	22	0	7	2	0	0	1	1	0	0	0	74
<b>Percent</b>	0.0%	55.4%	29.7%	0.0%	9.5%	2.7%	0.0%	0.0%	1.4%	1.4%	0.0%	0.0%	0.0%	100%
<b>Westbound</b>	0	35	21	0	8	1	0	0	1	0	0	0	0	66
<b>Percent</b>	0.0%	53.0%	31.8%	0.0%	12.1%	1.5%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	100%
<b>Total</b>	0	76	43	0	15	3	0	0	2	1	0	0	0	140
<b>Percent</b>	0.0%	54.3%	30.7%	0.0%	10.7%	2.1%	0.0%	0.0%	1.4%	0.7%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	



**Location:** FUNK RD E/O MCQUEEN RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 02

**Thursday, November 1, 2018**  
**Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	1	1	0	2	1	0	0	0	0	0	0	0	5
8:00 AM	0	1	4	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	5	3	0	1	0	0	0	1	0	0	0	0	10
3:00 PM	0	2	3	0	0	0	0	0	0	1	0	0	0	6
4:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
6:00 PM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
7:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
8:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
9:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>41</b>	<b>22</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>
<b>Percent</b>	<b>0.0%</b>	<b>55.4%</b>	<b>29.7%</b>	<b>0.0%</b>	<b>9.5%</b>	<b>2.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.4%</b>	<b>1.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



**Location:** FUNK RD E/O MCQUEEN RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 02

**Thursday, November 1, 2018**  
**Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	5	5	0	0	0	0	0	0	0	0	0	0	10
9:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
10:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
11:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3:00 PM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
4:00 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
5:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>35</b>	<b>21</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>
<b>Percent</b>	<b>0.0%</b>	<b>53.0%</b>	<b>31.8%</b>	<b>0.0%</b>	<b>12.1%</b>	<b>1.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

**Location:** FUNK RD E/O MCQUEEN RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 02

**Total Study Average Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	1	1	0	2	1	0	0	0	0	0	0	0	5
8:00 AM	0	1	4	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	5	3	0	1	0	0	0	1	0	0	0	0	10
3:00 PM	0	2	3	0	0	0	0	0	0	1	0	0	0	6
4:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
6:00 PM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
7:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
8:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
9:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>41</b>	<b>22</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>
<b>Percent</b>	<b>0.0%</b>	<b>55.4%</b>	<b>29.7%</b>	<b>0.0%</b>	<b>9.5%</b>	<b>2.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.4%</b>	<b>1.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

**Location:** FUNK RD E/O MCQUEEN RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 02

**Total Study Average  
 Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	5	5	0	0	0	0	0	0	0	0	0	0	10
9:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
10:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
11:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3:00 PM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
4:00 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
5:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>35</b>	<b>21</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>
<b>Percent</b>	<b>0.0%</b>	<b>53.0%</b>	<b>31.8%</b>	<b>0.0%</b>	<b>12.1%</b>	<b>1.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

**Location:** FUNK RD E/O MCQUEEN RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 02

**3-Day (Tuesday - Thursday) Average Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	1	1	0	2	1	0	0	0	0	0	0	0	5
8:00 AM	0	1	4	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	5	3	0	1	0	0	0	1	0	0	0	0	10
3:00 PM	0	2	3	0	0	0	0	0	0	1	0	0	0	6
4:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
6:00 PM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
7:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
8:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
9:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>41</b>	<b>22</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>
<b>Percent</b>	<b>0.0%</b>	<b>55.4%</b>	<b>29.7%</b>	<b>0.0%</b>	<b>9.5%</b>	<b>2.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.4%</b>	<b>1.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>





**Location:** FUNK RD E/O MCQUEEN RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 02

**3-Day (Tuesday - Thursday) Average  
 Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	5	5	0	0	0	0	0	0	0	0	0	0	10
9:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
10:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
11:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
12:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3:00 PM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
4:00 PM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
5:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>35</b>	<b>21</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>
<b>Percent</b>	<b>0.0%</b>	<b>53.0%</b>	<b>31.8%</b>	<b>0.0%</b>	<b>12.1%</b>	<b>1.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

## Vehicle Classification Report Summary

**Location:** CURRIER RD S/O FUNK RD  
**Count Direction:** Northbound / Southbound  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 03

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
<b>Study Total</b>														
<b>Northbound</b>	0	4	2	0	1	0	0	0	0	0	0	0	0	7
<b>Percent</b>	0.0%	57.1%	28.6%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
<b>Southbound</b>	0	3	5	0	1	0	0	0	0	0	0	0	0	9
<b>Percent</b>	0.0%	33.3%	55.6%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
<b>Total</b>	0	7	7	0	2	0	0	0	0	0	0	0	0	16
<b>Percent</b>	0.0%	43.8%	43.8%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

### FHWA Vehicle Classification

Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	



**Location:** CURRIER RD S/O FUNK RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 03

**Thursday, November 1, 2018**  
**Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Percent</b>	<b>0.0%</b>	<b>57.1%</b>	<b>28.6%</b>	<b>0.0%</b>	<b>14.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>



**Location:** CURRIER RD S/O FUNK RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 03

**Thursday, November 1, 2018**  
**Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	1	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
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>Percent</b>	<b>0.0%</b>	<b>33.3%</b>	<b>55.6%</b>	<b>0.0%</b>	<b>11.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

**Location:** CURRIER RD S/O FUNK RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 03

**Total Study Average Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Percent</b>	<b>0.0%</b>	<b>57.1%</b>	<b>28.6%</b>	<b>0.0%</b>	<b>14.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.

**Location:** CURRIER RD S/O FUNK RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 03

**Total Study Average Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	1	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
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>Percent</b>	<b>0.0%</b>	<b>33.3%</b>	<b>55.6%</b>	<b>0.0%</b>	<b>11.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Note: Average only considered on days with 24-hours of data.



**Location:** CURRIER RD S/O FUNK RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 03

**3-Day (Tuesday - Thursday) Average  
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	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
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Percent</b>	<b>0.0%</b>	<b>57.1%</b>	<b>28.6%</b>	<b>0.0%</b>	<b>14.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

**Location:** CURRIER RD S/O FUNK RD  
**Date Range:** 11/1/2018 to 11/1/2018  
**Site Code:** 03

**3-Day (Tuesday - Thursday) Average Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	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
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	1	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
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>Percent</b>	<b>0.0%</b>	<b>33.3%</b>	<b>55.6%</b>	<b>0.0%</b>	<b>11.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

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## **Appendix C**

### VISTRO Analysis Results

**Intersection Level Of Service Report**  
**Intersection 1: US 24/N. Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.052

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			US 24			US 24		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			US 24			US 24		
Base Volume Input [veh/h]	28	5	6	3	12	22	18	128	16	13	118	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	29.00	29.00	29.00	29.00	29.00	29.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	5	6	3	12	22	18	128	16	13	118	4
Peak Hour Factor	0.7500	0.7500	0.7500	0.5800	0.5800	0.5800	0.9200	0.9200	0.9200	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	2	2	1	5	9	5	35	4	4	34	1
Total Analysis Volume [veh/h]	37	7	8	5	21	38	20	139	17	15	136	5
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.01	0.01	0.01	0.02	0.03	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	12.21	12.14	9.74	11.81	12.10	9.52	7.78	0.00	0.00	7.82	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.22	0.22	0.17	0.17	0.17	0.04	0.04	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	5.53	5.53	5.53	4.27	4.27	4.27	1.04	1.04	0.00	0.76	0.76	0.76
d_A, Approach Delay [s/veh]	11.82			10.54			0.86			0.75		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.93											
Intersection LOS	B											

**Intersection Level Of Service Report  
Intersection 2: N. Calhan Hwy/Funk Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.006

**Intersection Setup**

Name	North Calhan Highway		North Calhan Highway		Funk Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↑		↑		↑	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	North Calhan Highway		North Calhan Highway		Funk Road	
Base Volume Input [veh/h]	44	1	4	20	5	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	1	4	20	5	9
Peak Hour Factor	0.5600	0.5600	0.8600	0.8600	0.5800	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	1	6	2	4
Total Analysis Volume [veh/h]	79	2	5	23	9	16
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.62	0.00	9.06	8.69
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.22	0.22	1.12	1.12
d_A, Approach Delay [s/veh]	0.00		1.27		8.82	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.86					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 3: N. Calhan Hwy/Washington Rd**

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.009

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			Washington Road			Washington Road		
Base Volume Input [veh/h]	1	46	1	4	28	0	0	0	0	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	46	1	4	28	0	0	0	0	0	0	9
Peak Hour Factor	0.4800	0.4800	0.4800	0.6700	0.6700	0.6700	0.8500	0.8500	0.8500	0.3800	0.3800	0.3800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	24	1	1	10	0	0	0	0	0	0	6
Total Analysis Volume [veh/h]	2	96	2	6	42	0	0	0	0	0	0	24
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.57	0.00	0.00	7.62	0.00	0.00	9.25	9.67	8.60	9.22	9.70	8.72
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.05	0.22	0.22	0.22	0.00	0.00	0.00	0.70	0.70	0.70
d_A, Approach Delay [s/veh]	0.16			0.95			9.17			8.72		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.31											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 4: N. Calhan Hwy/Judge Orr Rd**

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.011

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			Judge Orr Road			Judge Orr Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			Judge Orr Road			Judge Orr Road		
Base Volume Input [veh/h]	6	8	1	7	3	15	13	10	3	0	43	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	24.00	24.00	24.00	24.00	24.00	24.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	8	1	7	3	15	13	10	3	0	43	25
Peak Hour Factor	0.5400	0.5400	0.5400	0.8900	0.8900	0.8900	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	0	2	1	4	4	3	1	0	13	8
Total Analysis Volume [veh/h]	11	15	2	8	3	17	16	12	4	0	53	31
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.01	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.67	10.09	8.76	9.62	10.04	9.00	7.59	0.00	0.00	7.44	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.09	0.09	0.09	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.51	1.51	1.51	2.24	2.24	2.24	0.70	0.70	0.70	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.83			9.30			3.79			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.57											
Intersection LOS	B											

**Intersection Level Of Service Report**  
**Intersection 5: Judge Orr Rd/Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.017

**Intersection Setup**

Name	Calhan Hwy		Judge Orr Road		Judge Orr Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Calhan Hwy		Judge Orr Road		Judge Orr Road	
Base Volume Input [veh/h]	15	2	11	7	7	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	29.00	29.00	24.00	24.00	24.00	24.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	2	11	7	7	49
Peak Hour Factor	0.6100	0.6100	0.6400	0.6400	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	4	3	2	16
Total Analysis Volume [veh/h]	25	3	17	11	9	63
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.27	8.71	0.00	0.00	7.47	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	1.49	1.49	0.00	0.00	0.36	0.36
d_A, Approach Delay [s/veh]	9.21		0.00		0.93	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.29					
Intersection LOS	A					



**Intersection Level Of Service Report  
Intersection 6: SH 94/Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.001

**Intersection Setup**

Name	South Calhan Highway			Calhan Hwy			SH 94			SH 94		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	South Calhan Highway			Calhan Hwy			SH 94			SH 94		
Base Volume Input [veh/h]	15	2	2	6	1	29	4	49	1	1	87	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	29.00	29.00	29.00	29.00	29.00	29.00	7.00	7.00	7.00	7.00	7.00	7.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	2	2	6	1	29	4	49	1	1	87	5
Peak Hour Factor	0.4300	0.4300	0.4300	1.0000	1.0000	1.0000	0.8400	0.8400	0.8400	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	1	1	2	0	7	1	15	0	0	28	2
Total Analysis Volume [veh/h]	35	5	5	6	1	29	5	58	1	1	112	6
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.15	10.34	8.93	9.96	10.38	9.19	7.45	0.00	0.00	7.36	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.13	0.13	0.13	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.00	2.00	2.00	3.26	3.26	3.26	0.20	0.20	0.20	0.05	0.05	0.05
d_A, Approach Delay [s/veh]	10.04			9.35			0.55			0.08		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	2.79											
Intersection LOS	B											

**Intersection Level Of Service Report  
Intersection 7: Funk Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.002

**Intersection Setup**

Name	McQueen Road		Funk Road		Funk Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Funk Road		Funk Road	
Base Volume Input [veh/h]	2	0	2	0	0	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	2	0	0	15
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.6300	0.6300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	0	0	6
Total Analysis Volume [veh/h]	4	0	4	0	0	24
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.20	8.91	0.00	0.00	7.34	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.18	0.18	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.20		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.97					
Intersection LOS	A					

**Intersection Level Of Service Report  
Intersection 8: Funk Rd/Currier Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	Currier Road			Currier Road			Funk Road			Funk Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Funk Road			Funk Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	5	0	0	12	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	15.00	15.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	5	0	0	12	0
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.3100	0.3100	0.3100	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	4	0	0	4	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	16	0	0	16	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.71	9.21	8.44	8.71	9.21	8.47	7.36	0.00	0.00	7.35	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.79			8.80			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 9: Washington Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	McQueen Road		Washington Road		Washington Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↔		↕		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Washington Road		Washington Road	
Base Volume Input [veh/h]	0	0	0	4	6	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	4	6	0
Peak Hour Factor	0.8500	0.8500	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	3	0
Total Analysis Volume [veh/h]	0	0	0	8	12	0
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.15	8.93	7.38	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.04		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 10: Washington Rd/Currier Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	3	1	0	3	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	3	1	0	3	1
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.5000	0.5000	0.5000	0.3300	0.3300	0.3300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	2	1	0	2	1
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	6	2	0	9	3
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.66	9.16	8.43	8.66	9.16	8.43	7.38	0.00	0.00	7.38	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.75			8.75			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											

**Intersection Level Of Service Report  
Intersection 1: US 24/N. Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.021

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			US 24			US 24		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			US 24			US 24		
Base Volume Input [veh/h]	35	11	10	5	14	9	13	141	29	7	146	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	29.00	29.00	29.00	29.00	29.00	29.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	11	10	5	14	9	13	141	29	7	146	4
Peak Hour Factor	0.7400	0.7400	0.7400	0.6400	0.6400	0.6400	0.8000	0.8000	0.8000	0.7300	0.7300	0.7300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	4	3	2	5	4	4	44	9	2	50	1
Total Analysis Volume [veh/h]	47	15	14	8	22	14	16	176	36	10	200	5
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.02	0.01	0.01	0.03	0.01	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	12.45	12.48	10.04	12.19	12.34	9.69	7.84	0.00	0.00	7.87	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.33	0.33	0.33	0.15	0.15	0.15	0.03	0.03	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	8.18	8.18	8.18	3.77	3.77	3.77	0.77	0.77	0.00	0.42	0.42	0.42
d_A, Approach Delay [s/veh]	12.02			11.46			0.56			0.35		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.72											
Intersection LOS	B											

**Intersection Level Of Service Report  
Intersection 2: N. Calhan Hwy/Funk Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.005

**Intersection Setup**

Name	North Calhan Highway		North Calhan Highway		Funk Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↑		↑		↑	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	North Calhan Highway		North Calhan Highway		Funk Road	
Base Volume Input [veh/h]	17	4	7	54	4	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	4	7	54	4	4
Peak Hour Factor	0.7500	0.7500	0.7300	0.7300	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	2	18	2	2
Total Analysis Volume [veh/h]	23	5	10	74	8	8
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.57	0.00	9.12	8.54
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.37	0.37	0.64	0.64
d_A, Approach Delay [s/veh]	0.00		0.87		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.37					
Intersection LOS	A					



**Intersection Level Of Service Report**  
**Intersection 3: N. Calhan Hwy/Washington Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.001

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			Washington Road			Washington Road		
Base Volume Input [veh/h]	1	26	2	8	33	0	0	0	0	1	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	26	2	8	33	0	0	0	0	1	0	2
Peak Hour Factor	0.8100	0.8100	0.8100	0.7300	0.7300	0.7300	0.8500	0.8500	0.8500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	1	3	11	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	1	32	2	11	45	0	0	0	0	1	0	3
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.58	0.00	0.00	7.58	0.00	0.00	9.17	9.65	8.62	9.17	9.65	8.61
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.02	0.02	0.02	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.05	0.43	0.43	0.43	0.00	0.00	0.00	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	0.26			1.48			9.15			8.79		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.30											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 4: N. Calhan Hwy/Judge Orr Rd**

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.004

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			Judge Orr Road			Judge Orr Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			Judge Orr Road			Judge Orr Road		
Base Volume Input [veh/h]	4	1	0	16	3	13	15	37	4	0	24	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	24.00	24.00	24.00	24.00	24.00	24.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	0	16	3	13	15	37	4	0	24	15
Peak Hour Factor	0.4200	0.4200	0.4200	0.7300	0.7300	0.7300	0.6100	0.6100	0.6100	0.7000	0.7000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	5	1	4	6	15	2	0	9	5
Total Analysis Volume [veh/h]	10	2	0	22	4	18	25	61	7	0	34	21
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.02	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.64	10.04	8.83	9.65	10.14	8.92	7.53	0.00	0.00	7.50	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.12	0.12	0.12	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.49	0.49	0.49	2.94	2.94	2.94	0.79	0.79	0.79	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.72			9.40			2.02			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.50											
Intersection LOS	B											

**Intersection Level Of Service Report**  
**Intersection 5: Judge Orr Rd/Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.013

**Intersection Setup**

Name	Calhan Hwy		Judge Orr Road		Judge Orr Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Calhan Hwy		Judge Orr Road		Judge Orr Road	
Base Volume Input [veh/h]	11	5	35	20	1	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	29.00	29.00	24.00	24.00	24.00	24.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	5	35	20	1	27
Peak Hour Factor	0.6700	0.6700	0.6300	0.6300	0.7000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	14	8	0	10
Total Analysis Volume [veh/h]	16	7	56	32	1	39
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.23	8.85	0.00	0.00	7.54	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.37	1.37	0.00	0.00	0.05	0.05
d_A, Approach Delay [s/veh]	9.11		0.00		0.27	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.55					
Intersection LOS	A					

**Intersection Level Of Service Report  
Intersection 6: SH 94/Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.003

**Intersection Setup**

Name	South Calhan Highway			Calhan Hwy			SH 94			SH 94		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	South Calhan Highway			Calhan Hwy			SH 94			SH 94		
Base Volume Input [veh/h]	4	0	1	5	2	10	15	97	15	2	76	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	29.00	29.00	29.00	29.00	29.00	29.00	7.00	7.00	7.00	7.00	7.00	7.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	1	5	2	10	15	97	15	2	76	6
Peak Hour Factor	0.4200	0.4200	0.4200	0.7100	0.7100	0.7100	0.8600	0.8600	0.8600	0.7000	0.7000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	2	1	4	4	28	4	1	27	2
Total Analysis Volume [veh/h]	10	0	2	7	3	14	17	113	17	3	109	9
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.47	10.79	9.12	10.42	10.89	9.05	7.45	0.00	0.00	7.49	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.07	0.07	0.07	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.54	0.54	0.54	1.65	1.65	1.65	0.77	0.77	0.77	0.10	0.10	0.10
d_A, Approach Delay [s/veh]	10.20			9.67			0.88			0.18		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	1.47											
Intersection LOS	B											

**Intersection Level Of Service Report  
Intersection 7: Funk Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	McQueen Road		Funk Road		Funk Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Funk Road		Funk Road	
Base Volume Input [veh/h]	0	0	8	1	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	8	1	0	9
Peak Hour Factor	0.8500	0.8500	0.5600	0.5600	0.5600	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	4	0	0	4
Total Analysis Volume [veh/h]	0	0	14	2	0	16
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.20	8.94	0.00	0.00	7.35	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.07		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

**Intersection Level Of Service Report  
Intersection 8: Funk Rd/Currier Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	Currier Road			Currier Road			Funk Road			Funk Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Funk Road			Funk Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	8	0	0	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	15.00	15.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	8	0	0	4	0
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.6700	0.6700	0.6700	0.3300	0.3300	0.3300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	3	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	12	0	0	12	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.68	9.18	8.45	8.68	9.18	8.43	7.34	0.00	0.00	7.35	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.77			8.77			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 9: Washington Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.001

**Intersection Setup**

Name	McQueen Road		Washington Road		Washington Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↔		↕		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Washington Road		Washington Road	
Base Volume Input [veh/h]	0	1	0	8	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	0	8	4	0
Peak Hour Factor	0.2500	0.2500	0.6700	0.6700	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	3	2	0
Total Analysis Volume [veh/h]	0	4	0	12	8	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.17	8.92	7.38	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.92		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.69					
Intersection LOS	A					



**Intersection Level Of Service Report**  
**Intersection 10: Washington Rd/Currier Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	8	2	0	5	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	8	2	0	5	0
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.6300	0.6300	0.6300	0.6300	0.6300	0.6300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	3	1	0	2	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	13	3	0	8	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.69	9.19	8.46	8.69	9.20	8.44	7.38	0.00	0.00	7.39	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.78			8.78			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 1: US 24/N. Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.053

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			US 24			US 24		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			US 24			US 24		
Base Volume Input [veh/h]	28	5	6	3	12	22	18	128	16	13	118	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	29.00	29.00	29.00	29.00	29.00	29.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	5	6	3	12	22	18	129	16	13	119	4
Peak Hour Factor	0.7500	0.7500	0.7500	0.5800	0.5800	0.5800	0.9200	0.9200	0.9200	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	2	2	1	5	9	5	35	4	4	34	1
Total Analysis Volume [veh/h]	37	7	8	5	21	38	20	140	17	15	137	5
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.01	0.01	0.01	0.02	0.03	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	12.23	12.16	9.75	11.83	12.12	9.53	7.78	0.00	0.00	7.82	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.22	0.22	0.17	0.17	0.17	0.04	0.04	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	5.55	5.55	5.55	4.28	4.28	4.28	1.04	1.04	0.00	0.76	0.76	0.76
d_A, Approach Delay [s/veh]	11.84			10.56			0.86			0.75		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.92											
Intersection LOS	B											

**Intersection Level Of Service Report  
Intersection 2: N. Calhan Hwy/Funk Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.006

**Intersection Setup**

Name	North Calhan Highway		North Calhan Highway		Funk Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↑		↑		↑	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	North Calhan Highway		North Calhan Highway		Funk Road	
Base Volume Input [veh/h]	44	1	4	20	5	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	1	4	20	5	9
Peak Hour Factor	0.5600	0.5600	0.8600	0.8600	0.5800	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	0	1	6	2	4
Total Analysis Volume [veh/h]	79	2	5	23	9	16
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.62	0.00	9.06	8.69
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.22	0.22	1.12	1.12
d_A, Approach Delay [s/veh]	0.00		1.27		8.82	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.86					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 3: N. Calhan Hwy/Washington Rd**

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.009

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			Washington Road			Washington Road		
Base Volume Input [veh/h]	1	46	1	4	28	0	0	0	0	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	46	1	4	28	0	0	0	0	0	0	9
Peak Hour Factor	0.4800	0.4800	0.4800	0.6700	0.6700	0.6700	0.8500	0.8500	0.8500	0.3800	0.3800	0.3800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	24	1	1	10	0	0	0	0	0	0	6
Total Analysis Volume [veh/h]	2	96	2	6	42	0	0	0	0	0	0	24
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.57	0.00	0.00	7.62	0.00	0.00	9.25	9.67	8.60	9.22	9.70	8.72
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.05	0.22	0.22	0.22	0.00	0.00	0.00	0.70	0.70	0.70
d_A, Approach Delay [s/veh]	0.16			0.95			9.17			8.72		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.31											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 4: N. Calhan Hwy/Judge Orr Rd**

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.011

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			Judge Orr Road			Judge Orr Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			Judge Orr Road			Judge Orr Road		
Base Volume Input [veh/h]	6	8	1	7	3	15	13	10	3	0	43	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	24.00	24.00	24.00	24.00	24.00	24.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	8	1	7	3	15	13	10	3	0	43	25
Peak Hour Factor	0.5400	0.5400	0.5400	0.8900	0.8900	0.8900	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	0	2	1	4	4	3	1	0	13	8
Total Analysis Volume [veh/h]	11	15	2	8	3	17	16	12	4	0	53	31
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.01	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.67	10.09	8.76	9.62	10.04	9.00	7.59	0.00	0.00	7.44	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.09	0.09	0.09	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.51	1.51	1.51	2.24	2.24	2.24	0.70	0.70	0.70	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.83			9.30			3.79			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.57											
Intersection LOS	B											

**Intersection Level Of Service Report**  
**Intersection 5: Judge Orr Rd/Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.017

**Intersection Setup**

Name	Calhan Hwy		Judge Orr Road		Judge Orr Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Calhan Hwy		Judge Orr Road		Judge Orr Road	
Base Volume Input [veh/h]	15	2	11	7	7	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	29.00	29.00	24.00	24.00	24.00	24.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	2	11	7	7	49
Peak Hour Factor	0.6100	0.6100	0.6400	0.6400	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	4	3	2	16
Total Analysis Volume [veh/h]	25	3	17	11	9	63
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.27	8.71	0.00	0.00	7.47	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	1.49	1.49	0.00	0.00	0.36	0.36
d_A, Approach Delay [s/veh]	9.21		0.00		0.93	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.29					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 6: SH 94/Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.001

**Intersection Setup**

Name	South Calhan Highway			Calhan Hwy			SH 94			SH 94		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	South Calhan Highway			Calhan Hwy			SH 94			SH 94		
Base Volume Input [veh/h]	15	2	2	6	1	29	4	49	1	1	87	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	29.00	29.00	29.00	29.00	29.00	29.00	7.00	7.00	7.00	7.00	7.00	7.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	2	2	6	1	29	4	49	1	1	88	5
Peak Hour Factor	0.4300	0.4300	0.4300	1.0000	1.0000	1.0000	0.8400	0.8400	0.8400	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	1	1	2	0	7	1	15	0	0	28	2
Total Analysis Volume [veh/h]	35	5	5	6	1	29	5	58	1	1	113	6
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.16	10.35	8.93	9.97	10.38	9.19	7.45	0.00	0.00	7.36	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.13	0.13	0.13	0.01	0.01	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.00	2.00	2.00	3.26	3.26	3.26	0.20	0.20	0.20	0.05	0.05	0.05
d_A, Approach Delay [s/veh]	10.05			9.35			0.55			0.08		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	2.78											
Intersection LOS	B											

**Intersection Level Of Service Report  
Intersection 7: Funk Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.002

**Intersection Setup**

Name	McQueen Road		Funk Road		Funk Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Funk Road		Funk Road	
Base Volume Input [veh/h]	2	0	2	0	0	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	2	0	0	15
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.6300	0.6300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	0	0	6
Total Analysis Volume [veh/h]	4	0	4	0	0	24
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.20	8.91	0.00	0.00	7.34	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.18	0.18	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.20		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.97					
Intersection LOS	A					

**Intersection Level Of Service Report  
Intersection 8: Funk Rd/Currier Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	Currier Road			Currier Road			Funk Road			Funk Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Funk Road			Funk Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	5	0	0	12	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	15.00	15.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	5	0	0	12	0
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.3100	0.3100	0.3100	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	4	0	0	4	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	16	0	0	16	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.71	9.21	8.44	8.71	9.21	8.47	7.36	0.00	0.00	7.35	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.79			8.80			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 9: Washington Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	McQueen Road		Washington Road		Washington Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↔		↕		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Washington Road		Washington Road	
Base Volume Input [veh/h]	0	0	0	4	6	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	4	6	0
Peak Hour Factor	0.8500	0.8500	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	3	0
Total Analysis Volume [veh/h]	0	0	0	8	12	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.15	8.93	7.38	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.04		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 10: Washington Rd/Currier Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	3	1	0	3	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	3	1	0	3	1
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.5000	0.5000	0.5000	0.3300	0.3300	0.3300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	2	1	0	2	1
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	6	2	0	9	3
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.66	9.16	8.43	8.66	9.16	8.43	7.38	0.00	0.00	7.38	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.75			8.75			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											

**Intersection Level Of Service Report  
Intersection 1: US 24/N. Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.021

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			US 24			US 24		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			US 24			US 24		
Base Volume Input [veh/h]	35	11	10	5	14	9	13	141	29	7	146	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	29.00	29.00	29.00	29.00	29.00	29.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	11	10	5	14	9	13	142	29	7	147	4
Peak Hour Factor	0.7400	0.7400	0.7400	0.6400	0.6400	0.6400	0.8000	0.8000	0.8000	0.7300	0.7300	0.7300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	4	3	2	5	4	4	44	9	2	50	1
Total Analysis Volume [veh/h]	47	15	14	8	22	14	16	178	36	10	201	5
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.07	0.02	0.01	0.01	0.03	0.01	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	12.48	12.50	10.05	12.21	12.37	9.70	7.84	0.00	0.00	7.88	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.33	0.33	0.33	0.15	0.15	0.15	0.03	0.03	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	8.21	8.21	8.21	3.78	3.78	3.78	0.77	0.77	0.00	0.42	0.42	0.42
d_A, Approach Delay [s/veh]	12.05			11.48			0.55			0.35		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.71											
Intersection LOS	B											

**Intersection Level Of Service Report  
Intersection 2: N. Calhan Hwy/Funk Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.005

**Intersection Setup**

Name	North Calhan Highway		North Calhan Highway		Funk Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↑		↑		↑	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	North Calhan Highway		North Calhan Highway		Funk Road	
Base Volume Input [veh/h]	17	4	7	54	4	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	4	7	54	4	4
Peak Hour Factor	0.7500	0.7500	0.7300	0.7300	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	2	18	2	2
Total Analysis Volume [veh/h]	23	5	10	74	8	8
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.57	0.00	9.12	8.54
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.37	0.37	0.64	0.64
d_A, Approach Delay [s/veh]	0.00		0.87		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.37					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 3: N. Calhan Hwy/Washington Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.001

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			Washington Road			Washington Road		
Base Volume Input [veh/h]	1	26	2	8	33	0	0	0	0	1	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	26	2	8	33	0	0	0	0	1	0	2
Peak Hour Factor	0.8100	0.8100	0.8100	0.7300	0.7300	0.7300	0.8500	0.8500	0.8500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	1	3	11	0	0	0	0	0	0	1
Total Analysis Volume [veh/h]	1	32	2	11	45	0	0	0	0	1	0	3
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.58	0.00	0.00	7.58	0.00	0.00	9.17	9.65	8.62	9.17	9.65	8.61
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.02	0.02	0.02	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.05	0.43	0.43	0.43	0.00	0.00	0.00	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	0.26			1.48			9.15			8.79		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.30											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 4: N. Calhan Hwy/Judge Orr Rd**

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.004

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			Judge Orr Road			Judge Orr Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			Judge Orr Road			Judge Orr Road		
Base Volume Input [veh/h]	4	1	0	16	3	13	15	37	4	0	24	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	24.00	24.00	24.00	24.00	24.00	24.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	0	16	3	13	15	37	4	0	24	15
Peak Hour Factor	0.4200	0.4200	0.4200	0.7300	0.7300	0.7300	0.6100	0.6100	0.6100	0.7000	0.7000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	5	1	4	6	15	2	0	9	5
Total Analysis Volume [veh/h]	10	2	0	22	4	18	25	61	7	0	34	21
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.02	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.64	10.04	8.83	9.65	10.14	8.92	7.53	0.00	0.00	7.50	0.00	0.00
Movement LOS	A	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.12	0.12	0.12	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.49	0.49	0.49	2.94	2.94	2.94	0.79	0.79	0.79	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.72			9.40			2.02			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.50											
Intersection LOS	B											

**Intersection Level Of Service Report**  
**Intersection 5: Judge Orr Rd/Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.013

**Intersection Setup**

Name	Calhan Hwy		Judge Orr Road		Judge Orr Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Calhan Hwy		Judge Orr Road		Judge Orr Road	
Base Volume Input [veh/h]	11	5	35	20	1	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	29.00	29.00	24.00	24.00	24.00	24.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	5	35	20	1	27
Peak Hour Factor	0.6700	0.6700	0.6300	0.6300	0.7000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	14	8	0	10
Total Analysis Volume [veh/h]	16	7	56	32	1	39
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.23	8.85	0.00	0.00	7.54	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.37	1.37	0.00	0.00	0.05	0.05
d_A, Approach Delay [s/veh]	9.11		0.00		0.27	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.55					
Intersection LOS	A					

**Intersection Level Of Service Report  
Intersection 6: SH 94/Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.003

**Intersection Setup**

Name	South Calhan Highway			Calhan Hwy			SH 94			SH 94		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	South Calhan Highway			Calhan Hwy			SH 94			SH 94		
Base Volume Input [veh/h]	4	0	1	5	2	10	15	97	15	2	76	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	29.00	29.00	29.00	29.00	29.00	29.00	7.00	7.00	7.00	7.00	7.00	7.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	1	5	2	10	15	98	15	2	77	6
Peak Hour Factor	0.4200	0.4200	0.4200	0.7100	0.7100	0.7100	0.8600	0.8600	0.8600	0.7000	0.7000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	2	1	4	4	28	4	1	28	2
Total Analysis Volume [veh/h]	10	0	2	7	3	14	17	114	17	3	110	9
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.48	10.81	9.13	10.44	10.91	9.06	7.45	0.00	0.00	7.49	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.07	0.07	0.07	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.54	0.54	0.54	1.66	1.66	1.66	0.77	0.77	0.77	0.10	0.10	0.10
d_A, Approach Delay [s/veh]	10.21			9.68			0.87			0.18		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	1.46											
Intersection LOS	B											

**Intersection Level Of Service Report**  
**Intersection 7: Funk Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	McQueen Road		Funk Road		Funk Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Funk Road		Funk Road	
Base Volume Input [veh/h]	0	0	8	1	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	8	1	0	9
Peak Hour Factor	0.8500	0.8500	0.5600	0.5600	0.5600	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	4	0	0	4
Total Analysis Volume [veh/h]	0	0	14	2	0	16
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.20	8.94	0.00	0.00	7.35	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.07		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

**Intersection Level Of Service Report  
Intersection 8: Funk Rd/Currier Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	Currier Road			Currier Road			Funk Road			Funk Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Funk Road			Funk Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	8	0	0	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	15.00	15.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	8	0	0	4	0
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.6700	0.6700	0.6700	0.3300	0.3300	0.3300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	3	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	12	0	0	12	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.68	9.18	8.45	8.68	9.18	8.43	7.34	0.00	0.00	7.35	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.77			8.77			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 9: Washington Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.001

**Intersection Setup**

Name	McQueen Road		Washington Road		Washington Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↔		↕		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Washington Road		Washington Road	
Base Volume Input [veh/h]	0	1	0	8	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	0	8	4	0
Peak Hour Factor	0.2500	0.2500	0.6700	0.6700	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	3	2	0
Total Analysis Volume [veh/h]	0	4	0	12	8	0
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.17	8.92	7.38	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.92		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.69					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 10: Washington Rd/Currier Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	8	2	0	5	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	8	2	0	5	0
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.6300	0.6300	0.6300	0.6300	0.6300	0.6300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	3	1	0	2	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	13	3	0	8	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.69	9.19	8.46	8.69	9.20	8.44	7.38	0.00	0.00	7.39	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.78			8.78			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 1: US 24/N. Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.025

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			US 24			US 24		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			US 24			US 24		
Base Volume Input [veh/h]	28	5	6	3	12	22	18	128	16	13	118	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	29.00	29.00	29.00	29.00	29.00	29.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	68	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	5	6	3	12	22	18	129	84	13	119	4
Peak Hour Factor	0.7500	0.7500	0.7500	0.5800	0.5800	0.5800	0.9200	0.9200	0.9200	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	2	2	1	5	9	5	35	23	4	34	1
Total Analysis Volume [veh/h]	37	7	8	5	21	38	20	140	91	15	137	5
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.05	0.01	0.01	0.01	0.02	0.03	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	12.25	12.17	9.75	12.22	12.80	9.56	7.78	0.00	0.00	8.00	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.22	0.22	0.18	0.18	0.18	0.04	0.04	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	5.56	5.56	5.56	4.49	4.49	4.49	1.04	1.04	0.00	0.81	0.81	0.81
d_A, Approach Delay [s/veh]	11.85			10.83			0.61			0.76		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.50											
Intersection LOS	B											

**Intersection Level Of Service Report  
Intersection 2: N. Calhan Hwy/Funk Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.006

**Intersection Setup**

Name	North Calhan Highway		North Calhan Highway		Funk Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑   ↑		↓   ↓		←   →	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	North Calhan Highway		North Calhan Highway		Funk Road	
Base Volume Input [veh/h]	44	1	4	20	5	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	68	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	5	4	88	5	9
Peak Hour Factor	0.5600	0.5600	0.8600	0.8600	0.5800	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	2	1	26	2	4
Total Analysis Volume [veh/h]	79	9	5	102	9	16
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.62	0.00	9.45	8.70
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.05	0.05
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.22	0.22	1.16	1.16
d_A, Approach Delay [s/veh]	0.00		0.33		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.01					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 3: N. Calhan Hwy/Washington Rd**

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.010

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			⊕			⊕		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			Washington Road			Washington Road		
Base Volume Input [veh/h]	1	46	1	4	28	0	0	0	0	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	83	68	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	50	84	72	28	0	0	0	0	0	0	9
Peak Hour Factor	0.4800	0.4800	0.4800	0.6700	0.6700	0.6700	0.8500	0.8500	0.8500	0.3800	0.3800	0.3800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	26	44	27	10	0	0	0	0	0	0	6
Total Analysis Volume [veh/h]	2	104	175	107	42	0	0	0	0	0	0	24
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.57	0.00	0.00	7.99	0.00	0.00	10.86	11.60	8.60	10.80	11.29	8.95
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.05	4.49	4.49	4.49	0.00	0.00	0.00	0.74	0.74	0.74
d_A, Approach Delay [s/veh]	0.06			5.75			10.35			8.95		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	2.72											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 4: N. Calhan Hwy/Judge Orr Rd**

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.013

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			Judge Orr Road			Judge Orr Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			Judge Orr Road			Judge Orr Road		
Base Volume Input [veh/h]	6	8	1	7	3	15	13	10	3	0	43	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	24.00	24.00	24.00	24.00	24.00	24.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	15	0	0	0	0	72
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	8	1	7	3	15	28	10	3	0	43	97
Peak Hour Factor	0.5400	0.5400	0.5400	0.8900	0.8900	0.8900	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	0	2	1	4	9	3	1	0	13	30
Total Analysis Volume [veh/h]	11	15	2	8	3	17	35	12	4	0	53	120
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.01	0.00	0.02	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.24	10.90	8.78	10.18	10.58	9.21	7.79	0.00	0.00	7.44	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.07	0.10	0.10	0.10	0.07	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.72	1.72	1.72	2.42	2.42	2.42	1.63	1.63	1.63	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.50			9.65			5.32			0.00		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	2.79											
Intersection LOS	B											

**Intersection Level Of Service Report**  
**Intersection 5: Judge Orr Rd/Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.101

**Intersection Setup**

Name	Calhan Hwy		Judge Orr Road		Judge Orr Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Calhan Hwy		Judge Orr Road		Judge Orr Road	
Base Volume Input [veh/h]	15	2	11	7	7	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	29.00	29.00	24.00	24.00	24.00	24.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	72	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	2	11	7	7	49
Peak Hour Factor	0.6100	0.6100	0.6400	0.6400	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	1	4	3	2	16
Total Analysis Volume [veh/h]	143	3	17	11	9	63
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.67	9.11	0.00	0.00	7.47	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	8.64	8.64	0.00	0.00	0.36	0.36
d_A, Approach Delay [s/veh]	9.66		0.00		0.93	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.60					
Intersection LOS	A					

**Intersection Level Of Service Report  
Intersection 6: SH 94/Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.004

**Intersection Setup**

Name	South Calhan Highway			Calhan Hwy			SH 94			SH 94		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	South Calhan Highway			Calhan Hwy			SH 94			SH 94		
Base Volume Input [veh/h]	15	2	2	6	1	29	4	49	1	1	87	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	29.00	29.00	29.00	29.00	29.00	29.00	7.00	7.00	7.00	7.00	7.00	7.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	72	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	2	2	6	1	29	76	49	1	1	88	5
Peak Hour Factor	0.4300	0.4300	0.4300	1.0000	1.0000	1.0000	0.8400	0.8400	0.8400	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	1	1	2	0	7	23	15	0	0	28	2
Total Analysis Volume [veh/h]	35	5	5	6	1	29	90	58	1	1	113	6
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.01	0.00	0.03	0.05	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.76	11.86	9.01	11.43	11.83	9.22	7.58	0.00	0.00	7.36	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.14	0.14	0.14	0.16	0.16	0.16	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.56	2.56	2.56	3.49	3.49	3.49	4.09	4.09	4.09	0.05	0.05	0.05
d_A, Approach Delay [s/veh]	11.48			9.66			4.57			0.08		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	4.18											
Intersection LOS	B											

**Intersection Level Of Service Report**  
**Intersection 7: Funk Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.002

**Intersection Setup**

Name	McQueen Road		Funk Road		Funk Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Funk Road		Funk Road	
Base Volume Input [veh/h]	2	0	2	0	0	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	6	0	4	15
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.6300	0.6300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	0	2	6
Total Analysis Volume [veh/h]	4	0	12	0	6	24
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.28	8.94	0.00	0.00	7.35	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.18	0.18	0.00	0.00	0.20	0.20
d_A, Approach Delay [s/veh]	9.28		0.00		1.55	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.78					
Intersection LOS	A					

**Intersection Level Of Service Report  
Intersection 8: Funk Rd/Currier Rd**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 1 hour

Delay (sec / veh): 0.0  
 Level Of Service: A  
 Volume to Capacity (v/c): 0.000

**Intersection Setup**

Name	Currier Road			Currier Road			Funk Road			Funk Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Funk Road			Funk Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	5	0	0	12	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	15.00	15.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	5	0	0	12	0
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.3100	0.3100	0.3100	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	4	0	0	4	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	16	0	0	16	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.71	9.21	8.44	8.71	9.21	8.47	7.36	0.00	0.00	7.35	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.79			8.80			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 9: Washington Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.006

**Intersection Setup**

Name	McQueen Road		Washington Road		Washington Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↔		↕		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Washington Road		Washington Road	
Base Volume Input [veh/h]	0	0	0	4	6	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	151	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	0	155	6	0
Peak Hour Factor	0.8500	0.8500	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	78	3	0
Total Analysis Volume [veh/h]	5	0	0	310	12	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.16	8.96	7.38	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.43	0.43	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.16		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.25					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 10: Washington Rd/Currier Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	3	1	0	3	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	3	1	0	3	1
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.5000	0.5000	0.5000	0.3300	0.3300	0.3300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	2	1	0	2	1
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	6	2	0	9	3
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.66	9.16	8.43	8.66	9.16	8.43	7.38	0.00	0.00	7.38	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.75			8.75			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											

**Intersection Level Of Service Report  
Intersection 11: Laydown Yard Access**

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.005

**Intersection Setup**

Name	Laydown Yard Access		Funk Road		Funk Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Laydown Yard Access		Funk Road		Funk Road	
Base Volume Input [veh/h]	0	0	2	0	0	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	100.00	15.00	100.00	100.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	2	4	0	15
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	1	1	0	4
Total Analysis Volume [veh/h]	5	0	2	5	0	18
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.55	9.25	0.00	0.00	8.12	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.38	0.38	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.55		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.53					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 12: Solar Field Access**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.002

**Intersection Setup**

Name	Solar Field Access		Washington Road		Washington Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Solar Field Access		Washington Road		Washington Road	
Base Volume Input [veh/h]	0	0	4	0	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	10.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	155	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	4	155	0	6
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	46	0	2
Total Analysis Volume [veh/h]	0	0	5	182	0	7
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.03	8.76	0.00	0.00	7.72	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.89		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

**Intersection Level Of Service Report  
Intersection 1: US 24/N. Calhan Hwy**

Control Type: Two-way stop  
Analysis Method: HCM 6th Edition  
Analysis Period: 1 hour

Delay (sec / veh): 13.7  
Level Of Service: B  
Volume to Capacity (v/c): 0.021

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			US 24			US 24		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+r			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			US 24			US 24		
Base Volume Input [veh/h]	35	11	10	5	14	9	13	141	29	7	146	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	29.00	29.00	29.00	29.00	29.00	29.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	68	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	11	10	5	14	9	13	142	29	7	147	4
Peak Hour Factor	0.7400	0.7400	0.7400	0.6400	0.6400	0.6400	0.8000	0.8000	0.8000	0.7300	0.7300	0.7300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	4	3	2	5	4	4	44	9	2	50	1
Total Analysis Volume [veh/h]	139	15	14	8	22	14	16	178	36	10	201	5
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.19	0.02	0.01	0.01	0.03	0.01	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.71	13.73	11.28	12.21	12.37	9.70	7.84	0.00	0.00	7.88	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.88	0.88	0.88	0.15	0.15	0.15	0.03	0.03	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	21.92	21.92	21.92	3.78	3.78	3.78	0.77	0.77	0.00	0.42	0.42	0.42
d_A, Approach Delay [s/veh]	13.52			11.48			0.55			0.35		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	4.36											
Intersection LOS	B											

**Intersection Level Of Service Report  
Intersection 2: N. Calhan Hwy/Funk Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.010

**Intersection Setup**

Name	North Calhan Highway		North Calhan Highway		Funk Road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration	↑↑		↑		↑	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	1	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	North Calhan Highway		North Calhan Highway		Funk Road	
Base Volume Input [veh/h]	17	4	7	54	4	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	68	0	0	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	4	7	54	8	4
Peak Hour Factor	0.7500	0.7500	0.7300	0.7300	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	1	2	18	4	2
Total Analysis Volume [veh/h]	113	5	10	74	16	8
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.73	0.00	9.53	8.89
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.40	0.40	1.08	1.08
d_A, Approach Delay [s/veh]	0.00		0.89		9.32	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.02					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 3: N. Calhan Hwy/Washington Rd**

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.098

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			Washington Road			Washington Road		
Base Volume Input [veh/h]	1	26	2	8	33	0	0	0	0	1	0	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	4	0	0	0	0	83	0	68
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	26	2	8	37	0	0	0	0	84	0	70
Peak Hour Factor	0.8100	0.8100	0.8100	0.7300	0.7300	0.7300	0.8500	0.8500	0.8500	0.7500	0.7500	0.7500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	1	3	13	0	0	0	0	28	0	23
Total Analysis Volume [veh/h]	1	32	2	11	51	0	0	0	0	112	0	93
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.07
d_M, Delay for Movement [s/veh]	7.59	0.00	0.00	7.58	0.00	0.00	9.74	9.67	8.64	9.97	10.45	9.38
Movement LOS	A	A	A	A	A	A	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.02	0.02	0.02	0.00	0.00	0.00	0.60	0.60	0.60
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.05	0.43	0.43	0.43	0.00	0.00	0.00	15.06	15.06	15.06
d_A, Approach Delay [s/veh]	0.26			1.35			9.35			9.70		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	6.85											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 4: N. Calhan Hwy/Judge Orr Rd**

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.004

**Intersection Setup**

Name	North Calhan Highway			North Calhan Highway			Judge Orr Road			Judge Orr Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	North Calhan Highway			North Calhan Highway			Judge Orr Road			Judge Orr Road		
Base Volume Input [veh/h]	4	1	0	16	3	13	15	37	4	0	24	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	34.00	34.00	34.00	34.00	34.00	34.00	24.00	24.00	24.00	24.00	24.00	24.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	72	0	15	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	0	88	3	28	15	37	4	0	24	15
Peak Hour Factor	0.4200	0.4200	0.4200	0.7300	0.7300	0.7300	0.6100	0.6100	0.6100	0.7000	0.7000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	30	1	10	6	15	2	0	9	5
Total Analysis Volume [veh/h]	10	2	0	121	4	38	25	61	7	0	34	21
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.11	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.77	10.05	8.83	10.21	10.70	9.48	7.53	0.00	0.00	7.50	0.00	0.00
Movement LOS	A	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.50	0.50	0.50	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.50	0.50	0.50	12.51	12.51	12.51	0.79	0.79	0.79	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.83			10.05			2.02			0.00		
Approach LOS	A			B			A			A		
d_I, Intersection Delay [s/veh]	6.20											
Intersection LOS	B											

**Intersection Level Of Service Report**  
**Intersection 5: Judge Orr Rd/Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.013

**Intersection Setup**

Name	Calhan Hwy		Judge Orr Road		Judge Orr Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Calhan Hwy		Judge Orr Road		Judge Orr Road	
Base Volume Input [veh/h]	11	5	35	20	1	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	29.00	29.00	24.00	24.00	24.00	24.00
Growth Rate	1.00	1.00	1.01	1.00	1.00	1.01
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	72	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	5	35	92	1	27
Peak Hour Factor	0.6700	0.6700	0.6300	0.6300	0.7000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	2	14	37	0	10
Total Analysis Volume [veh/h]	16	7	56	146	1	39
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.44	9.04	0.00	0.00	7.70	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.44	1.44	0.00	0.00	0.06	0.06
d_A, Approach Delay [s/veh]	9.32		0.00		0.28	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.92					
Intersection LOS	A					

**Intersection Level Of Service Report  
Intersection 6: SH 94/Calhan Hwy**

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.007

**Intersection Setup**

Name	South Calhan Highway			Calhan Hwy			SH 94			SH 94		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	South Calhan Highway			Calhan Hwy			SH 94			SH 94		
Base Volume Input [veh/h]	4	0	1	5	2	10	15	97	15	2	76	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	29.00	29.00	29.00	29.00	29.00	29.00	7.00	7.00	7.00	7.00	7.00	7.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.00	1.01	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	72	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	0	1	5	2	82	15	98	15	2	77	6
Peak Hour Factor	0.4200	0.4200	0.4200	0.7100	0.7100	0.7100	0.8600	0.8600	0.8600	0.7000	0.7000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	2	1	29	4	28	4	1	28	2
Total Analysis Volume [veh/h]	10	0	2	7	3	115	17	114	17	3	110	9
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.09	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.31	10.82	9.14	10.79	11.26	9.41	7.45	0.00	0.00	7.49	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.34	0.34	0.34	0.03	0.03	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.61	0.61	0.61	8.39	8.39	8.39	0.77	0.77	0.77	0.10	0.10	0.10
d_A, Approach Delay [s/veh]	10.87			9.53			0.87			0.18		
Approach LOS	B			A			A			A		
d_I, Intersection Delay [s/veh]	3.35											
Intersection LOS	B											

**Intersection Level Of Service Report  
Intersection 7: Funk Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	7.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.003

**Intersection Setup**

Name	McQueen Road		Funk Road		Funk Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Funk Road		Funk Road	
Base Volume Input [veh/h]	0	0	8	1	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	4	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	8	1	4	13
Peak Hour Factor	0.8500	0.8500	0.5600	0.5600	0.5600	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	4	0	2	6
Total Analysis Volume [veh/h]	0	0	14	2	7	23
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.28	8.94	0.00	0.00	7.36	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.20	0.20
d_A, Approach Delay [s/veh]	9.11		0.00		1.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.13					
Intersection LOS	A					

**Intersection Level Of Service Report  
Intersection 8: Funk Rd/Currier Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	Currier Road			Currier Road			Funk Road			Funk Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Funk Road			Funk Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	8	0	0	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	15.00	15.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	8	0	0	4	0
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.6700	0.6700	0.6700	0.3300	0.3300	0.3300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	3	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	12	0	0	12	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.68	9.18	8.45	8.68	9.18	8.43	7.34	0.00	0.00	7.35	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.77			8.77			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 9: Washington Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.006

**Intersection Setup**

Name	McQueen Road		Washington Road		Washington Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↔		↕		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Washington Road		Washington Road	
Base Volume Input [veh/h]	0	1	0	8	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	151	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	0	8	155	0
Peak Hour Factor	0.2500	0.2500	0.6700	0.6700	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	0	3	78	0
Total Analysis Volume [veh/h]	16	4	0	12	310	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.18	9.85	7.71	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.53	0.53	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.12		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.30					
Intersection LOS	B					

**Intersection Level Of Service Report**  
**Intersection 10: Washington Rd/Currier Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	8	2	0	5	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	8	2	0	5	0
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.6300	0.6300	0.6300	0.6300	0.6300	0.6300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	3	1	0	2	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	13	3	0	8	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.69	9.19	8.46	8.69	9.20	8.44	7.38	0.00	0.00	7.39	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.78			8.78			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											

**Intersection Level Of Service Report  
Intersection 11: Laydown Yard Access**

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.010

**Intersection Setup**

Name	Laydown Yard Access		Funk Road		Funk Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Laydown Yard Access		Funk Road		Funk Road	
Base Volume Input [veh/h]	0	0	9	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	100.00	15.00	100.00	100.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	0	9	0	0	9
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	3	0	0	3
Total Analysis Volume [veh/h]	9	0	11	0	0	11
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.56	9.30	0.00	0.00	8.13	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.76	0.76	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.56		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.94					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 12: Solar Field Access**

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.154

**Intersection Setup**

Name	Solar Field Access		Washington Road		Washington Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Solar Field Access		Washington Road		Washington Road	
Base Volume Input [veh/h]	0	0	8	0	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	10.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	151	0	0	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	151	0	8	4	0	5
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	0	2	1	0	1
Total Analysis Volume [veh/h]	178	0	9	5	0	6
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.33	9.10	0.00	0.00	7.40	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.54	0.54	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.59	13.59	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.33		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	8.38					
Intersection LOS	A					

**Intersection Level Of Service Report  
Intersection 7: Funk Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.002

**Intersection Setup**

Name	McQueen Road		Funk Road		Funk Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Funk Road		Funk Road	
Base Volume Input [veh/h]	2	0	2	0	0	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	6	0	0	15
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.6300	0.6300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	0	0	6
Total Analysis Volume [veh/h]	4	0	12	0	0	24
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.23	8.94	0.00	0.00	7.35	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.18	0.18	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.23		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.80					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 9: Washington Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.002

**Intersection Setup**

Name	McQueen Road		Washington Road		Washington Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↔		↕		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Washington Road		Washington Road	
Base Volume Input [veh/h]	0	0	0	4	6	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	151	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	155	6	0
Peak Hour Factor	0.8500	0.8500	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	78	3	0
Total Analysis Volume [veh/h]	0	0	0	310	12	0
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.13	8.93	7.38	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.53		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 10: Washington Rd/Currier Rd**

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.004

**Intersection Setup**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	3	1	0	3	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	4	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	4	0	3	1	0	3	1
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.5000	0.5000	0.5000	0.3300	0.3300	0.3300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	1	0	2	1	0	2	1
Total Analysis Volume [veh/h]	0	0	0	0	0	5	0	6	2	0	9	3
Pedestrian Volume [ped/h]	0			0			0			0		



**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.68	9.16	8.43	8.67	9.17	8.45	7.38	0.00	0.00	7.38	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.76			8.45			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.82											
Intersection LOS	A											

**Intersection Level Of Service Report**  
**Intersection 11: Laydown Yard Access**

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.005

**Intersection Setup**

Name	Laydown Yard Access		Funk Road		Funk Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Laydown Yard Access		Funk Road		Funk Road	
Base Volume Input [veh/h]	0	0	2	0	0	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	100.00	15.00	100.00	100.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	2	4	0	15
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	1	0	4
Total Analysis Volume [veh/h]	0	5	2	5	0	18
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.54	9.24	0.00	0.00	8.12	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.35	0.35	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.24		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.48					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 12: Solar Field Access**

Control Type:	Two-way stop	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.003

**Intersection Setup**

Name	Solar Field Access		Washington Road		Washington Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Solar Field Access		Washington Road		Washington Road	
Base Volume Input [veh/h]	0	0	4	0	0	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	10.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	151	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	4	151	4	6
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	44	1	2
Total Analysis Volume [veh/h]	0	0	5	178	5	7
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.07	8.75	0.00	0.00	7.72	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.23	0.23
d_A, Approach Delay [s/veh]	8.91		0.00		3.09	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.19					
Intersection LOS	A					

**Intersection Level Of Service Report  
Intersection 7: Funk Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.000

**Intersection Setup**

Name	McQueen Road		Funk Road		Funk Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Funk Road		Funk Road	
Base Volume Input [veh/h]	0	0	8	1	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	15.00	15.00	15.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	12	1	0	9
Peak Hour Factor	0.8500	0.8500	0.5600	0.5600	0.5600	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	5	0	0	4
Total Analysis Volume [veh/h]	0	0	21	2	0	16
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.22	8.96	0.00	0.00	7.36	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.09		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 9: Washington Rd/McQueen Rd**

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.001

**Intersection Setup**

Name	McQueen Road		Washington Road		Washington Road	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration	↔		↕		↔	
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	McQueen Road		Washington Road		Washington Road	
Base Volume Input [veh/h]	0	1	0	8	4	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	66.00	66.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	151	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	0	159	4	0
Peak Hour Factor	0.2500	0.2500	0.6700	0.6700	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	59	2	0
Total Analysis Volume [veh/h]	0	4	0	237	8	0
Pedestrian Volume [ped/h]	0		0		0	



**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.15	8.92	7.38	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.08	0.08	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.92		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 10: Washington Rd/Currier Rd**

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.004

**Intersection Setup**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	Currier Road			Currier Road			Washington Road			Washington Road		
Base Volume Input [veh/h]	0	0	0	0	0	0	0	8	2	0	5	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	13.00	13.00	13.00	13.00	13.00	13.00	19.00	19.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	4	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	4	0	8	2	0	5	0
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.6300	0.6300	0.6300	0.6300	0.6300	0.6300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	1	0	3	1	0	2	0
Total Analysis Volume [veh/h]	0	0	0	0	0	5	0	13	3	0	8	0
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.72	9.19	8.46	8.71	9.21	8.45	7.38	0.00	0.00	7.39	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.79			8.45			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.78											
Intersection LOS	A											

**Intersection Level Of Service Report  
Intersection 11: Laydown Yard Access**

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.005

**Intersection Setup**

Name	Laydown Yard Access		Funk Road		Funk Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Laydown Yard Access		Funk Road		Funk Road	
Base Volume Input [veh/h]	0	0	9	0	0	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	100.00	15.00	100.00	100.00	15.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	4	9	4	0	9
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	3	1	0	3
Total Analysis Volume [veh/h]	0	5	11	5	0	11
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.55	9.29	0.00	0.00	8.14	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.36	0.36	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.29		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.43					
Intersection LOS	A					

**Intersection Level Of Service Report**  
**Intersection 12: Solar Field Access**

Control Type:	Two-way stop	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.003

**Intersection Setup**

Name	Solar Field Access		Washington Road		Washington Road	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	↔		↗		↖	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

**Volumes**

Name	Solar Field Access		Washington Road		Washington Road	
Base Volume Input [veh/h]	0	0	8	0	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	10.00	19.00	19.00	19.00	19.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	151	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	8	151	4	5
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	2	44	1	1
Total Analysis Volume [veh/h]	0	0	9	178	5	6
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.09	8.77	0.00	0.00	7.73	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.23	0.23
d_A, Approach Delay [s/veh]	8.93		0.00		3.44	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.18					
Intersection LOS	A					