



Steamboat Landing Residential Development Traffic Impact Study UPDATE

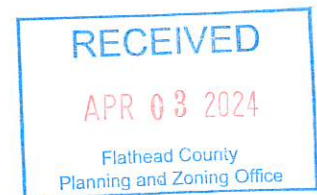
Somers, Montana



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Steamboat Landing Residential Development Traffic Impact Study UPDATE Somers, Montana

A. EXECUTIVE SUMMARY

The Steamboat Landing development is a 63.59-acre residential development proposed east of Somers Middle School, along Sunnybrook Road north of Somers, Montana. Upon anticipated completion, the development would include 252 residential units. The development would produce up to 2,226 new daily vehicle trips in this area. As proposed, the Steamboat Landing residential development will increase traffic volumes on the surrounding road network and roadway improvements may be warranted with this project and the current background traffic volume growth in this area. At this time, it is recommended that the developers prepare for the installation of a traffic signal at Montana Highway 82 and Somers Road with Phase 1 of the development and ensure that this traffic control improvement is installed by the end of Phase 2. To ensure traffic signal warrants are met at Somers Road, it would be desirable to concentrate traffic at the signal by restricting left-turn movements at the intersection of Montana Highway 82 and School Addition Road to correct the ongoing LOS issues at these locations.

B. PROJECT DESCRIPTION

This document studies the possible effects on the surrounding road system from the proposed Steamboat Landing development located south of Tiebuckers Subdivision along Sunnybrook Road in Somers, MT. The document provides information regarding possible traffic impacts in the area and identifies mitigation efforts that the development may require. The project would include 180 single-family and 72 multi-family residential units at full development.

C. EXISTING CONDITIONS

The Steamboat Landing is a 63.59-acre residential development being proposed on a vacant parcel of land located in Section 24, Township 27 North, Range 21 West. Somers Middle School is located immediately east of the property, to the north and northwest is Tiebuckers Subdivision, individual residences are dispersed along the eastside of the property, and to the south is an undeveloped area. Much of the surrounding environment is comprised of undeveloped agricultural land. See **Figure 1** for a location map of the proposed development.

Figure 1 – Proposed Development Site



Adjacent Roadways

Walker Ave/Sunnybrook Road is a low-volume east/west local road extending from approximately 1,000-feet west of School Addition Road to its eastern termini at the intersection with Klondyke Road. At the intersection with School Addition Road, the designated street name changes from Walker Avenue to the west, to Sunnybrook Road to the east. The road is paved with a 24-foot width. At School Addition Road, Walker/Sunnybrook Road is “STOP” controlled. There are no posted speed limits along the Walker/Sunnybrook Road alignment. However, a “10 MPH Children Playing” warning sign and a “STOP” sign are posted at the intersection with Klondyke Road.

School Addition Road is a 24-foot wide 2-lane north/south local road. Beginning at an intersection with Montana Highway 82 (MT 82), it continues in a southerly direction approximately two miles before ending at an intersection with US Highway 93 (US 93). The intersection with MT 82 has existing eastbound and westbound deceleration lanes for left- and right-turning traffic. Both intersections are “Stop” controlled on School Addition Road.

School Addition Road serves as a connector route providing area residences-neighborhoods and the Somers Middle School access to the MT 82 to the north and US 93 to the south.

There is an S-curve in the roadway alignment located along the lower third of the roadway south of the intersection with Walker/Sunnybrook Road. Great Northern Historical Trail, a multi-use ped/bike path, crosses the roadway within one of the horizontal curves approximately ½-mile south of the intersection with Walker/Sunnybrook Road. This crossing is controlled with “STOP” signs on the side approaches with advance “Bike Xing 150-feet” warning signs in operation on School Addition Road. The posted speed limit for School Addition Road is 25 mph with reductions to 15 mph around the Somers Middle School campus and the Great Northern Historical Trail crossing. The traffic data collected by ATS indicates that the road currently carries 400 Vehicles per Day (VPD) south of Somers Middle School.

Somers Road is a 24-foot wide north/south paved local roadway that extends south from a “STOP” controlled intersection with MT 82, extending south approximately two miles to the community of Somers. The route functions as a connector from the residential neighborhoods to MT 82 to the north and the Town of Somers and US 93 to the south. The intersection with MT 82 has existing eastbound and westbound deceleration lanes for left- and right-turning traffic and the intersection with Highway 93 has an existing southbound right-turn lane. The posted speed limit on Somers Road is 35 MPH. The traffic data collected by ATS indicates that the road currently carries 800 Vehicles per Day (VPD) south of MT 82.

Montana Highway 82 (MT 82) is an MDT maintained rural minor arterial that connects US 93 to the west and MT 35 to the east along the north shores of Flathead Lake. This east/west corridor is approximately seven miles in length and crosses the Flathead River. It is a 2-lane roadway comprised of two 12-foot travel lanes with 3-foot shoulders. Traffic signal control and auxiliary lanes are in place to manage traffic operations at the intersection with US 93. At the other end of the corridor, the intersection with MT 35 is under “Stop” sign control supplemented with overhead flashing signals suspended on a span wire. Northbound left-turn and southbound right-turn lanes are in operation on MT 35.

The adjacent roadside culture is undeveloped agricultural land with a few individual residences that set back from the roadway. The posted speed limit on this section was recently lowered to 60 MPH due to safety concerns in the area. The traffic data gathered from MDT online sources indicates that MT 82 currently carries 10,233 Vehicles Per Day (VPD) ½-mile east of the intersection with US 93.

U.S. Highway 93 (US 93) is a north/south principal arterial and part of the National Highway System. As it relates to the study area, US 93 is a 2-lane roadway having additional lanes available in the high access demand areas along the west shores of Flathead Lake. Near the town of Somers, it widens to 50-feet to include two southbound travel lanes. Continuing towards Kalispell at the intersection with MT 82, US 93 widens into a 77-foot divided multi-lane facility.

The posted speed limits on US 93 coincide with the lane configuration in that a 45 MPH speed limit is in operation along the 2-lane segment, increasing to 55 MPH on the 3-lane segment before finally increasing to 65 MPH on the divided 4-lane segment north of MT 82. MDT traffic data collected in 2022 indicates that just north of the intersection with School Addition Road, US 93 carried 12,827 VPD.

Traffic Counts

In April of 2022, Abelin Traffic Services (ATS) collected traffic data at area intersections to evaluate current operational characteristics. These counts included peak-hour turning movement counts and 24-hour volume counts along School Addition Road and Somers Road. The peak-hour turning movement counts on School Addition Road were performed at the intersections of Walker/Sunnybrook Road, MT 82, and US 93. The peak-hour turning movement counts along Somers Road were performed at the intersection with MT 82 and US 93. Additional afternoon school counts were taken at the intersection of School Addition Road and Walker/Sunnybrook Road. The raw traffic data is included in **Appendix A** of this report.

The raw traffic data is adjusted for seasonal variation using automatic count site data. ATS obtained traffic data from MDT’s automatic continuous count site W-133 located on Highway 93 near Elmo. The continuous count data indicates the traffic counts collected in April are 91% of the AADT (Average Annual Daily Traffic) in this area. Based on this data, the April traffic counts were factored up by 9% to match existing AADT traffic volumes. While it should be noted that the April 2022 traffic counts were not conducted during peak summer traffic conditions, roadway design is not typically performed using peak conditions and average conditions are typically used for normal roadway operations analysis. Additionally, peak summer traffic conditions in this area do not correspond with school traffic at Somers Middle School, which is a significant driver of traffic concerns in this area.

Table 1 – Historic Average Daily Traffic Data

Location	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
US 93 - 0.3 mile SE of MT 82	8,110	9,040	9,709	8,647	11,394	9,341	11,439	13,223	12,478	12,827
MT-82 - 0.5 mile East of US 93	6,950	6,780	6,972	7,534	10,020	7,916	8,027	9,445	10,042	10,233
US 93 - 0.75 mile North of Lakeside	7,820	7,990	9,021	8,949	8,817	9,313	9,092	10,510	9273	9533
US 93 - 0.5 miles North of MT 82	14,290	14,880	19,369	16,018	20,121	17,498	15,958	17,350	17,385	18,053

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Historic Traffic Data

Abelin Traffic Services obtained historic traffic data for area roadways from the Montana DOT which is presented in **Table 1**. The traffic data history for this area indicates that traffic volumes on the different routes in this area have increased at a rate of 1-4% over this time period. Based on the fact that the Steamboat Landing Residential Development would likely account for a significant amount of the traffic volume growth in this area over the next 5-10 years, a 2% additional background growth rate for the surround road network was used for the future traffic analysis. This growth rate was used to factor raw data to projected 2028 volumes for intersection analysis upon completion of the Steamboat Landing Residential Development.

Area Crash Data

ATS collected crash data for the study intersections from the MDT public crash data base. This system contains records and basic information for all reported crashes which have occurred on public roads over the past 5 years. Intersections are typically evaluated by the rate of Crashes per Million Vehicles Entering (MVE). **Table 2** provides the number of reported crashes and the corresponding crashes per MVE at each of the study intersections for the 5-year period from January 1, 2017 – December 31, 2021.

Table 2 – Vehicle Crashes 2018-2022

Intersection	Recorded Crashes	Crash Rate (Per MVE)
MT 82 and School Addition	4	0.25
MT 82 and Somers Road	6	0.37
US 93 and School Addition	4	0.20
US 93 and Somers Road	9	0.44

Intersections with above normal crash rates are evaluated to determine if any correctable crash trends exist, which would require mediation by roadway, intersection, or approach modification. The crash rates reported in **Table 2** at each subject intersection are below Montana statewide averages for rural intersections. It should be noted that the Somers Road and Highway 82 intersection has experienced two fatal crashes in the last three years, but it is unclear if the specific traffic controls at this intersection contributed to these crashes.

Somers Middle School

The Somers Middle School is located in the southeast quadrant of the intersection of School Addition Road and Sunnybrook Road west of the proposed development site. School officials indicated that enrollment is approximately 270 in grades 5th-8th with students beginning to

show up at school around 8:00 AM. Students are dismissed at 3:30 PM - Monday through Friday.

Peak school traffic and peak commuter traffic does not generally occur at the same time. The data collected for this report clearly showed separate peak periods in the AM and PM traffic hours for commuter and school traffic. During the morning, the peak commuter period was 7:45-8:00 and the peak school period was 8:00-8:15. In the afternoon, the peak school period was 3:30-3:45 and the peak commuter period was 5:00-5:15. The Steamboat Landing Development includes plans for pedestrian connections directly to the school from the internal trail network. In general, the traffic from the proposed residential homes in Steamboat Landing Subdivision will be commuter traffic which will occur during the standard morning and evening commuter peak traffic periods. Traffic generation from the development will be significantly less during the peak school traffic periods and many students will have the opportunity to walk to school which will create little to no traffic impacts.

Level of Service

Using the data collected for this project, ATS conducted a Level of Service (LOS) analysis at area intersections. This evaluation was conducted in accordance with the procedures outlined in the Transportation Research Board’s *Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis* and the Highway Capacity Software (HCS) version 8.2. Intersections are graded from A to F representing the average delay that a vehicle entering an intersection can expect. Typically, a LOS of C or better is considered acceptable for peak-hour conditions.

Tables 3 & 4 show the existing LOS for the AM and PM peak hours without the traffic from the proposed development. The LOS calculations are included in **Appendix C**. The table shows that most of the intersections in this area are currently operating with minimal overall delay except for the intersection of School Addition Road and Montana Highway 82 which is experiencing higher levels of delay in the morning peak traffic periods due to traffic from Somers Middle School.

Table 3 – 2022 Existing Level of Service Summary

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (Sec.)	LOS	Delay (Sec.)	LOS
MT 82 & School Addition Road	28.9	D	17.1	C
MT 82 & Somers Road*	21.5/14.9	C/B	18.8/15.1	C/C
School Addition & Sunnybrook*	9.6/9.0	A/A	9.1/8.9	A/A
US 93 & School Addition	17.5	C	16.3	C
US 93 & Somers Road	16.4	C	14.1	C

*Eastbound/Westbound or Northbound/Southbound Side Street LOS and Delay.

Table 4 – 2022 School-hour Level of Service Summary

Intersection	AM Peak Hour (8:00)		PM Peak Hour (3:30)	
	Delay (Sec.)	LOS	Delay (Sec.)	LOS
School Addition & Sunnybrook*	9.6/9.1	A/A	9.6/9.1	A/A

*Eastbound/Westbound or Northbound/Southbound Side Street LOS and Delay.

D. PROPOSED DEVELOPMENT

The Steamboat Landing development is currently proposed just west of Somers Road and south of Sunnybrook Road. The land to be developed is an approximate 63.6-acre parcel of undeveloped land. The development is planned to include two approaches with one onto Sunnybrook Road and one onto Somers Road. The development would include 180 single-family units and 72 multi-family units constructed in five phases over the next 5-10 years. The Steamboat Landing site plan is shown in **Figure 2**. The proposed phasing plan is as follows.

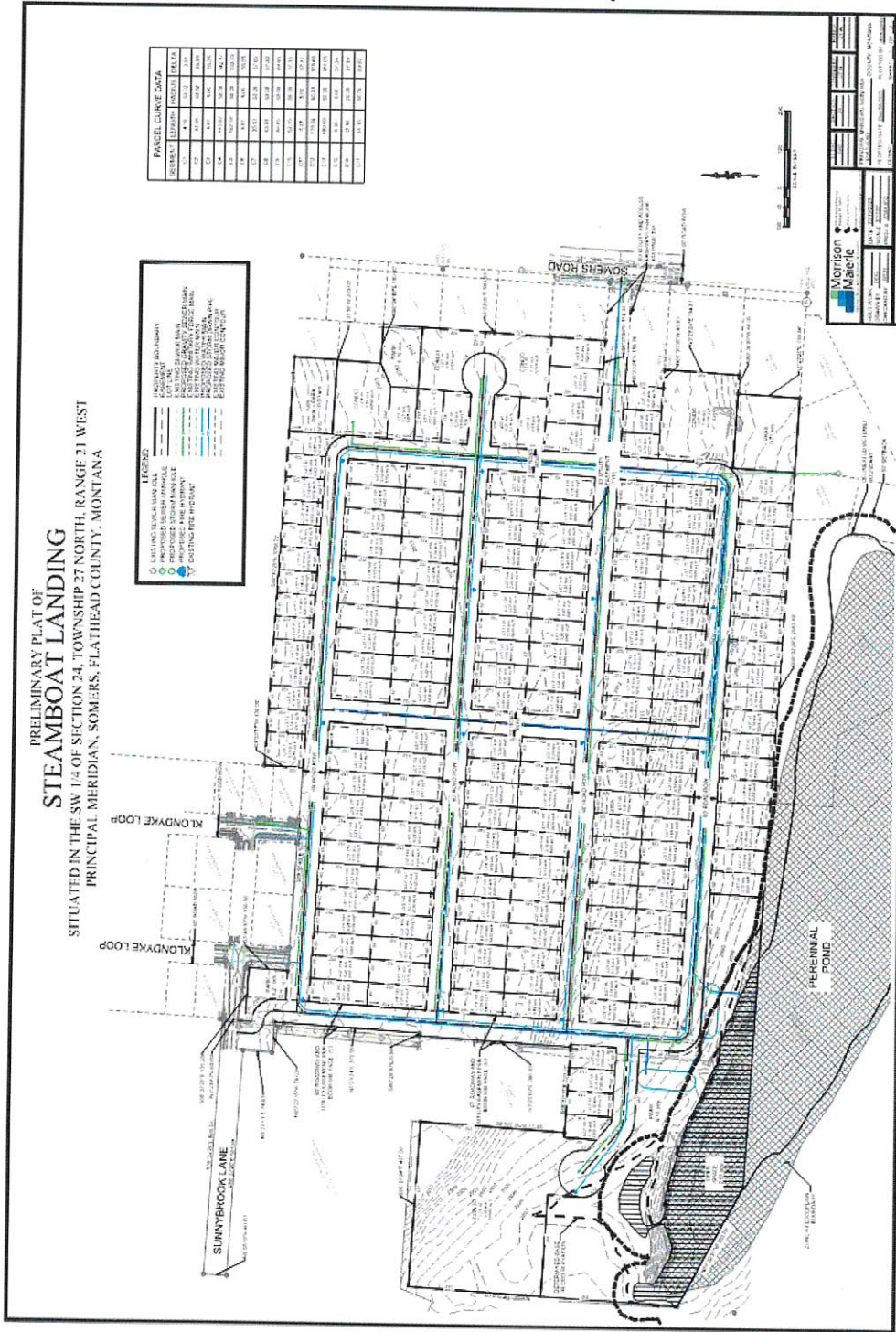
- Phase 1 – 52 Single Family Units and 8 Condo Units for 60 Total Units
- Phase 2 – 42 Single Family Units and 16 Condo Units for 58 Total Units
- Phase 3 – 42 Single Family Units
- Phase 4 – 44 Single Family Units and 16 Condo Units for 60 Total Units
- Phase 5 – 32 Condo Units

Total 180 Single Family Units and 72 Condo Units for 252 Total Units

E. TRIP GENERATION AND ASSIGNMENT

ATS performed a trip generation analysis to determine the anticipated future traffic volumes from the proposed development using the trip generation rates contained in *Trip Generation* (Institute of Transportation Engineers, Eleventh Edition). These rates are the national standard and are based on the most current information available to planners. A vehicle “trip” is defined as any trip that either begins or ends at the development site. ATS determined that the critical traffic impacts on the intersections and roadways would occur during the weekday morning and evening peak hours. According to the ITE trip generation rates, at full build-out the Steamboat Landing development would produce 166 AM peak hour trips, 218 PM peak hour trips, and 2,226 daily trips. See **Table 5** for detailed trip generation information.

Figure 2 – Proposed Development



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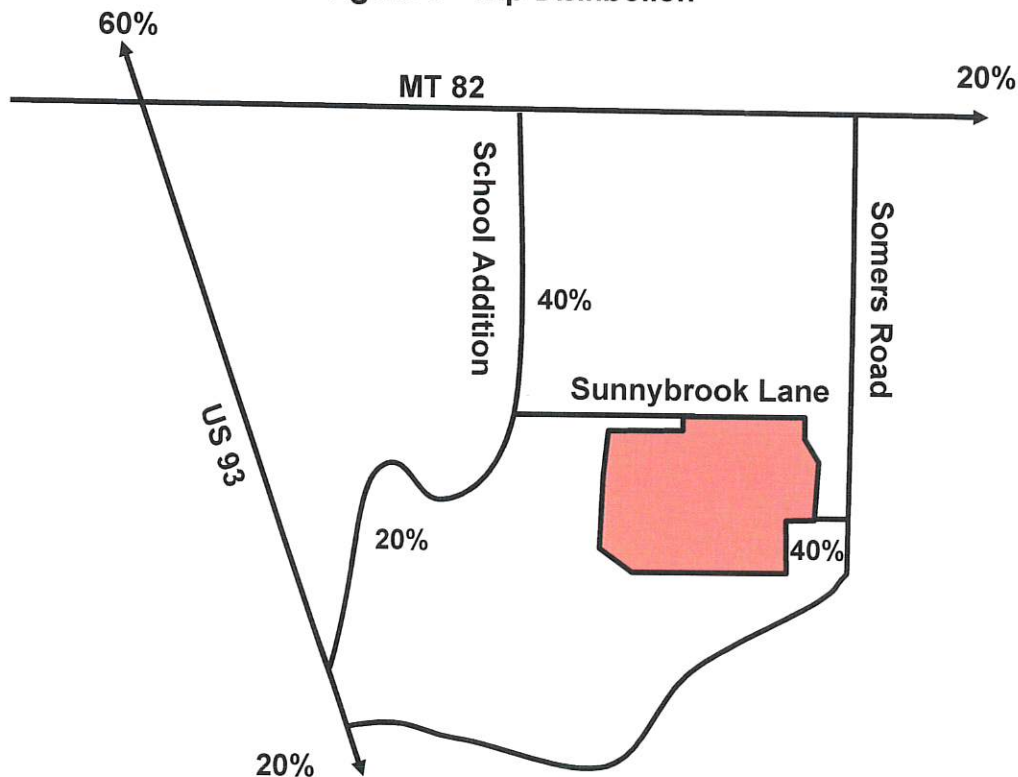
Table 5 - Trip Generation Rates

Land Use	Units	AM Peak Hour Trip Ends per Unit	Total AM Peak Hour Trip Ends	PM Peak Hour Trip Ends per Unit	Total PM Peak Hour Trip Ends	Weekday Trip Ends per Unit	Total Weekday Trip Ends
Single-Family ITE #210	180	0.74	133	0.99	178	9.44	1,699
Multi-Family ITE #220	72	0.46	33	0.56	40	7.32	527
Total	252		166		218		2,226

F. TRIP DISTRIBUTION

The traffic distribution and assignment for the proposed development was based upon the existing ADT volumes along the adjacent roadways and the peak-hour turning volumes. Most of the traffic from this location would head into Kalispell using Somers Road and Schoolhouse Addition Road. Traffic is expected to distribute onto the surrounding road network as shown in **Figure 3**. See the model in **Appendix B** for detailed trip distribution information.

Figure 3 – Trip Distribution



G. TRAFFIC IMPACTS OUTSIDE OF THE DEVELOPMENT

Using the trip generation and trip distribution numbers, ATS determined the future Level of Service for the area intersections through the 2028 buildout of the major project infrastructure. The anticipated intersection LOS with the Steamboat Landing development is shown in **Tables 6 & 7**. The traffic volume calculations are included in **Appendix B** of this report. As the table shows, most of the nearby intersection will be minimally affected by the additional traffic from the Steamboat Landing residential development. However, the combination of the development traffic and the anticipated background traffic volume growth in this area through 2030 will create additional delay at the intersection of School Addition Road and Montana Highway 82. The total traffic volume increases on School Addition Road would be 800 VPD to the north of Sunnybrook Road and 300 VPD to the south. The traffic volume increases on Somers Road will be 300 to the north of the project and 100 VPD to the south and west. The direct traffic impact from the Steamboat Landing development at this intersection would be 7% to 8% (+1,100 VPD). However, the congestion issues at the intersection of Montana Highway 82 and School Addition Road are extremely short in duration (15 to 30 minutes) and may not necessitate any traffic control improvements. It is unlikely that the intersection would meet warrants for a higher form traffic control such as a traffic signal or roundabout due to the relatively low traffic volumes on these approaches during most the day. Drivers in this area also have the option of traveling to Highway 93 to the south using School Addition Road to avoid the problematic left-turns onto Highway 82.

As this area continues to develop with the Steamboat Landing development and other planned residential projects in this area, it will become necessary to provide improved access and enhance safety at the approaches onto Highway 82. In this instance, the challenge is meeting warrants for a higher form of traffic control based on MDT requirements. Based on the peak-hour traffic volumes in this area, it is unlikely that the approaches onto Highway 82 from either School Addition Road or Somers Road alone will meet signalization warrants in the near future and roundabouts at either of these locations may not be possible due to right-of-way issues. It is also unlikely that both of these intersections could be signalized to due to their close proximity to each other (1/2 mile). This issue was discussed with MDT, and it was concluded that the most effective way to meet signalization warrants for these intersections may be to combine the left-turning traffic at Highway 82 from both School Addition Road and Somers Road at one location, which combined would likely have sufficient traffic to meet signalization warrants. For either of these two approaches to meet signalization warrants, it may be necessary to restrict left-turn movement at one of the two approaches and redirect left-turns to the other approach. Based on conversations with MDT, it would be most desirable to install a traffic signal in this area at the intersection of MT 82 and Somers Road. Somers Road currently experiences higher levels of daily traffic than School Addition Road and also provides access both north and south of Highway 82, which is a benefit when planning locations for a traffic signal.

This issue was discussed with the owners of the Steamboat Landing project who agreed to help fund the installation of a traffic signal at Somers Road and Highway 82 when traffic signal warrants

are met at this location as part of the Steamboat Landing project. The installation of a traffic signal would likely be performed in conjunction with the restriction of left-turning movement at the intersection of Highway 82 and School Addition Road. It should be noted that these improvements will correct the existing LOS issues in this area and allow the existing residents of Somers to utilize the new traffic signal. The installation of a traffic signal at this location must be performed in accordance with MDT requirements.

ATS reviewed the phasing plans for the Steamboat Landing project to determine when these intersections will likely require traffic control modifications for continued safe operations. The analysis indicates that the intersection of School Additional Road at Highway 82 will likely fall from LOS D to LOS F by the end of Phase 2 of the Steamboat Landing project. Therefore, it would be desirable for the developers to plan for the installation with Phase 1 of the project and ensure the improvements are completed by the end of Phase 2. Conceptual intersection designs for School Addition Road and Somers Road are included in **Appendix D**.

Table 6 – Projected Level of Service with Phase 5 Development and Existing Traffic Controls

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (Sec.)	LOS	Delay (Sec.)	LOS
MT 82 & School Addition Road	59.6	F	25.8	D
MT 82 & Somers Road*	33.3/17.1	D/C	26.5/18.4	C/C
School Addition & Sunnybrook*	10.4/9.9	B/A	9.8/9.5	A/A
US 93 & School Addition	23.6	C	20.1	C
US 93 & Somers Road	19.5	C	21.6	C
Somers Road New Approach	9.1	A	9.0	A

*Eastbound/Westbound or Northbound/Southbound Side Street LOS and Delay.

Table 7 – Projected School-Hour Level of Service Summary with Phase 5 Development and Existing Traffic Controls

Intersection	AM Peak Hour (8:00)		PM Peak Hour (3:30)	
	Delay (Sec.)	LOS	Delay (Sec.)	LOS
Schoolhouse Road & Sunnybrook	10.4/9.9	B/A	11.9/10.0	B/B

*Eastbound/Westbound or Northbound/Southbound Side Street LOS and Delay.

Table 8 – Projected Level of Service with Phase 1 Development and Existing Traffic Controls

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (Sec.)	LOS	Delay (Sec.)	LOS
MT 82 & School Addition Road	30.2	D	18.9	C
MT 82 & Somers Road*	23.8/15.5	C/C	20.6/16.0	D/C
School Addition & Sunnybrook*	10.1/9.8	B/A	9.9/9.5	A/A
US 93 & School Addition	19.2	C	17.2	C
US 93 & Somers Road	17.3	C	17.9	C
Somers Road New Approach	8.9	A	9.0	A

*Eastbound/Westbound or Northbound/Southbound Side Street LOS and Delay.

Table 9 – Projected Level of Service with Phase 5 Development and Improved Traffic Controls

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (Sec.)	LOS	Delay (Sec.)	LOS
MT 82 & School Addition Rd.**	11.5	B	10.0	B
MT 82 & Somers Rd. (SIGNAL)	18.8	B	10.1	B
US 93 & School Addition	24.8	C	20.7	C
US 93 & Somers Road	19.2	C	20.4	C
Somers Road New Approach	9.6	A	9.5	A

*Eastbound/Westbound or Northbound/Southbound Side Street LOS and Delay.

**With Northbound Left-Turn Restriction.

ATS also reviewed the left- and right-turn lane warrants for the intersections with Montana Highway 82 based on the recommended practices from the MDT Road Design Manual with the anticipated traffic from the Shadow Ridge subdivision. The intersections of Montana Highway 82 with School Addition Road and Somers Road currently have both left and right-turn deceleration lanes installed to MDT standards. The intersection of Highway 93 and Somers Road has a southbound left-turn lane installed and would not have sufficient traffic to warrant the installation of a right-turn lane. The intersection of Highway 93 and School Addition has very low left-turn volumes due to the layout of the existing road network and would not have sufficient volumes to warrant additional deceleration lanes.

H. IMPACT SUMMARY & RECOMMENDATIONS

As proposed, the Steamboat Landing residential development will increase traffic volumes on the surrounding road network and roadway improvements may be warranted with this project and the current background traffic volume growth in this area. At this time, it is recommended that the developers prepare for the installation of a traffic signal at Montana Highway 82 and Somers Road with Phase 1 of the development and ensure this traffic control improvement is installed by the end of Phase 2. To ensure traffic signal warrants are met at Somers Road, it would be desirable to concentrate traffic at the signal by restricting left-turn movements at the intersection of Montana Highway 82 and School Addition Road to correct the ongoing LOS issues at these locations.

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APPENDIX A

Traffic Data

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Turning Movement Count

All Vehicles

Location MT 82 & School Edition Road

Date 4/19/22 and 4/20/2022

	Northbound				Southbound				Eastbound				Westbound				TOTAL	
	Left	Thr	Right	Peds	Left	Thr	Right	Peds	Left	Thr	Right	Peds	Left	Thr	Right	Peds		
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 - 7:30	8	0	4	0	0	0	0	0	0	0	55	6	0	2	117	0	0	
7:30 - 7:45	15	0	3	0	0	0	0	0	0	0	67	2	0	3	164	0	0	
7:45 - 8:00	18	0	7	0	0	0	0	0	0	0	57	15	0	15	140	0	0	
8:00 - 8:15	27	0	10	0	0	0	0	0	0	0	88	19	0	11	119	0	0	
8:15 - 8:30	7	0	4	0	0	0	0	0	0	0	96	3	0	1	102	0	0	
8:30 - 8:45	8	0	3	0	0	0	0	0	0	0	87	3	0	1	101	0	0	
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 - 4:30	5	0	2	0	0	0	0	0	0	0	112	7	0	4	73	0	0	
4:30 - 4:45	6	0	0	0	0	0	0	0	0	0	104	14	0	2	79	0	0	
4:45 - 5:00	4	0	1	0	0	0	0	0	0	0	112	13	0	4	89	0	0	
5:00 - 5:15	8	0	2	0	0	0	0	0	0	0	115	12	0	5	80	0	0	
5:15 - 5:30	6	0	3	0	0	0	0	0	0	0	102	16	0	8	86	0	0	
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	112	0	39	0	0	0	0	0	0	0	995	110	0	56	1150	0	0	2462

APR 03 2024

Turning Movement Count
 All Vehicles
 Location MT 82 & Somers Road
 Date 4/19/22 and 4/20/2022

	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thr	Right	Peds	Left	Thr	Right	Peds	Left	Thr	Right	Peds	Left	Thr	Right	Peds	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	8	0	3	0	2	2	7	0	2	55	2	0	2	103	0	0	186
7:30 - 7:45	9	0	1	0	2	0	5	0	1	67	1	0	3	146	0	0	235
7:45 - 8:00	6	0	2	0	2	0	11	0	3	66	3	0	3	136	4	0	236
8:00 - 8:15	8	0	9	0	1	0	13	0	5	90	1	0	1	106	1	0	235
8:15 - 8:30	2	0	4	0	4	0	4	0	5	86	2	0	4	90	1	0	202
8:30 - 8:45	1	1	2	0	0	3	4	0	2	94	0	0	6	101	2	0	216
8:45 - 9:00	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0	0	5
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	1	0	1	0	2	1	3	0	5	105	2	0	1	64	2	0	187
4:30 - 4:45	4	0	2	0	1	0	2	0	2	100	10	0	2	70	1	0	194
4:45 - 5:00	4	1	0	0	1	0	5	0	4	108	6	0	3	81	0	0	213
5:00 - 5:15	5	0	2	0	2	1	4	0	5	105	8	0	2	84	2	0	220
5:15 - 5:30	7	0	1	0	3	0	2	0	4	110	7	0	4	79	2	0	219
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	55	2	27	0	20	7	61	0	38	988	42	0	31	1062	15	0	2348

APR 03 2024

Turning Movement Count
 All Vehicles
 Location US93&School Addition
 Date 4/19/22 and 4/20/2022

	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thr	Right	Peds	Left	Thr	Right	Peds	Left	Thr	Right	Peds	Left	Thr	Right	Peds	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	101	1	0	0	54	0	0	0	0	0	0	4	0	1	0	161
7:30 - 7:45	0	136	4	0	0	78	0	0	0	0	0	0	4	0	0	0	222
7:45 - 8:00	0	161	14	0	0	75	0	0	0	0	0	0	4	0	11	0	265
8:00 - 8:15	0	94	25	0	1	113	0	0	0	0	0	0	23	0	6	0	262
8:15 - 8:30	0	109	6	0	0	100	0	0	0	0	0	0	10	0	2	0	227
8:30 - 8:45	0	141	7	0	0	92	0	0	0	0	0	0	1	0	0	0	241
8:45 - 9:00	0	91	1	0	1	93	0	0	0	0	0	0	3	0	2	0	191
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	104	2	0	0	114	0	0	0	0	0	0	3	0	1	0	224
4:15 - 4:30	0	99	2	0	0	108	0	0	0	0	0	0	1	0	0	0	210
4:30 - 4:45	0	116	2	0	0	124	0	0	0	0	0	0	1	0	0	0	243
4:45 - 5:00	0	84	6	0	1	114	0	0	0	0	0	0	6	0	2	0	213
5:00 - 5:15	0	121	4	0	0	120	0	0	0	0	0	0	2	0	2	0	249
5:15 - 5:30	0	92	10	0	0	141	0	0	0	0	0	0	1	0	1	0	245
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1449	84	0	3	1326	0	0	0	0	0	0	63	0	28	0	2953

APR 03 2024

Turning Movement Count
 All Vehicles
 Location US 93 & Somers
 Date 4/19/22 and 4/20/2022

	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thr	Right	Peds	Left	Thr	Right	Peds	Left	Thr	Right	Peds	Left	Thr	Right	Peds	
7:00 - 7:15	0	99	3	0	5	53	0	0	0	0	0	0	5	0	8	0	173
7:15 - 7:30	0	135	5	0	1	81	0	0	0	0	0	0	1	0	11	0	234
7:30 - 7:45	0	172	3	0	4	75	0	0	0	0	0	0	3	0	16	0	273
7:45 - 8:00	0	114	5	0	14	122	0	0	0	0	0	0	9	0	14	0	278
8:00 - 8:15	0	111	4	0	8	102	0	0	0	0	0	0	5	0	9	0	239
8:15 - 8:30	0	139	9	0	8	85	0	0	0	0	0	0	3	0	6	0	250
8:30 - 8:45	0	87	5	0	10	86	0	0	0	0	0	0	9	0	13	0	210
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	101	5	0	4	113	0	0	0	0	0	0	5	0	8	0	236
4:15 - 4:30	0	97	4	0	6	103	0	0	0	0	0	0	5	0	7	0	222
4:30 - 4:45	0	114	4	0	9	116	0	0	0	0	0	0	2	0	8	0	253
4:45 - 5:00	0	84	6	0	10	110	0	0	0	0	0	0	5	0	8	0	223
5:00 - 5:15	0	116	9	0	7	115	0	0	0	0	0	0	7	0	17	0	271
5:15 - 5:30	0	98	4	0	6	136	0	0	0	0	0	0	5	0	8	0	257
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1467	66	0	92	1297	0	0	0	0	0	0	64	0	133	0	3119

APR 03 2024

Turning Movement Count

All Vehicles

Location Somers Middle School Road & Sunnybrook

Date 4/19/22 and 4/20/2022

	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	1	0	1	4	0	0	1	0	0	0	1	0	8	0	16
7:45 - 8:00	0	4	1	0	1	7	0	0	1	0	0	0	1	0	7	0	22
8:00 - 8:15	0	10	1	0	2	23	0	0	0	0	1	0	5	0	10	0	52
8:15 - 8:30	0	20	1	0	1	28	0	0	0	0	0	0	1	0	8	0	59
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	7	0	0	8	12	1	0	1	0	0	0	1	0	2	0	32
3:15 - 3:30	0	14	1	0	0	16	0	0	0	0	0	0	2	0	3	0	36
3:30 - 3:45	0	26	2	0	1	10	2	0	0	0	0	0	0	0	4	0	45
3:45 - 4:00	0	12	0	0	4	3	0	0	0	0	0	0	0	0	1	0	20
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	2	0	0	3	6	0	0	0	0	0	0	0	0	1	0	12
4:30 - 4:45	0	3	1	0	3	3	0	0	0	0	0	0	0	0	2	0	12
4:45 - 5:00	0	10	0	0	4	15	0	0	0	0	0	0	1	0	2	0	32
5:00 - 5:15	0	4	1	0	11	3	0	0	0	0	0	0	1	0	0	0	20
5:15 - 5:30	0	3	1	0	8	7	6	0	0	0	0	0	0	0	3	0	28
5:30 - 5:45	0	12	2	0	4	6	1	0	1	0	0	0	0	0	3	0	29
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	127	12	0	51	143	10	0	4	0	1	0	13	0	54	0	415

APR 03 2024

Weekly 24 Hour Volume Report: S OF SCHOOL

Info Line 1 : ATS
 Info Line 2 : Unicorn # 2
 GPS Lat/Lon :

Last Connected Device Type : Unic-L
 Serial Number : 91434
 # Lanes : 1

Lane #4 (ALL) Weekly Data 04/18/2022 to 04/24/2022

Time	04/18 MON	04/19 TUE	04/20 WED	04/21 THU	04/22 FRI	Weekday Average	04/23 SAT	04/24 SUN	Weekend Average	Week Average
- AM -										
12 - 1			1			1				1
1 - 2			0			0				0
2 - 3			0			0				0
3 - 4			0			0				0
4 - 5			1			1				1
5 - 6			0			0				0
6 - 7			7			7				7
7 - 8			79			79				79
8 - 9			55			55				55
9 - 10			8			8				8
10 - 11			13			13				13
11 - 12			12			12				12
- PM -										
12 - 1			12			16				16
1 - 2		14				19				19
2 - 3		22				22				22
3 - 4		67				67				67
4 - 5		27				27				27
5 - 6		42				42				42
6 - 7		13				13				13
7 - 8		5				5				5
8 - 9		6				6				6
9 - 10		7				7				7
10 - 11		1				1				1
11 - 12		2				2				2
TOTALS :		206	188			403				403
% Avg Day :		114%	88%			100%				

AM (12am-10am) Peak Volumes

15 Minute :		53			53		53
One Hour :		111			111		111
P.H.F. :		0.52			0.52		0.52
PH Begins :		7:15am			7:15am		7:15am

Mid (10am-2pm) Peak Volumes

15 Minute :	6	5			6		6
One Hour :	14	15			15		15
P.H.F. :	0.58	0.75			0.75		0.75
PH Begins :	1:00pm	10:30am			10:30am		10:30am

PM (2pm-12am) Peak Volumes

15 Minute :	35				35		35
One Hour :	67				67		67
P.H.F. :	0.48				0.48		0.48
PH Begins :	3:00pm				3:00pm		3:00pm

APR 03 2024

Weekly 24 Hour Volume Report: SOMERS RD S82

Info Line 1 : ATS
 Info Line 2 : UNICORN 5
 GPS Lat/Lon :

Last Connected Device Type : Unic-L
 Serial Number :
 # Lanes : 1

Lane #4 (E/W) Weekly Data 04/18/2022 to 04/24/2022

Time	04/18 MON	04/19 TUE	04/20 WED	04/21 THU	04/22 FRI	Weekday Average	04/23 SAT	04/24 SUN	Weekend Average	Week Average
- AM -										
12 - 1			3			3				3
1 - 2			3			3				3
2 - 3			1			1				1
3 - 4			1			1				1
4 - 5			1			1				1
5 - 6			3			3				3
6 - 7			25			25				25
7 - 8			53			53				53
8 - 9			64			64				64
9 - 10			41			41				41
10 - 11			45			45				45
11 - 12			47			47				47
- PM -										
12 - 1			22			44				44
1 - 2		37				49				49
2 - 3		57				57				57
3 - 4		61				61				61
4 - 5		52				52				52
5 - 6		69				69				69
6 - 7		60				60				60
7 - 8		38				38				38
8 - 9		19				19				19
9 - 10		27				27				27
10 - 11		7				7				7
11 - 12		5				5				5

TOTALS : 432 309 775 **775**
 % Avg Day : 124% 77% 100%

AM (12am-10am) Peak Volumes

15 Minute :	21	21	21
One Hour :	65	65	65
P.H.F. :	0.77	0.77	0.77
PH Begins :	7:15am	7:15am	7:15am

Mid (10am-2pm) Peak Volumes

15 Minute :	14	14	14
One Hour :	37	51	51
P.H.F. :	0.66	0.91	0.91
PH Begins :	1:00pm	10:45am	10:45am

PM (2pm-12am) Peak Volumes

15 Minute :	24	24	24
One Hour :	71	71	71
P.H.F. :	0.74	0.74	0.74
PH Begins :	5:15pm	5:15pm	5:15pm

APPENDIX B

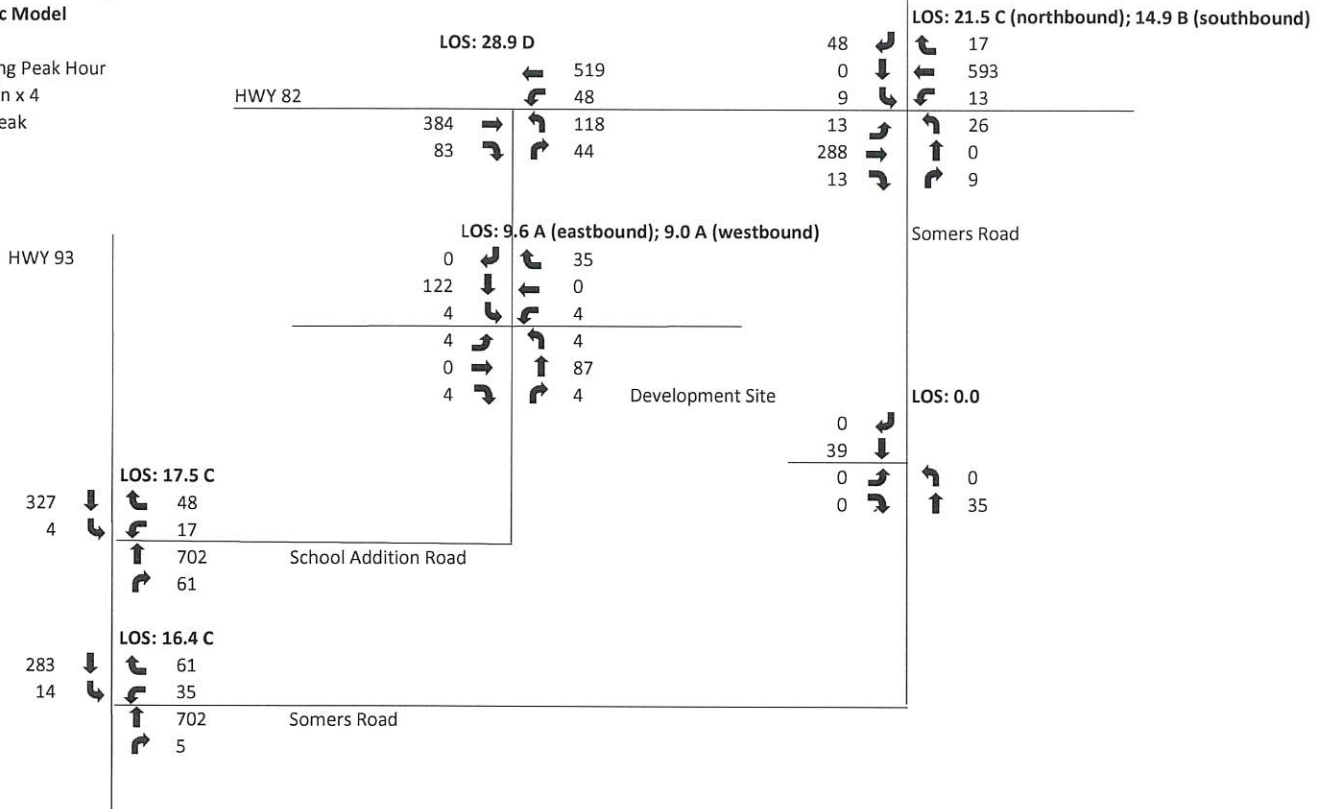
Traffic Model

APR 03 2024

**Steamboat Landing
Traffic Model**

Seasonal Factor 1.09

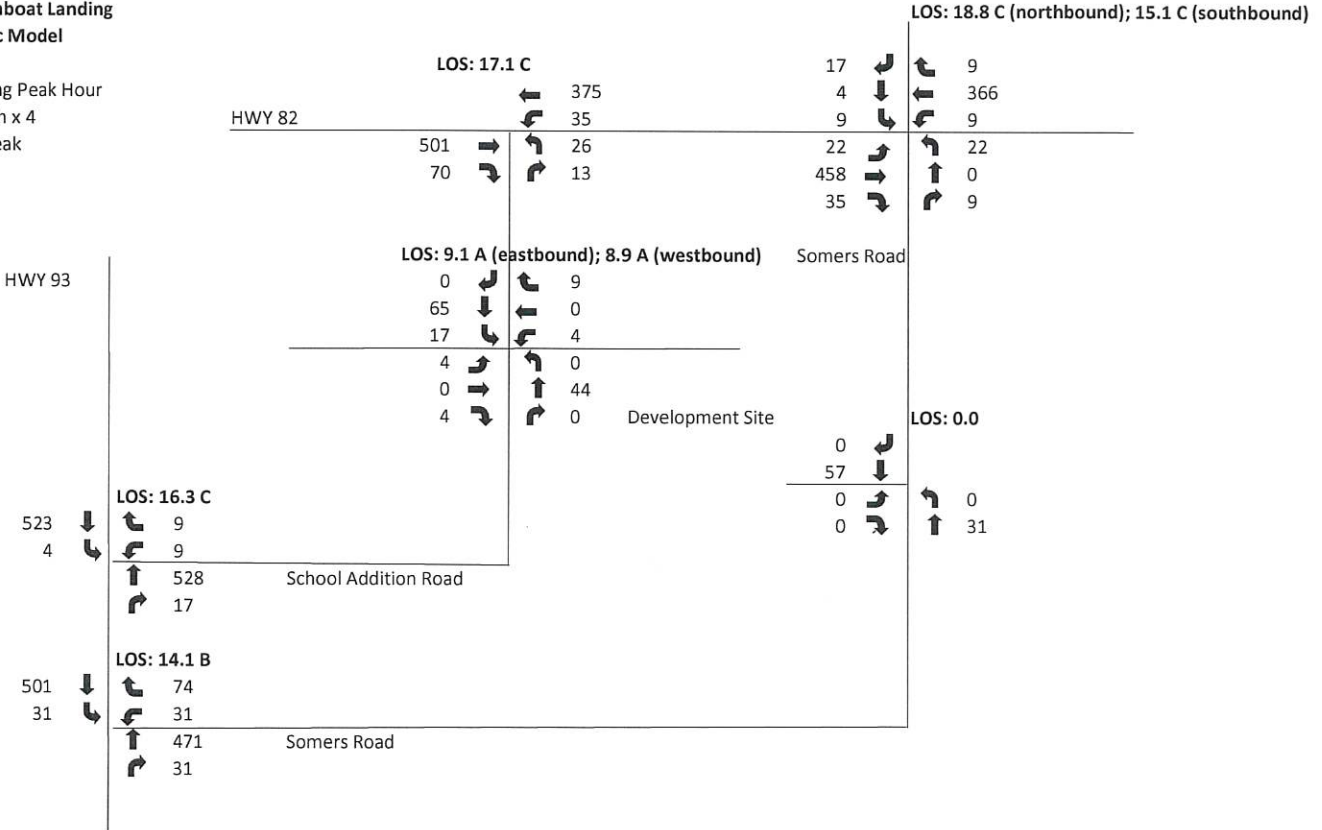
Existing Peak Hour
15 Min x 4
AM Peak



**Steamboat Landing
Traffic Model**

LOS: 18.8 C (northbound); 15.1 C (southbound)

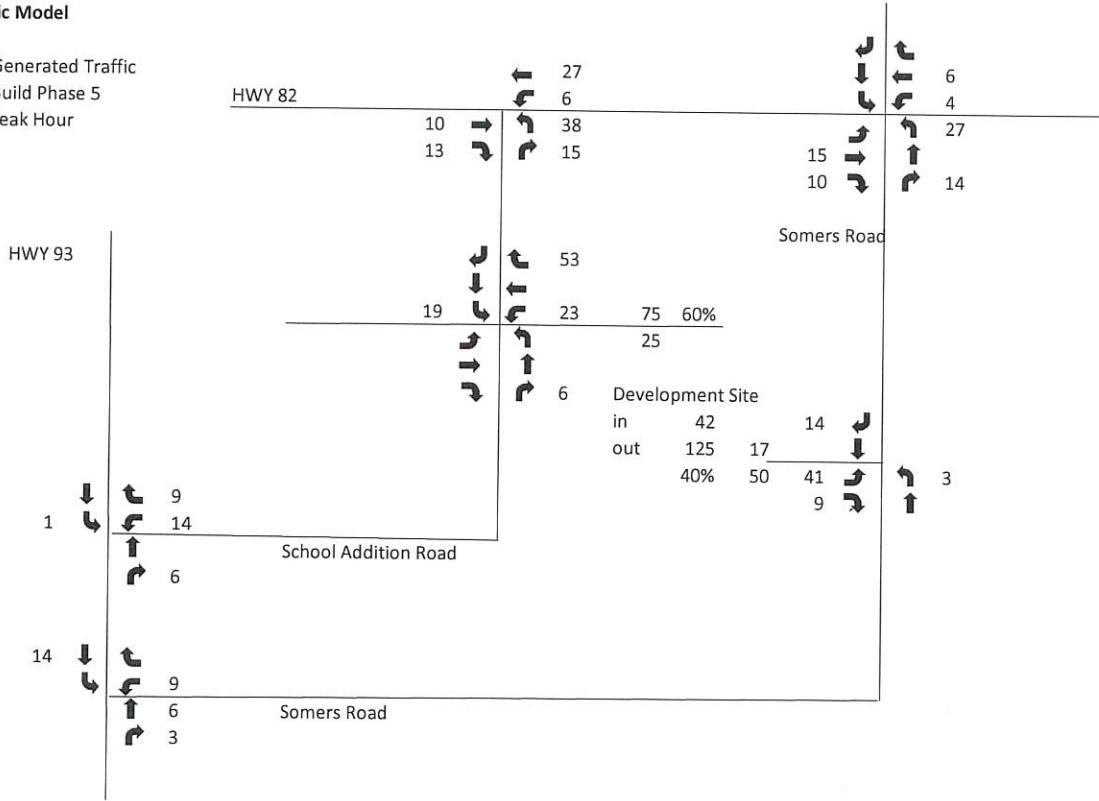
Existing Peak Hour
15 Min x 4
PM Peak



APR 03 2024

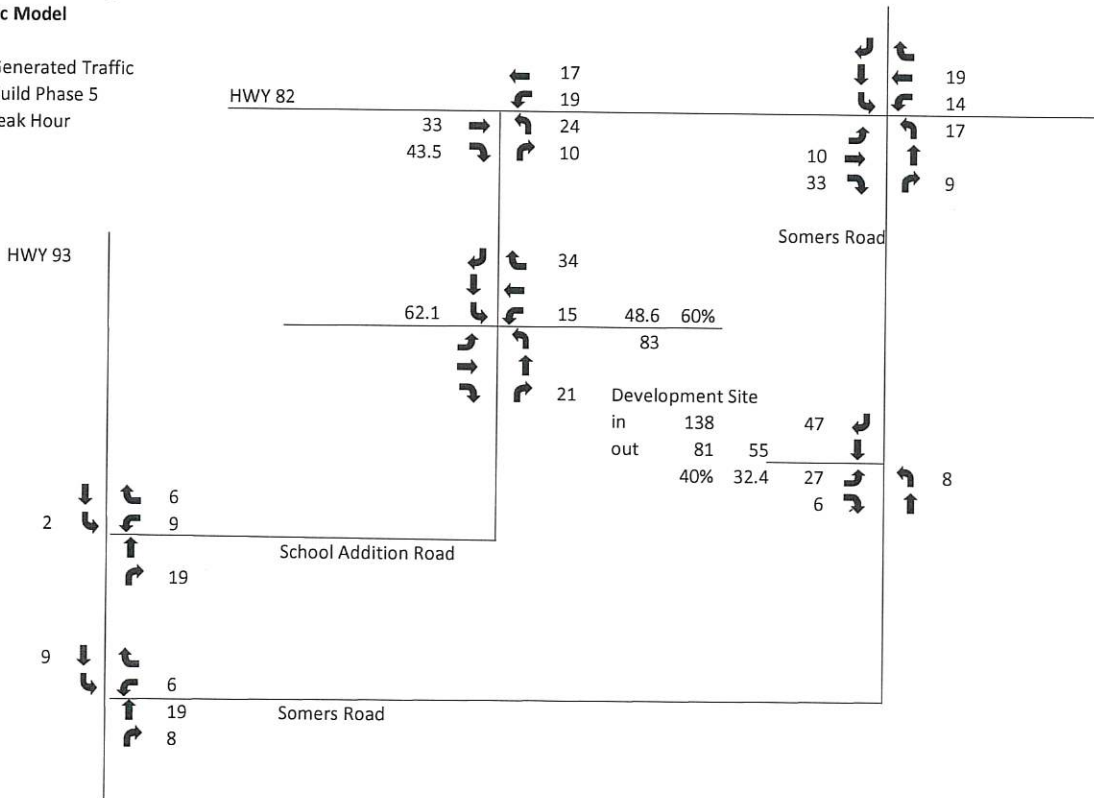
**Steamboat Landing
Traffic Model**

Site Generated Traffic
Full-Build Phase 5
AM Peak Hour



**Steamboat Landing
Traffic Model**

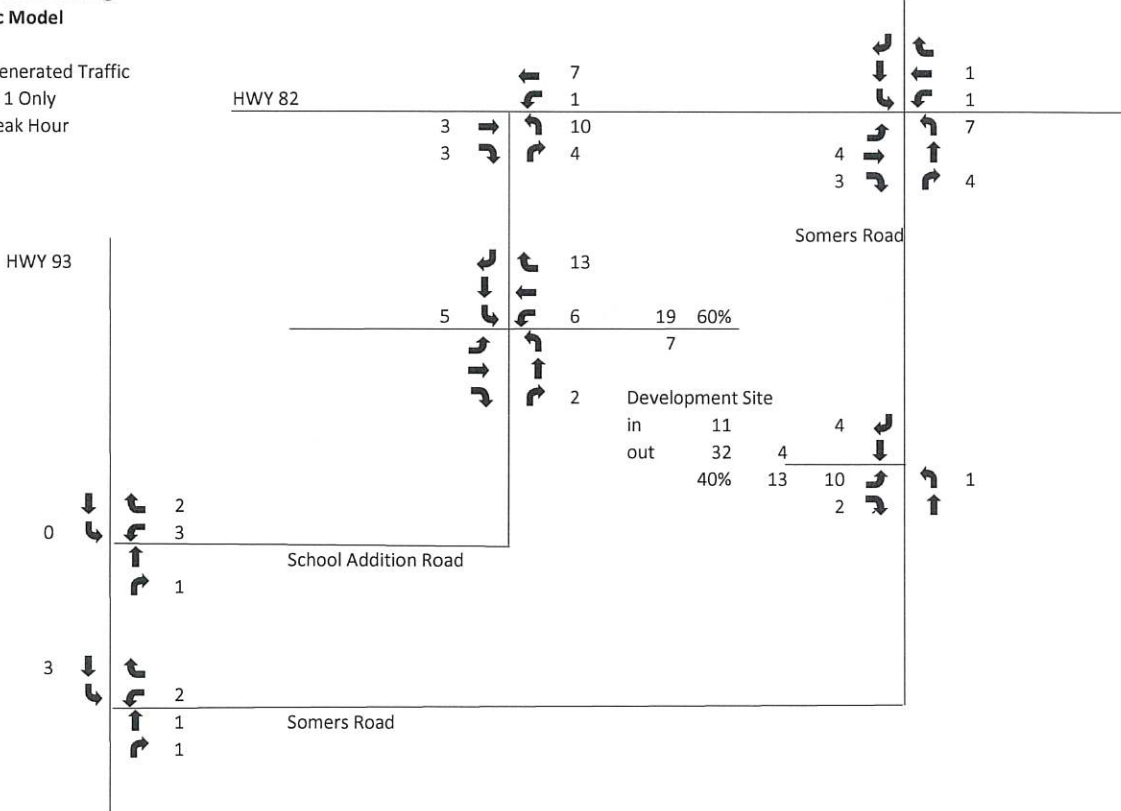
Site Generated Traffic
Full-Build Phase 5
PM Peak Hour



APR 03 2024

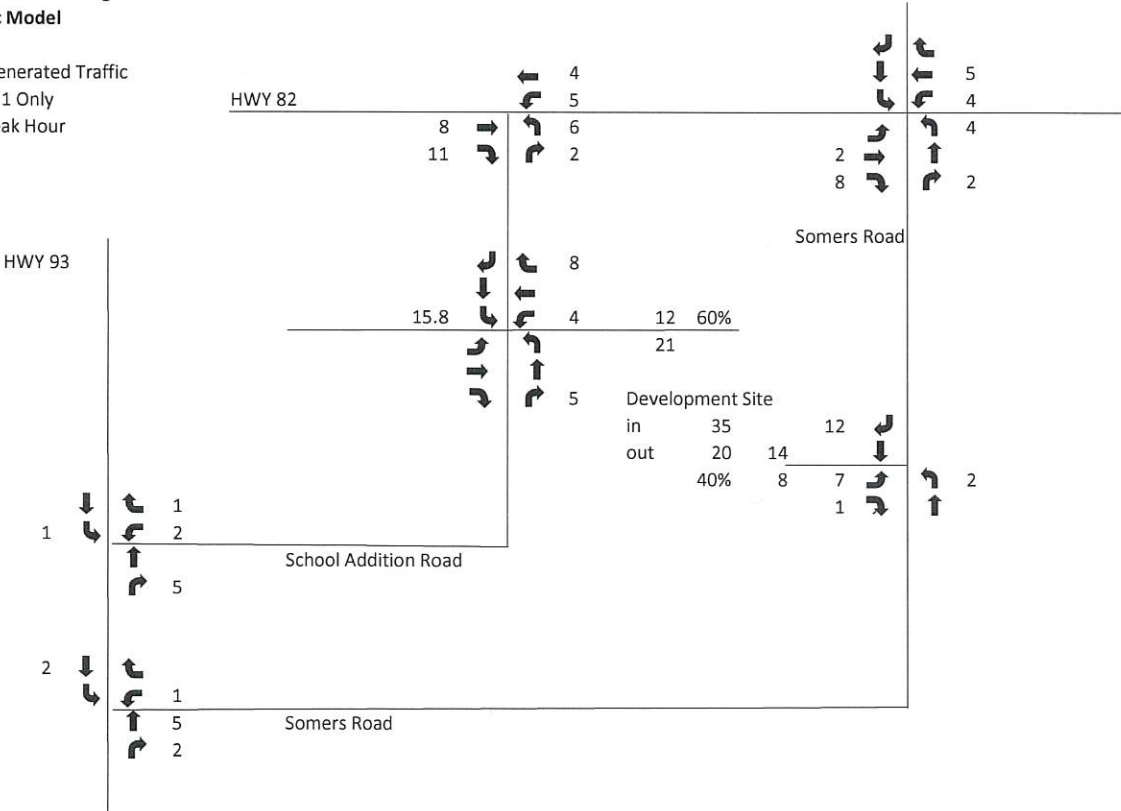
**Steamboat Landing
Traffic Model**

Site Generated Traffic
Phase 1 Only
AM Peak Hour



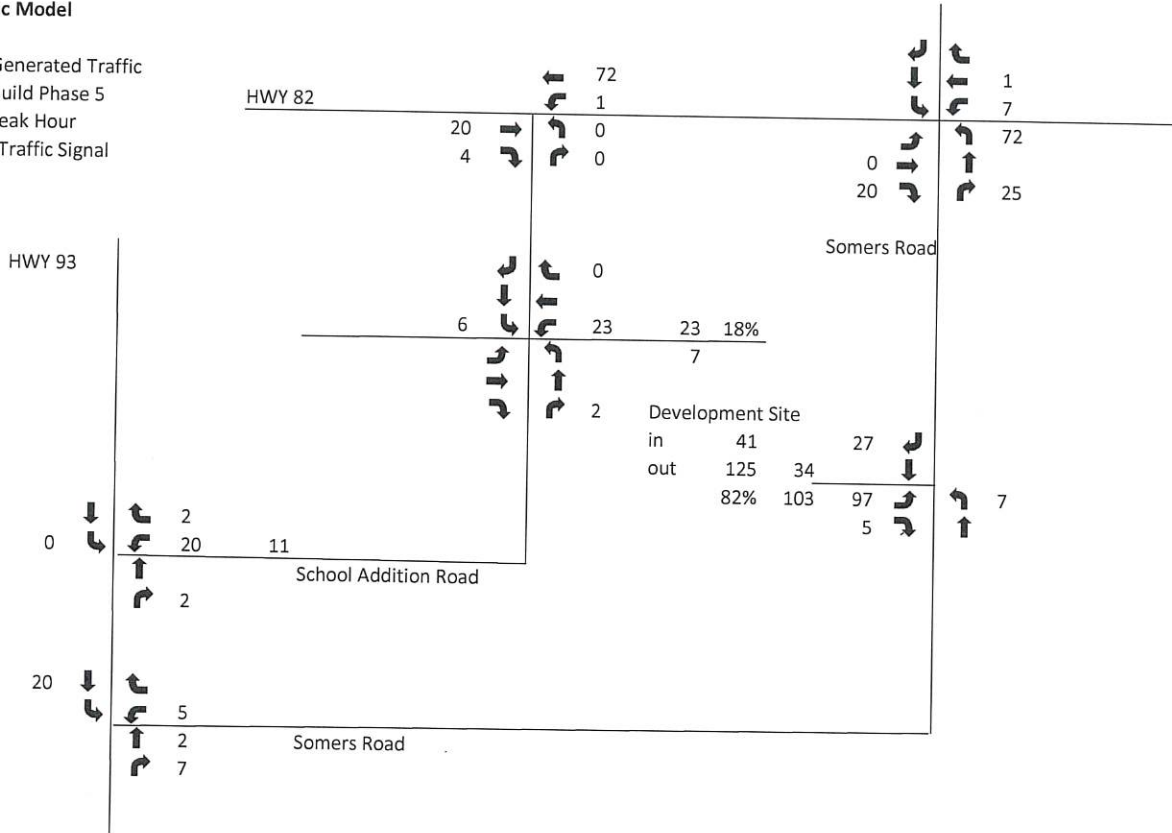
**Steamboat Landing
Traffic Model**

Site Generated Traffic
Phase 1 Only
PM Peak Hour



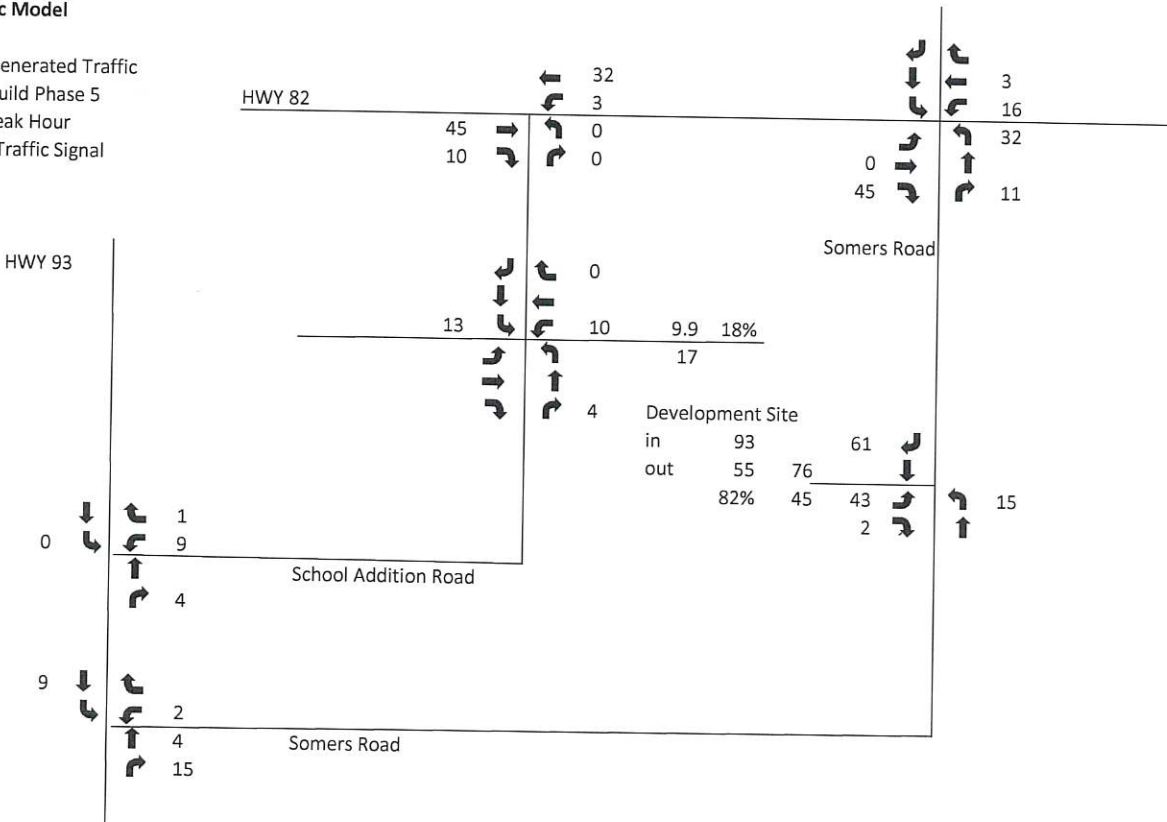
**Steamboat Landing
Traffic Model**

Site Generated Traffic
Full-Build Phase 5
AM Peak Hour
With Traffic Signal



**Steamboat Landing
Traffic Model**

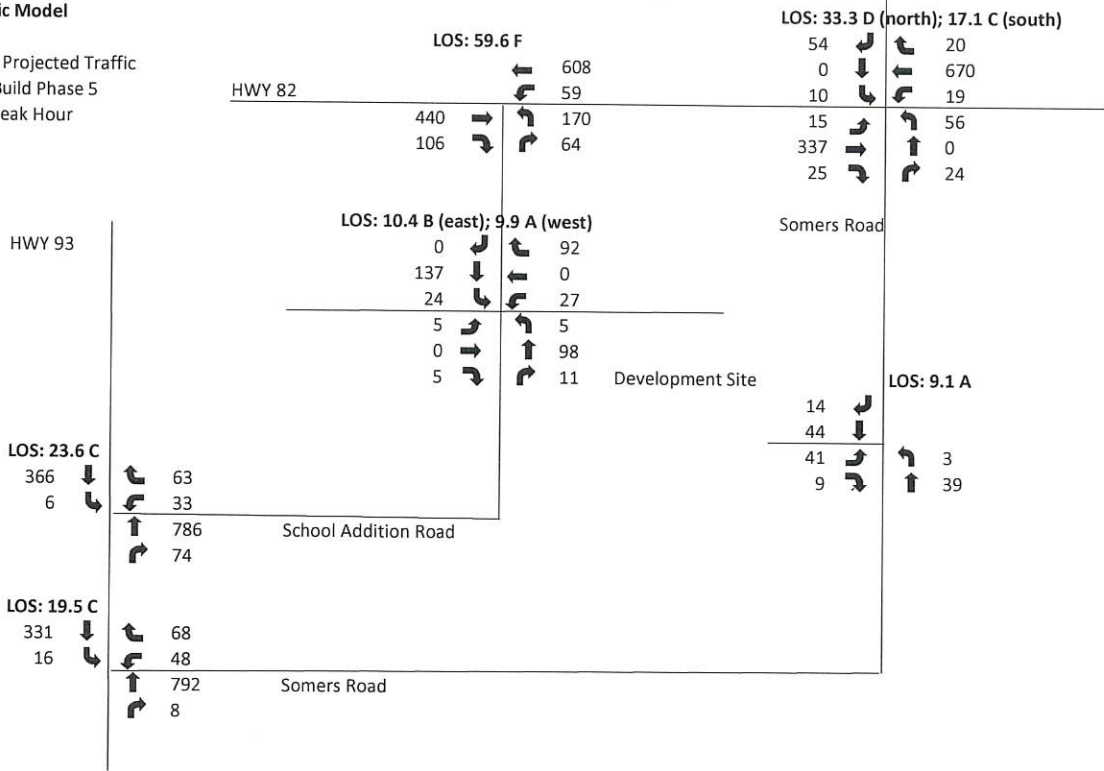
Site Generated Traffic
Full-Build Phase 5
PM Peak Hour
With Traffic Signal



**Steamboat Landing
Traffic Model**

Growth Factor 1.12

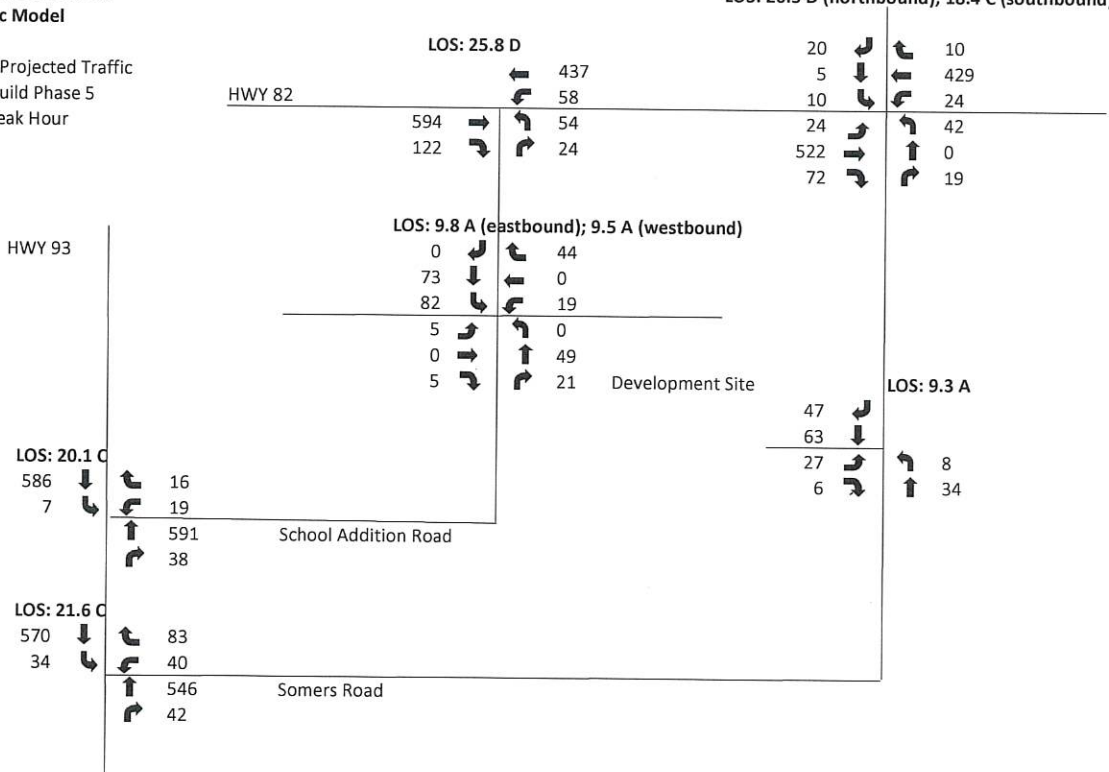
Total Projected Traffic
Full-Build Phase 5
AM Peak Hour



**Steamboat Landing
Traffic Model**

LOS: 26.5 D (northbound); 18.4 C (southbound)

Total Projected Traffic
Full-Build Phase 5
PM Peak Hour



**Steamboat Landing
Traffic Model**

Growth Factor 1.04

		LOS: 30.2 D		LOS: 23.8 C (north); 15.5 C (south)	
Total Projected Traffic			546	50	18
Phase 1			51	0	618
AM Peak Hour	HWY 82		132	9	15
2026		402	49	14	34
		90		303	0
				16	13
		LOS: 10.1 B (east); 9.9 A (west)		Somers Road	
HWY 93		0	50		
		127	0		
		9	10		
		5	5		
		0	91		
		5	6		
				Development Site	
				4	
				41	
				10	1
				2	36
LOS: 19.2 C					
340	52				
5	22				
	730				
	65				
		School Addition Road			
LOS: 17.3 C					
298	63				
15	39				
	732				
	6				
		Somers Road			

**Steamboat Landing
Traffic Model**

LOS: 20.6 C (northbound); 16.0 C (southbound)

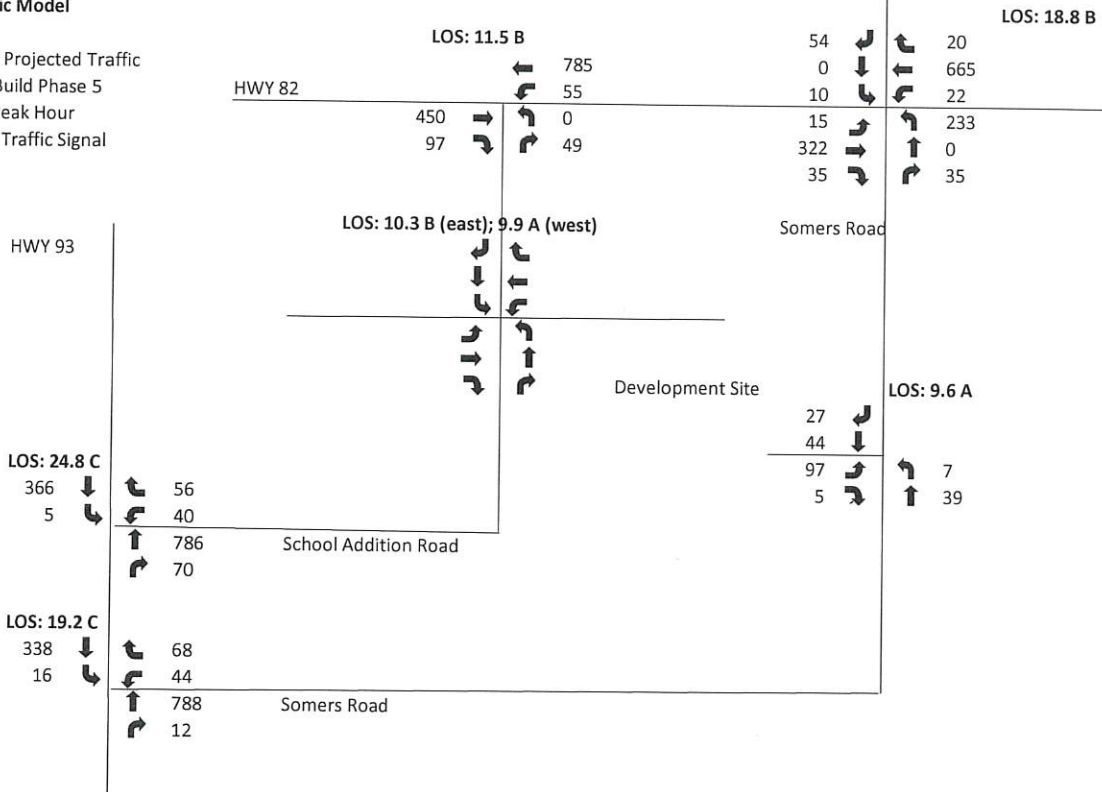
		LOS: 18.9 C		LOS: 20.6 C (northbound); 16.0 C (southbound)	
Total Projected Traffic			394	18	9
Phase 1			41	5	386
PM Peak Hour	HWY 82		33	9	13
		530	16	23	27
		84		478	0
				45	11
		LOS: 10.0 A (eastbound); 9.6 A (westbound)		Somers Road	
HWY 93		0	17		
		68	0		
		34	8		
		5	0		
		0	45		
		5	5		
				Development Site	
				12	
				59	
				7	2
				1	32
LOS: 17.2 C					
544	11				
5	11				
	549				
	23				
		School Addition Road			
LOS: 17.9 C					
524	77				
32	33				
	494				
	34				
		Somers Road			

APR 03 2024

**Steamboat Landing
Traffic Model**

Growth Factor 1.12

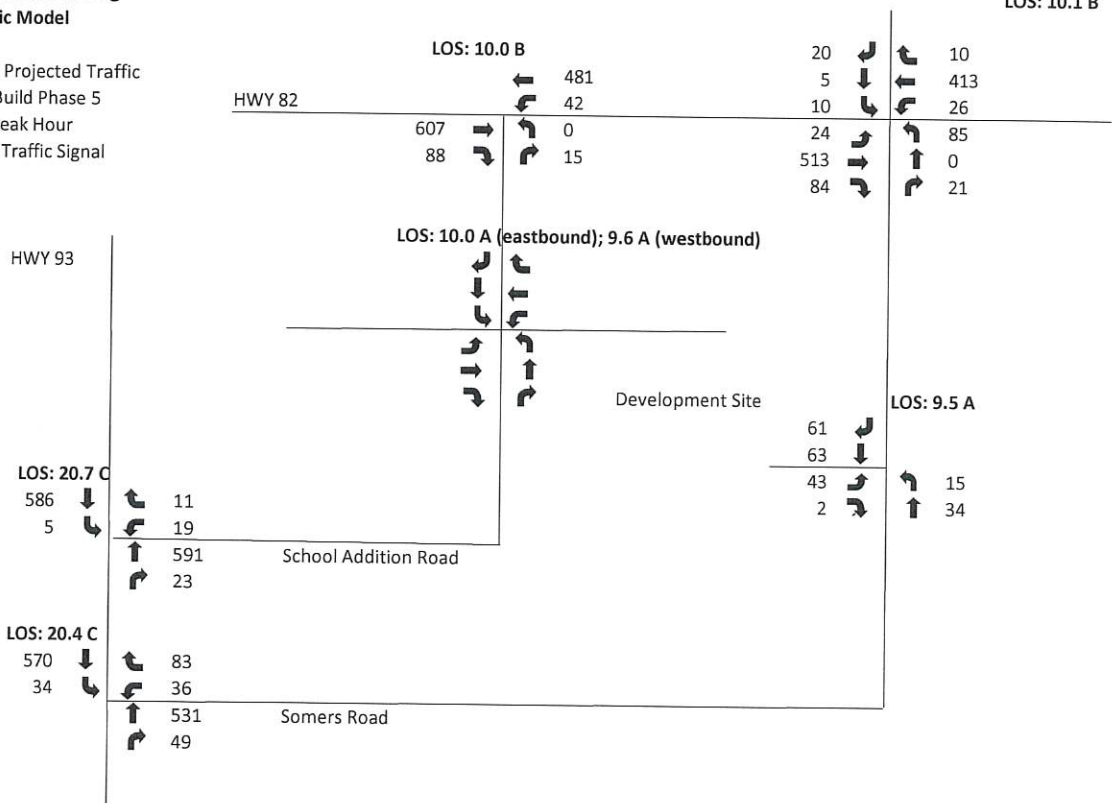
Total Projected Traffic
Full-Build Phase 5
AM Peak Hour
With Traffic Signal



**Steamboat Landing
Traffic Model**

LOS: 10.1 B

Total Projected Traffic
Full-Build Phase 5
PM Peak Hour
With Traffic Signal



APR 03 2024

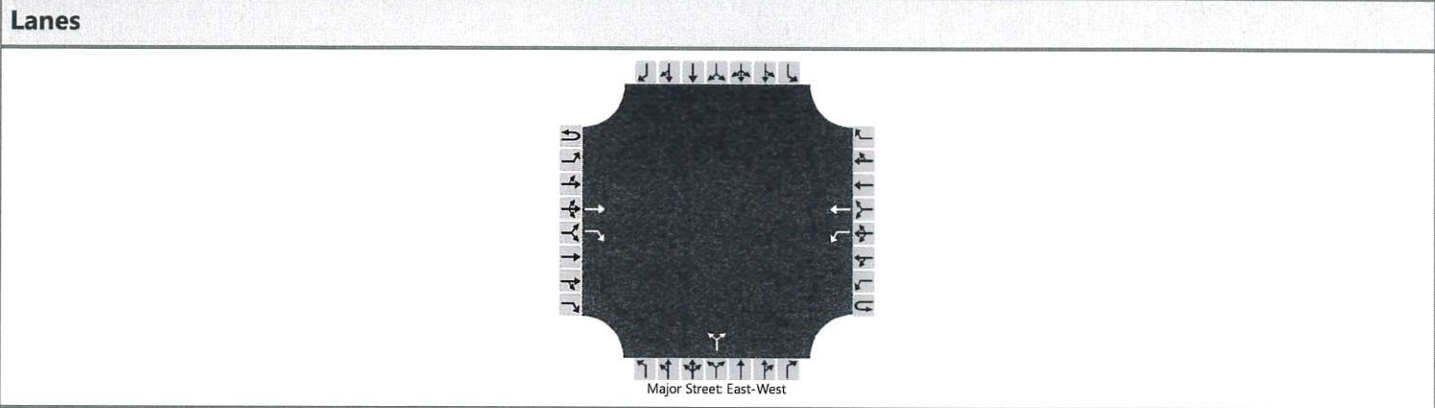
APPENDIX C

LOS Calculations

APR 03 2024

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	MT 82 and School Addition				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	MT 82				
Analysis Year	2022	North/South Street	School Addition Road				
Time Analyzed	AM Existing Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			T	R		L	T				LR					
Volume (veh/h)			384	83		48	519			118		44				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1					7.1		6.2				
Critical Headway (sec)					4.13					6.43		6.23				
Base Follow-Up Headway (sec)					2.2					3.5		3.3				
Follow-Up Headway (sec)					2.23					3.53		3.33				

Delay, Queue Length, and Level of Service

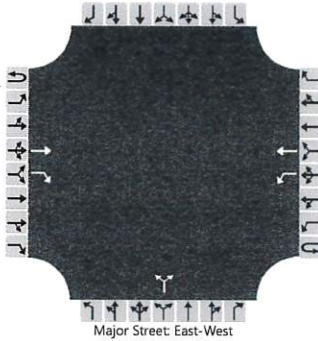
Flow Rate, v (veh/h)					48					162						
Capacity, c (veh/h)					1089					308						
v/c Ratio					0.04					0.53						
95% Queue Length, Q ₉₅ (veh)					0.1					2.9						
Control Delay (s/veh)					8.5					28.9						
Level of Service (LOS)					A					D						
Approach Delay (s/veh)					0.7				28.9							
Approach LOS					A				D							

APR 03 2024

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	MT 82 and School Addition				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	MT 82				
Analysis Year	2022	North/South Street	School Addition Road				
Time Analyzed	PM Existing Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			T	R		L	T				LR					
Volume (veh/h)			501	70		35	375			26		13				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						35					39					
Capacity, c (veh/h)						997					336					
v/c Ratio						0.04					0.12					
95% Queue Length, Q ₉₅ (veh)						0.1					0.4					
Control Delay (s/veh)						8.7					17.1					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.7				17.1							
Approach LOS					A				C							

HCS Two-Way Stop-Control Report

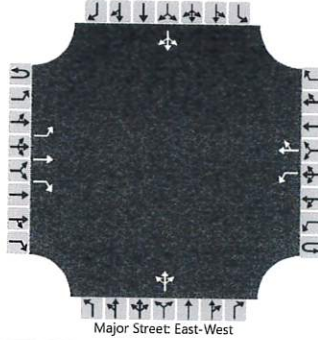
General Information

Analyst	RLA
Agency/Co.	ATS
Date Performed	5/10/2022
Analysis Year	2022
Time Analyzed	AM Existing Peak Hour
Intersection Orientation	East-West
Project Description	Steamboat Landing

Site Information

Intersection	MT 82 and Somers road
Jurisdiction	Flathead County
East/West Street	MT 82
North/South Street	Somers Road
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12		
Priority																		
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0		
Configuration		L	T	R		L		TR			LTR				LTR			
Volume (veh/h)		13	288	13		13	593	17		26	0	9		9	0	48		
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3		
Proportion Time Blocked																		
Percent Grade (%)										0				0				
Right Turn Channelized		No																
Median Type Storage		Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

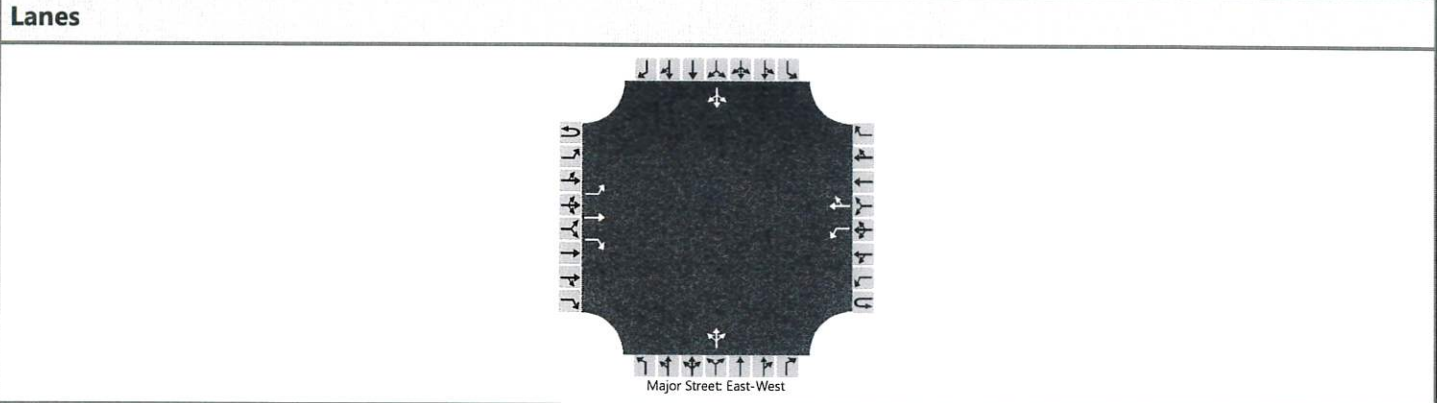
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13				13					35					57	
Capacity, c (veh/h)		964				1254					253					420	
v/c Ratio		0.01				0.01					0.14					0.14	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.5					0.5	
Control Delay (s/veh)		8.8				7.9					21.5					14.9	
Level of Service (LOS)		A				A					C					B	
Approach Delay (s/veh)		0.4				0.2				21.5				14.9			
Approach LOS		A				A				C				B			

APR 03 2024

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA			Intersection	MT 82 and Somers road		
Agency/Co.	ATS			Jurisdiction	Flathead County		
Date Performed	5/10/2022			East/West Street	MT 82		
Analysis Year	2022			North/South Street	Somers Road		
Time Analyzed	PM Existing Peak Hour			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Steamboat Landing						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	R		L		TR			LTR				LTR	
Volume (veh/h)		22	458	35		9	366	9		22	0	9		9	4	17
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1					7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13					7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2					3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23					3.53	4.03	3.33		3.53	4.03	3.33

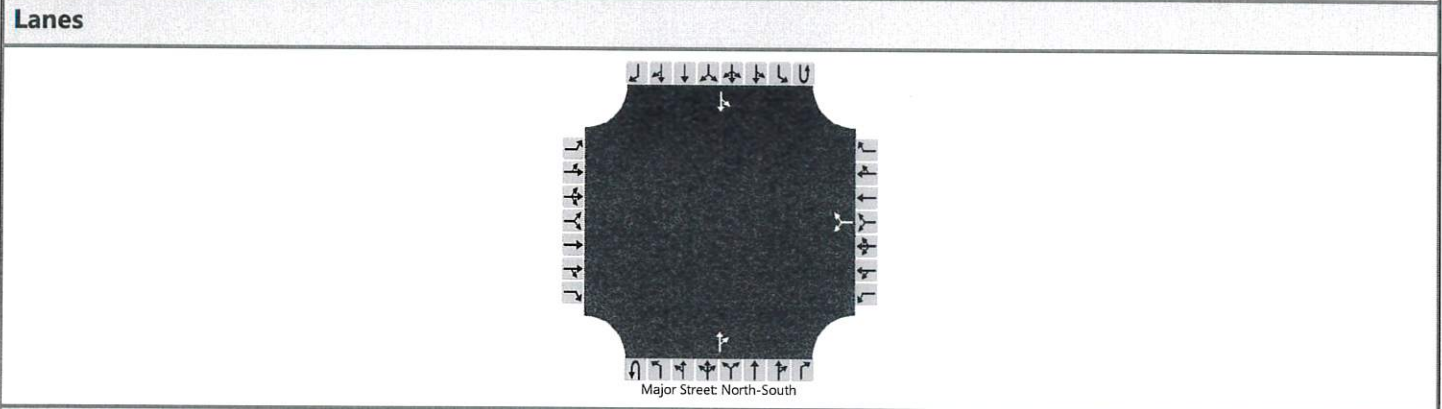
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				9					31					30	
Capacity, c (veh/h)		1178				1065					292					386	
v/c Ratio		0.02				0.01					0.11					0.08	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.4					0.3	
Control Delay (s/veh)		8.1				8.4					18.8					15.1	
Level of Service (LOS)		A				A					C					C	
Approach Delay (s/veh)		0.3				0.2				18.8				15.1			
Approach LOS		A				A				C				C			

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HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RLA	Intersection	School Addition/US 93
Agency/Co.	ATS	Jurisdiction	Flathead County
Date Performed	5/10/2022	East/West Street	School addition
Analysis Year	2022	North/South Street	US 93
Time Analyzed	AM Existing Peak Hour	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Steamboat Landing - Somers		



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						17		48			702	61		4	327	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

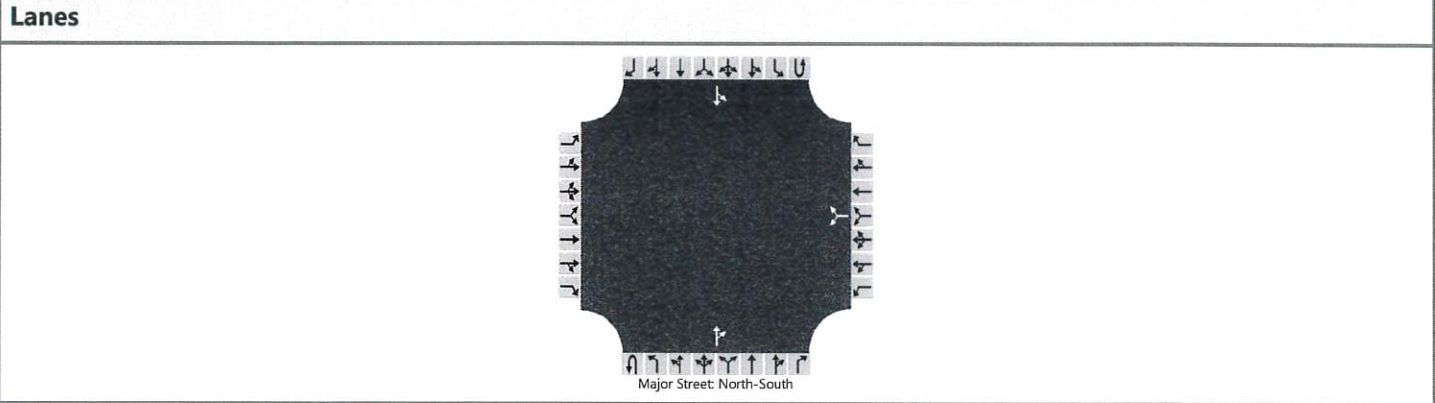
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						65									4	
Capacity, c (veh/h)						352									845	
v/c Ratio						0.18									0.00	
95% Queue Length, Q ₉₅ (veh)						0.7									0.0	
Control Delay (s/veh)						17.5								9.3	0.1	
Level of Service (LOS)						C								A	A	
Approach Delay (s/veh)					17.5								0.2			
Approach LOS					C								A			

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	School Addition/US 93				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	School addition				
Analysis Year	2022	North/South Street	US 93				
Time Analyzed	PM Existing Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0	
Configuration							LR					TR			LT		
Volume (veh/h)						9		9			528	17		4	523		
Percent Heavy Vehicles (%)						3		3						3			
Proportion Time Blocked																	
Percent Grade (%)						0											
Right Turn Channelized																	
Median Type Storage						Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

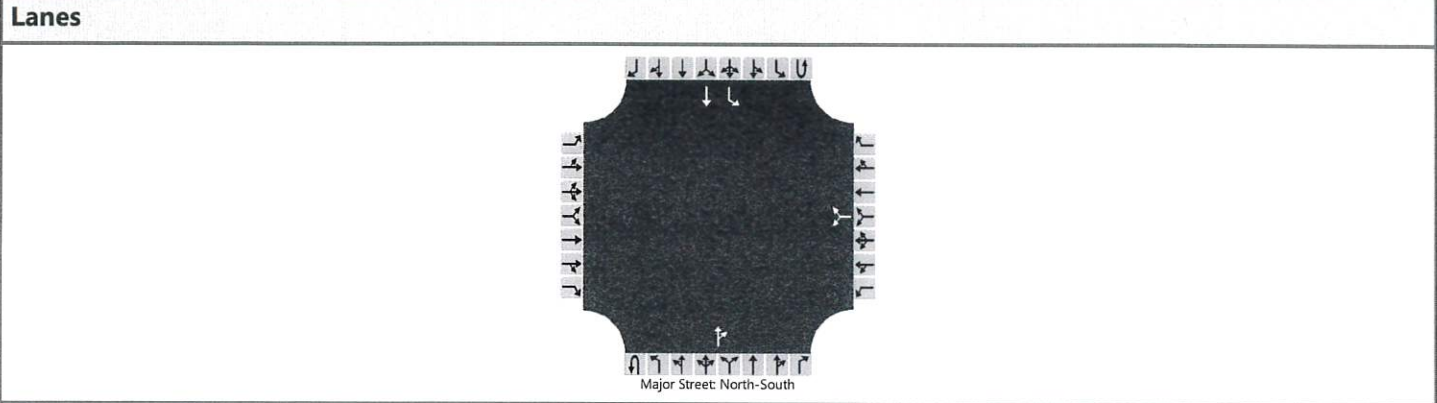
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						18									4	
Capacity, c (veh/h)						336									1019	
v/c Ratio						0.05									0.00	
95% Queue Length, Q ₉₅ (veh)						0.2									0.0	
Control Delay (s/veh)						16.3								8.5	0.0	
Level of Service (LOS)						C								A	A	
Approach Delay (s/veh)						16.3									0.1	
Approach LOS						C									A	

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	Somers Road/US93				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	Somers Road				
Analysis Year	2022	North/South Street	US 93				
Time Analyzed	AM Existing Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0	
Configuration							LR					TR		L	T		
Volume (veh/h)						35		61			702	5		14	283		
Percent Heavy Vehicles (%)						3		3						3			
Proportion Time Blocked																	
Percent Grade (%)						0											
Right Turn Channelized																	
Median Type Storage						Left Only							1				

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2								4.1
Critical Headway (sec)						6.43		6.23								4.13
Base Follow-Up Headway (sec)						3.5		3.3								2.2
Follow-Up Headway (sec)						3.53		3.33								2.23

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						96										14	
Capacity, c (veh/h)						412										887	
v/c Ratio						0.23										0.02	
95% Queue Length, Q ₉₅ (veh)						0.9										0.0	
Control Delay (s/veh)						16.4										9.1	
Level of Service (LOS)						C										A	
Approach Delay (s/veh)						16.4										0.4	
Approach LOS						C										A	

HCS Two-Way Stop-Control Report

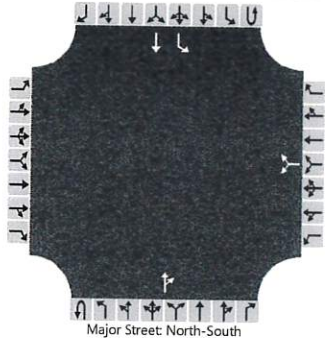
General Information

Analyst	RLA
Agency/Co.	ATS
Date Performed	5/10/2022
Analysis Year	2022
Time Analyzed	PM Existing Peak Hour
Intersection Orientation	North-South
Project Description	Steamboat Landing - Somers

Site Information

Intersection	Somers Road/US93
Jurisdiction	Flathead County
East/West Street	Somers Road
North/South Street	US 93
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	0	0	0		0	1	0		0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						31		74			471	31		31	501	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

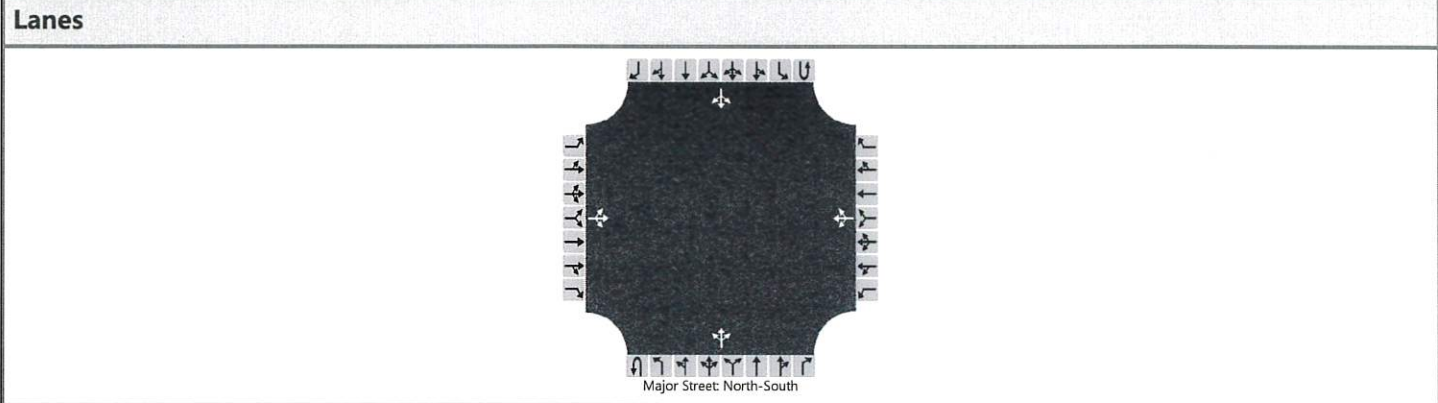
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						105								31		
Capacity, c (veh/h)						499								1057		
v/c Ratio						0.21								0.03		
95% Queue Length, Q ₉₅ (veh)						0.8								0.1		
Control Delay (s/veh)						14.1								8.5		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)	14.1								0.5							
Approach LOS	B								A							

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HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RLA	Intersection	School Addition/Sunnyside
Agency/Co.	ATS	Jurisdiction	Flathead County
Date Performed	5/10/2022	East/West Street	Sunnyside
Analysis Year	2022	North/South Street	School Addition Road
Time Analyzed	AM Existing Peak Hour	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Steamboat Landing - Somers		



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		4	0	4		4	0	35		4	87	4		4	122	0	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

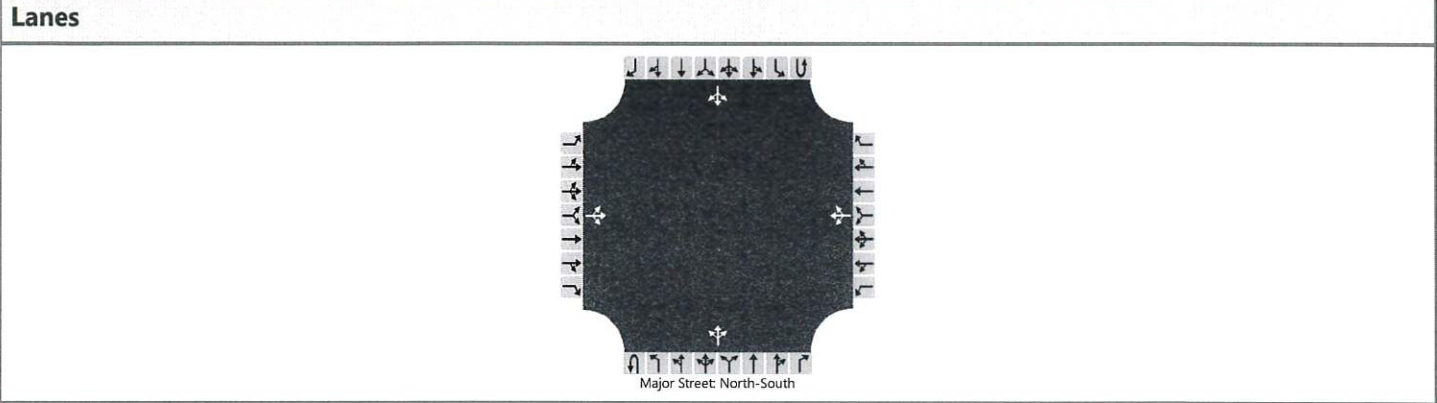
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1			
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13			
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2			
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			8				39			4				4			
Capacity, c (veh/h)			783				933			1459				1498			
v/c Ratio			0.01				0.04			0.00				0.00			
95% Queue Length, Q ₉₅ (veh)			0.0				0.1			0.0				0.0			
Control Delay (s/veh)			9.6				9.0			7.5	0.0	0.0		7.4	0.0	0.0	
Level of Service (LOS)			A				A			A	A	A		A	A	A	
Approach Delay (s/veh)		9.6				9.0				0.3				0.3			
Approach LOS		A				A				A				A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	School Addition/Sunnyside				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	Sunnyside				
Analysis Year	2022	North/South Street	School Addition Road				
Time Analyzed	PM Existing Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		4	0	4		4	0	9		0	44	0		17	65	0	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

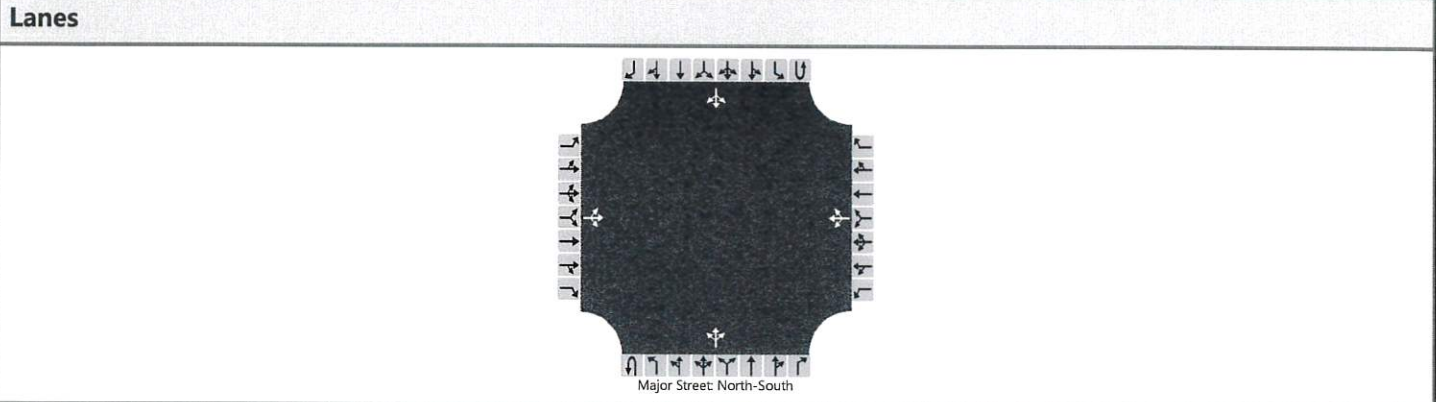
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			8				13				0				17		
Capacity, c (veh/h)			889				946				1531				1558		
v/c Ratio			0.01				0.01				0.00				0.01		
95% Queue Length, Q ₉₅ (veh)			0.0				0.0				0.0				0.0		
Control Delay (s/veh)			9.1				8.9			7.4	0.0	0.0		7.3	0.1	0.1	
Level of Service (LOS)			A				A			A	A	A		A	A	A	
Approach Delay (s/veh)		9.1				8.9				0.0				1.6			
Approach LOS		A				A				A				A			

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA			Intersection	School Addition/Sunnyside		
Agency/Co.	ATS			Jurisdiction	Flathead County		
Date Performed	5/10/2022			East/West Street	Sunnyside		
Analysis Year	2022			North/South Street	School Addition Road		
Time Analyzed	PM Existing School Hour			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	0	1		4	0	17		4	113	9		4	44	9
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

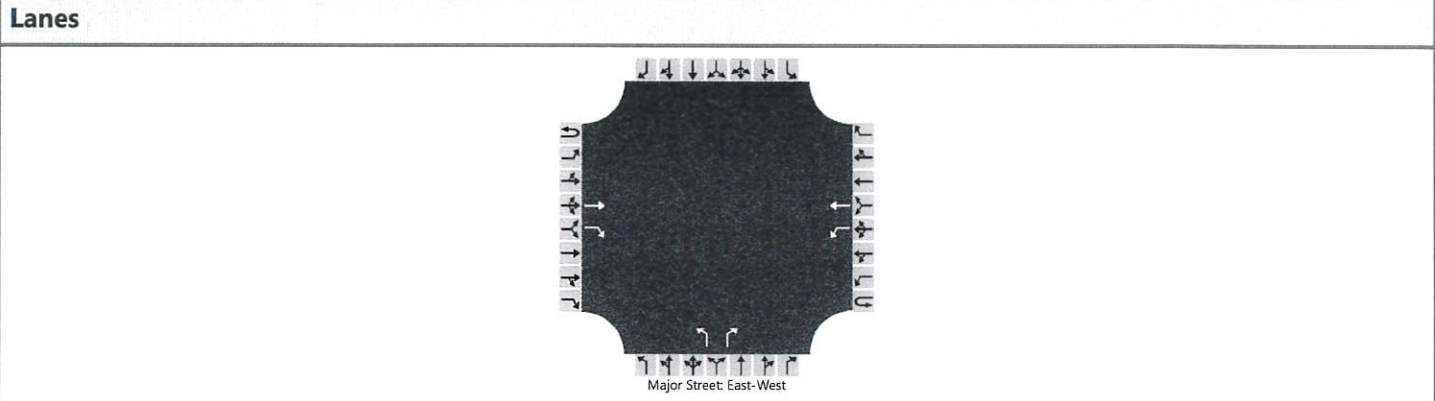
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5				21				4				4	
Capacity, c (veh/h)			791				896				1546				1459	
v/c Ratio			0.01				0.02				0.00				0.00	
95% Queue Length, Q ₉₅ (veh)			0.0				0.1				0.0				0.0	
Control Delay (s/veh)			9.6				9.1			7.3	0.0	0.0		7.5	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.6				9.1				0.3				0.5			
Approach LOS	A				A				A				A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	MT 82 and School Addition				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	MT 82				
Analysis Year	2026	North/South Street	School Addition Road				
Time Analyzed	AM Projected Peak Phase 1	Peak Hour Factor	1.00				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			402	90		51	546			132		49				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No								No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						51					132		49			
Capacity, c (veh/h)						1066					239		646			
v/c Ratio						0.05					0.55		0.08			
95% Queue Length, Q ₉₅ (veh)						0.2					3.0		0.2			
Control Delay (s/veh)						8.5					37.3		11.0			
Level of Service (LOS)						A					E		B			
Approach Delay (s/veh)					0.7				30.2							
Approach LOS					A				D							

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HCS Two-Way Stop-Control Report

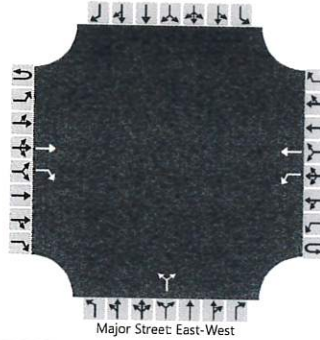
General Information

Analyst	RLA
Agency/Co.	ATS
Date Performed	5/10/2022
Analysis Year	2026
Time Analyzed	PM Projected Peak Phase 1
Intersection Orientation	East-West
Project Description	Steamboat Landing - Somers

Site Information

Intersection	MT 82 and School Addition
Jurisdiction	Flathead County
East/West Street	MT 82
North/South Street	School Addition Road
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			T	R		L	T				LR					
Volume (veh/h)			530	84		41	394			33		16				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

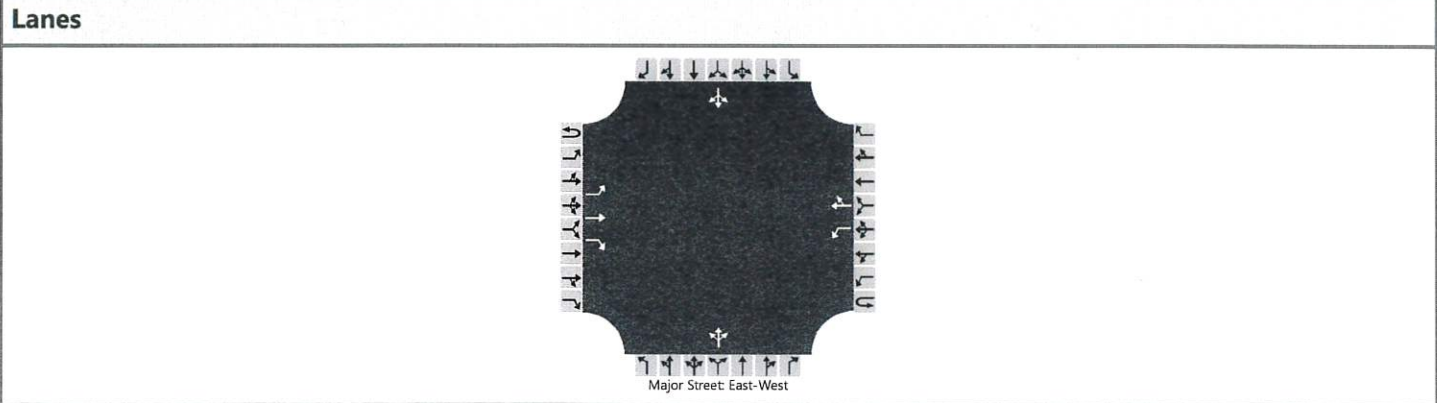
Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						41					49					
Capacity, c (veh/h)						961					309					
v/c Ratio						0.04					0.16					
95% Queue Length, Q ₉₅ (veh)						0.1					0.6					
Control Delay (s/veh)						8.9					18.9					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)						0.8					18.9					
Approach LOS						A					C					

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	MT 82 and Somers road				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	MT 82				
Analysis Year	2026	North/South Street	Somers Road				
Time Analyzed	AM Projected Peak Phase 1	Peak Hour Factor	1.00				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	R		L		TR			LTR				LTR	
Volume (veh/h)		14	303	16		15	618	18		34	0	13		9	0	50
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1					7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13					7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2					3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23					3.53	4.03	3.33		3.53	4.03	3.33

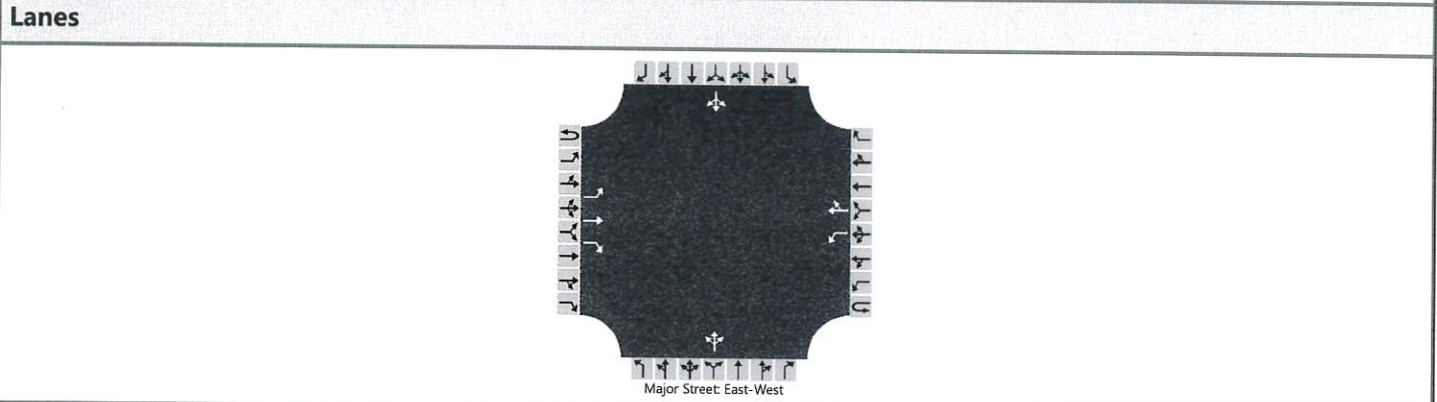
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				15					47					59	
Capacity, c (veh/h)		943				1235					238					403	
v/c Ratio		0.01				0.01					0.20					0.15	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.7					0.5	
Control Delay (s/veh)		8.9				7.9					23.8					15.5	
Level of Service (LOS)		A				A					C					C	
Approach Delay (s/veh)		0.4				0.2				23.8				15.5			
Approach LOS		A				A				C				C			

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA			Intersection	MT 82 and Somers road		
Agency/Co.	ATS			Jurisdiction	Flathead County		
Date Performed	5/10/2022			East/West Street	MT 82		
Analysis Year	2026			North/South Street	Somers Road		
Time Analyzed	PM Projected Peak Phase 1			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Steamboat Landing						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	R		L		TR			LTR				LTR	
Volume (veh/h)		23	478	45		13	386	9		27	0	11		9	5	18
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1					7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13					7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2					3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23					3.53	4.03	3.33		3.53	4.03	3.33

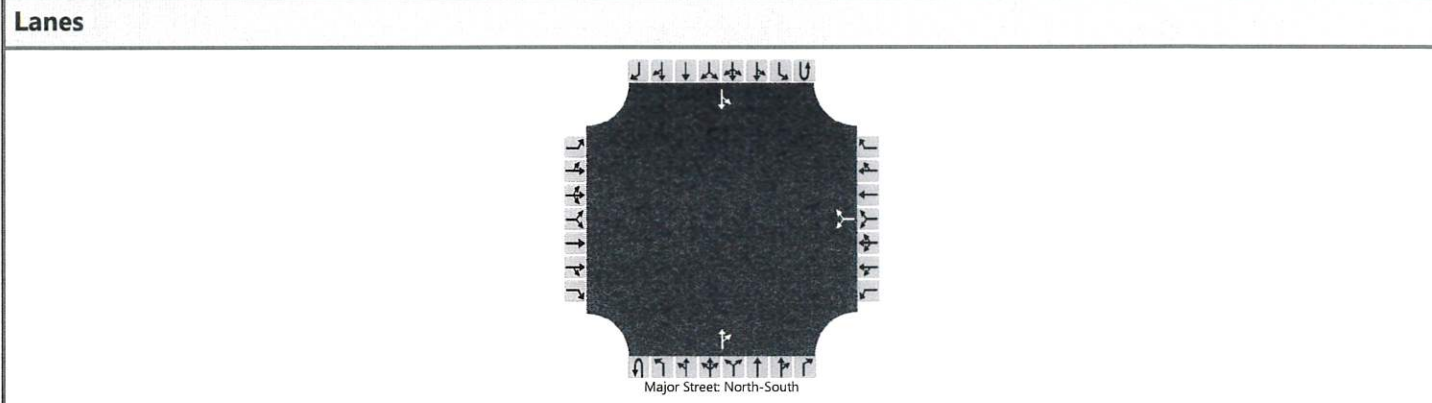
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				13					38					32	
Capacity, c (veh/h)		1158				1038					268					359	
v/c Ratio		0.02				0.01					0.14					0.09	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.5					0.3	
Control Delay (s/veh)		8.2				8.5					20.6					16.0	
Level of Service (LOS)		A				A					C					C	
Approach Delay (s/veh)		0.3				0.3				20.6				16.0			
Approach LOS		A				A				C				C			

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	School Addition/US 93				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	School addition				
Analysis Year	2026	North/South Street	US 93				
Time Analyzed	AM Projected Peak Phase 1	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						22		52			730	65		5	340	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

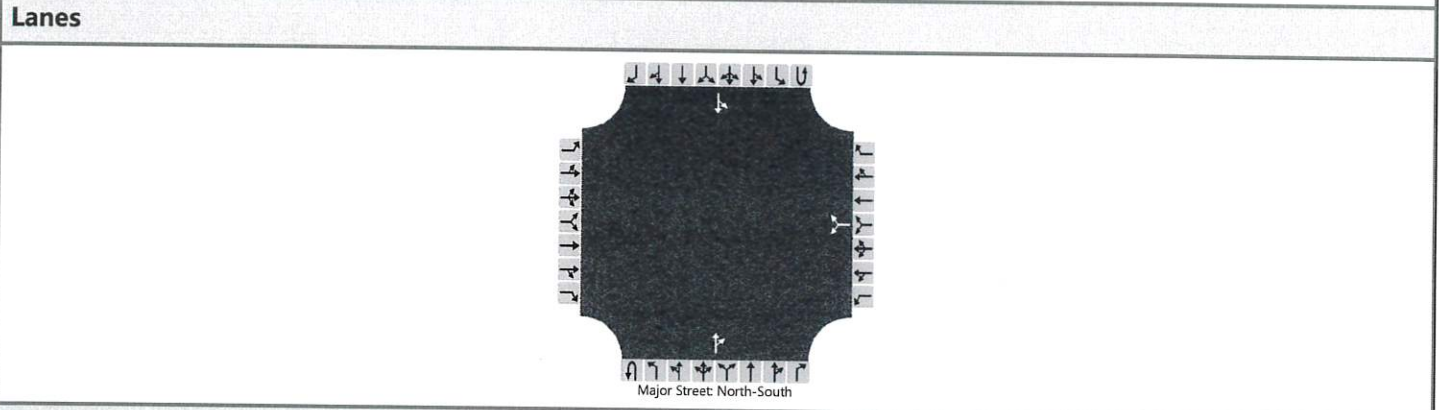
Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						74								5		
Capacity, c (veh/h)						328								822		
v/c Ratio						0.23								0.01		
95% Queue Length, Q ₉₅ (veh)						0.9								0.0		
Control Delay (s/veh)						19.1								9.4	0.1	
Level of Service (LOS)						C								A	A	
Approach Delay (s/veh)					19.1								0.2			
Approach LOS					C								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RLA	Intersection	School Addition/US 93
Agency/Co.	ATS	Jurisdiction	Flathead County
Date Performed	5/10/2022	East/West Street	School addition
Analysis Year	2026	North/South Street	US 93
Time Analyzed	PM Projected Peak Phase 1	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Steamboat Landing - Somers		



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration							LR					TR		LT			
Volume (veh/h)						11		11			549	23		5	544		
Percent Heavy Vehicles (%)						3		3						3			
Proportion Time Blocked																	
Percent Grade (%)						0											
Right Turn Channelized																	
Median Type Storage						Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1		
Critical Headway (sec)						6.43		6.23							4.13		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.53		3.33							2.23		

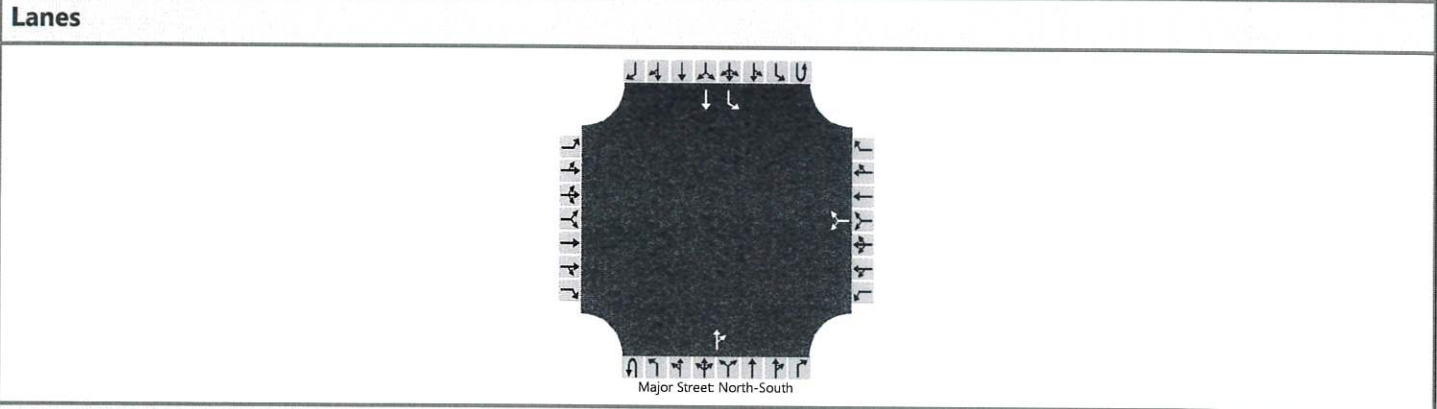
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						22									5		
Capacity, c (veh/h)						318									996		
v/c Ratio						0.07									0.01		
95% Queue Length, Q ₉₅ (veh)						0.2									0.0		
Control Delay (s/veh)						17.2									8.6	0.1	
Level of Service (LOS)						C									A	A	
Approach Delay (s/veh)						17.2								0.1			
Approach LOS						C								A			

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA			Intersection	Somers Road/US93		
Agency/Co.	ATS			Jurisdiction	Flathead County		
Date Performed	5/10/2022			East/West Street	Somers Road		
Analysis Year	2026			North/South Street	US 93		
Time Analyzed	AM Projected Peak Phase 1			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0	
Configuration							LR					TR		L	T		
Volume (veh/h)						39		63			732	6		15	298		
Percent Heavy Vehicles (%)						3		3						3			
Proportion Time Blocked																	
Percent Grade (%)						0											
Right Turn Channelized																	
Median Type Storage						Left Only											1

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1		
Critical Headway (sec)						6.43		6.23							4.13		
Base Follow-Up Headway (sec)						3.5		3.3							2.2		
Follow-Up Headway (sec)						3.53		3.33							2.23		

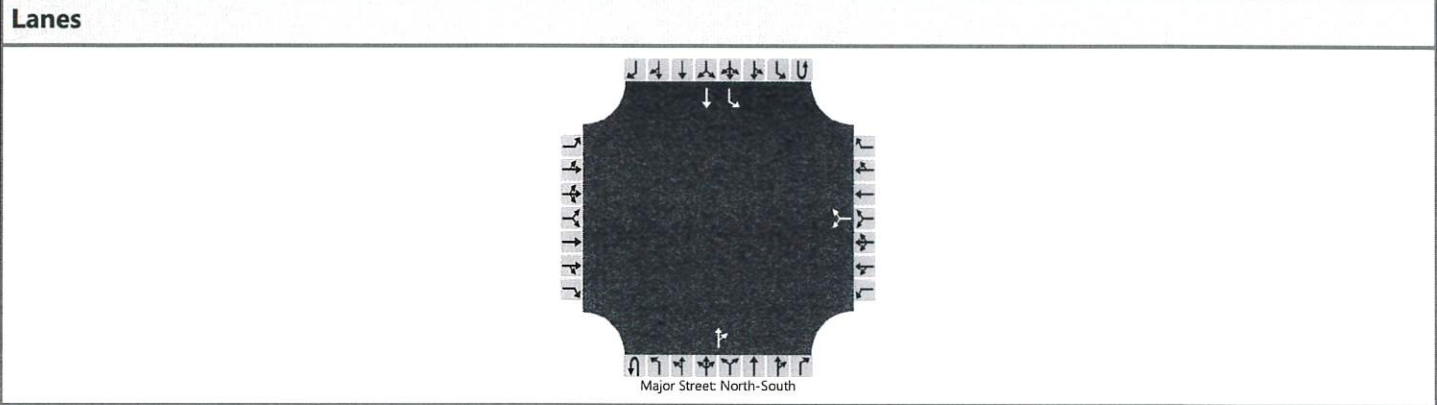
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						102									15		
Capacity, c (veh/h)						395									863		
v/c Ratio						0.26									0.02		
95% Queue Length, Q ₉₅ (veh)						1.0									0.1		
Control Delay (s/veh)						17.3									9.2		
Level of Service (LOS)						C									A		
Approach Delay (s/veh)						17.3								0.4			
Approach LOS						C								A			

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	Somers Road/US93				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	Somers Road				
Analysis Year	2026	North/South Street	US 93				
Time Analyzed	PM Projected Peak Phase 1	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0	
Configuration							LR					TR		L	T		
Volume (veh/h)						33		77			494	34		32	524		
Percent Heavy Vehicles (%)						3		3						3			
Proportion Time Blocked																	
Percent Grade (%)						0											
Right Turn Channelized																	
Median Type Storage					Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						110									32	
Capacity, c (veh/h)						389									1034	
v/c Ratio						0.28									0.03	
95% Queue Length, Q ₉₅ (veh)						1.1									0.1	
Control Delay (s/veh)						17.9									8.6	
Level of Service (LOS)						C									A	
Approach Delay (s/veh)						17.9									0.5	
Approach LOS						C									A	

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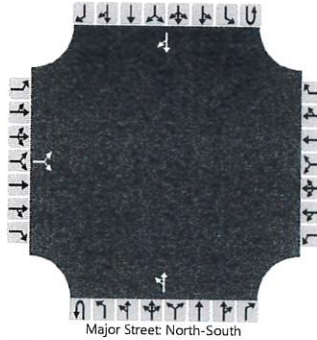
HCS Two-Way Stop-Control Report

General Information

Site Information

Analyst	RLA	Intersection	DevApproach and Somers
Agency/Co.	ATS	Jurisdiction	Flathead County
Date Performed	5/10/2022	East/West Street	DevApproach
Analysis Year	2026	North/South Street	Somers Road
Time Analyzed	AM Projected Peak Phase 1	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Steamboat Landing		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Priority																
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		10		2						1	36				41	4
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

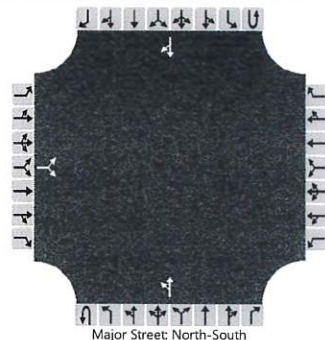
Flow Rate, v (veh/h)			12							1						
Capacity, c (veh/h)			934							1557						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			8.9							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		8.9								0.2						
Approach LOS		A								A						

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	DevApproach and Somers				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	DevApproach				
Analysis Year	2026	North/South Street	Somers Road				
Time Analyzed	PM Projected Peak Phase 1	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		7		1						2	32					59	12
Percent Heavy Vehicles (%)		3		3						3							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.43		6.23						4.13							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.53		3.33						2.23							

Delay, Queue Length, and Level of Service

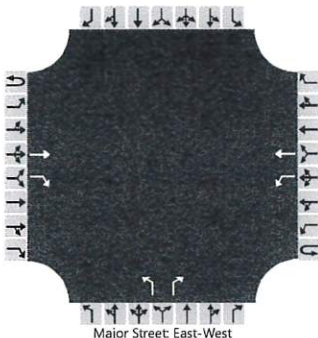
Flow Rate, v (veh/h)		8								2								
Capacity, c (veh/h)		906								1523								
v/c Ratio		0.01								0.00								
95% Queue Length, Q ₉₅ (veh)		0.0								0.0								
Control Delay (s/veh)		9.0								7.4	0.0							
Level of Service (LOS)		A								A	A							
Approach Delay (s/veh)		9.0								0.4								
Approach LOS		A								A								

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	MT 82 and School Addition				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	MT 82				
Analysis Year	2030	North/South Street	School Addition Road				
Time Analyzed	AM Projected Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			440	106		59	608			170		64				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No								No						
Median Type Storage																

Critical and Follow-up Headways

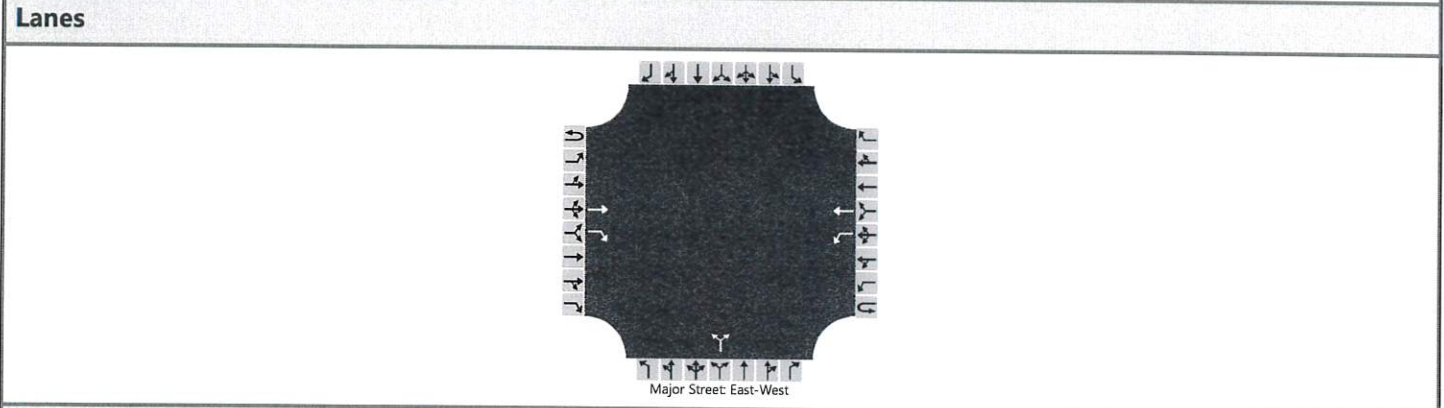
Base Critical Headway (sec)					4.1					7.1		6.2				
Critical Headway (sec)					4.13					6.43		6.23				
Base Follow-Up Headway (sec)					2.2					3.5		3.3				
Follow-Up Headway (sec)					2.23					3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					59					170		64				
Capacity, c (veh/h)					1018					201		615				
v/c Ratio					0.06					0.85		0.10				
95% Queue Length, Q ₉₅ (veh)					0.2					6.3		0.3				
Control Delay (s/veh)					8.8					77.8		11.5				
Level of Service (LOS)					A					F		B				
Approach Delay (s/veh)							0.8					59.6				
Approach LOS							A					F				

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RLA	Intersection	MT 82 and School Addition
Agency/Co.	ATS	Jurisdiction	Flathead County
Date Performed	5/10/2022	East/West Street	MT 82
Analysis Year	2030	North/South Street	School Addition Road
Time Analyzed	PM Projected Peak Hour	Peak Hour Factor	1.00
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Steamboat Landing - Somers		



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			T	R		L	T				LR					
Volume (veh/h)			594	122		58	437			54		24				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

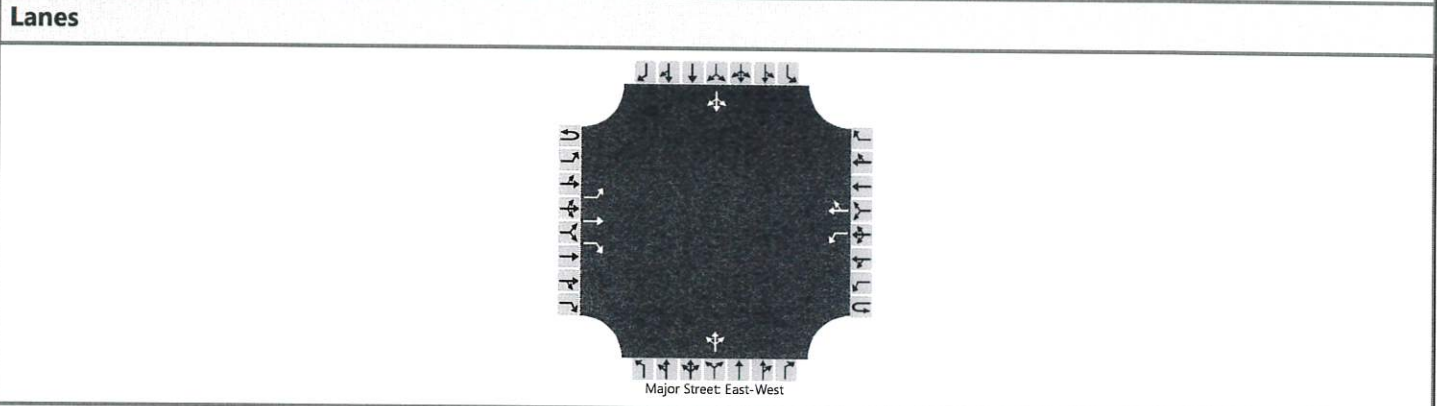
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						58					78					
Capacity, c (veh/h)						880					250					
v/c Ratio						0.07					0.31					
95% Queue Length, Q ₉₅ (veh)						0.2					1.3					
Control Delay (s/veh)						9.4					25.8					
Level of Service (LOS)						A					D					
Approach Delay (s/veh)					1.1				25.8							
Approach LOS					A				D							

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	MT 82 and Somers road				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	MT 82				
Analysis Year	2030	North/South Street	Somers Road				
Time Analyzed	AM Projected Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	R		L		TR			LTR				LTR	
Volume (veh/h)		15	337	25		19	670	20		56	0	24		10	0	54
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No														
Median Type Storage		Undivided														

Critical and Follow-up Headways

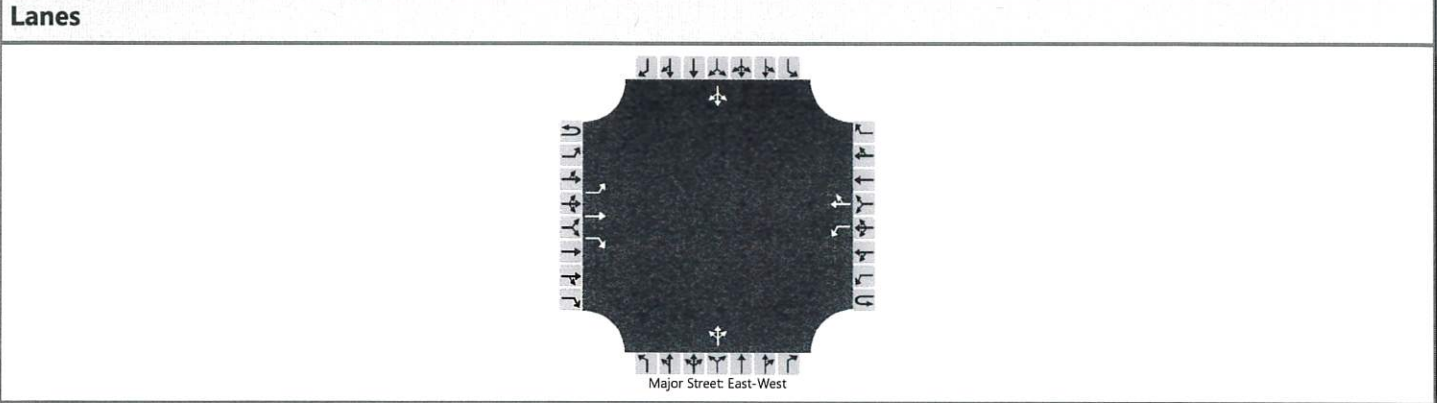
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15				19					80					64
Capacity, c (veh/h)		900				1191					206					360
v/c Ratio		0.02				0.02					0.39					0.18
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					1.7					0.6
Control Delay (s/veh)		9.1				8.1					33.3					17.1
Level of Service (LOS)		A				A					D					C
Approach Delay (s/veh)		0.4				0.2				33.3				17.1		
Approach LOS		A				A				D				C		

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	MT 82 and Somers road				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	MT 82				
Analysis Year	2030	North/South Street	Somers Road				
Time Analyzed	PM Projected Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	R		L		TR			LTR				LTR	
Volume (veh/h)		24	522	72		24	429	10		42	0	19		10	5	20
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No															
Median Type Storage	Undivided															

Critical and Follow-up Headways

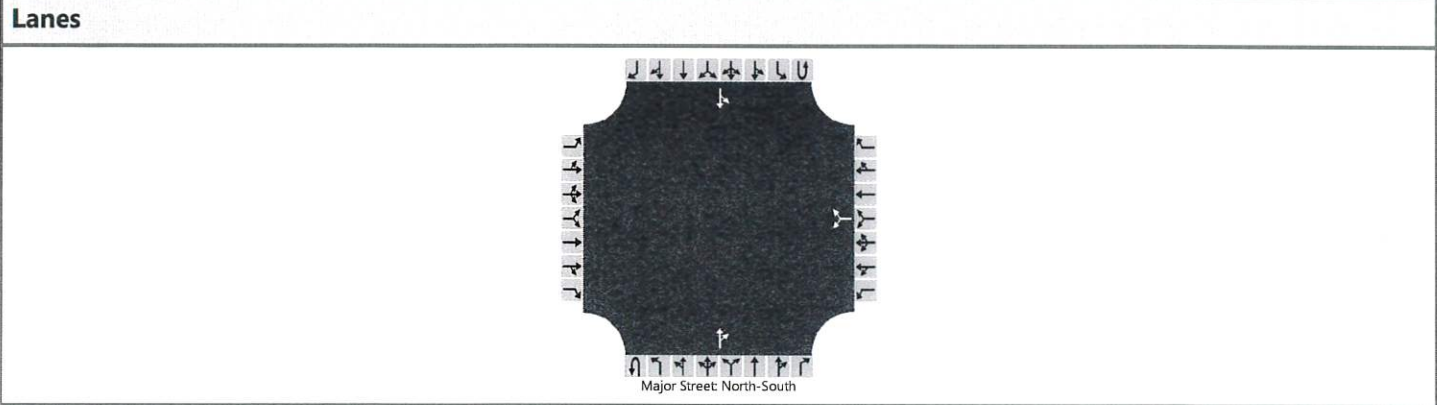
Base Critical Headway (sec)		4.1				4.1					7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13					7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2					3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23					3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24				24					61				35		
Capacity, c (veh/h)		1116				977					228				304		
v/c Ratio		0.02				0.02					0.27				0.12		
95% Queue Length, Q ₉₅ (veh)		0.1				0.1					1.0				0.4		
Control Delay (s/veh)		8.3				8.8					26.5				18.4		
Level of Service (LOS)		A				A					D				C		
Approach Delay (s/veh)		0.3				0.5				26.5				18.4			
Approach LOS		A				A				D				C			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	School Addition/US 93				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	School addition				
Analysis Year	2030	North/South Street	US 93				
Time Analyzed	AM Projected Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	0	0	0		0	1	0		0	0	1	0	0	0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						33		63			786	74			6	366
Percent Heavy Vehicles (%)						3		3							3	
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

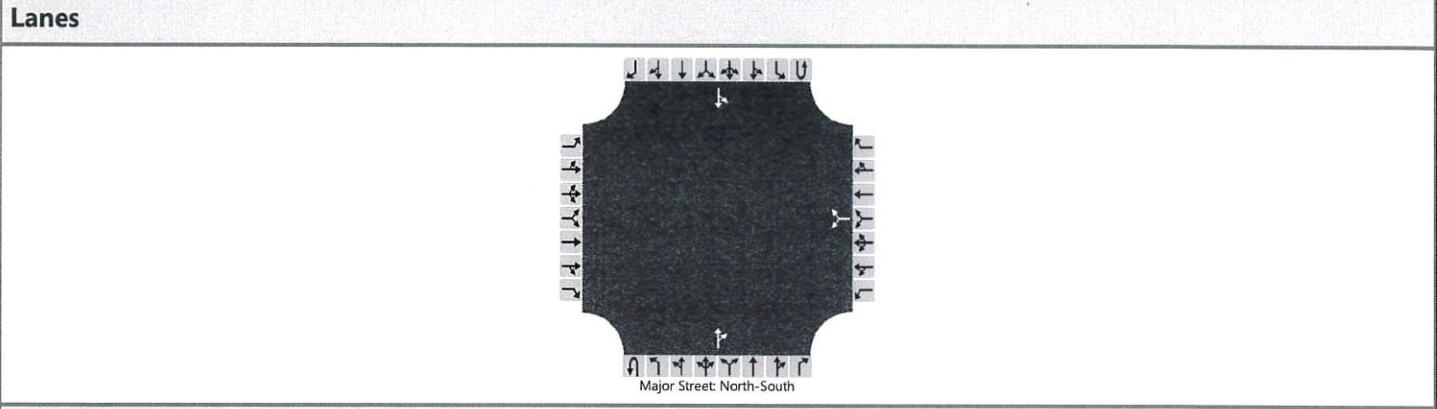
Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						96									6	
Capacity, c (veh/h)						288									777	
v/c Ratio						0.33									0.01	
95% Queue Length, Q ₉₅ (veh)						1.4									0.0	
Control Delay (s/veh)						23.6									9.7	0.1
Level of Service (LOS)						C									A	A
Approach Delay (s/veh)					23.6								0.2			
Approach LOS					C								A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RLA	Intersection	School Addition/US 93
Agency/Co.	ATS	Jurisdiction	Flathead County
Date Performed	5/10/2022	East/West Street	School addition
Analysis Year	2030	North/South Street	US 93
Time Analyzed	PM Projected Peak Hour	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Steamboat Landing - Somers		



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						19		16			591	38		7	586	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

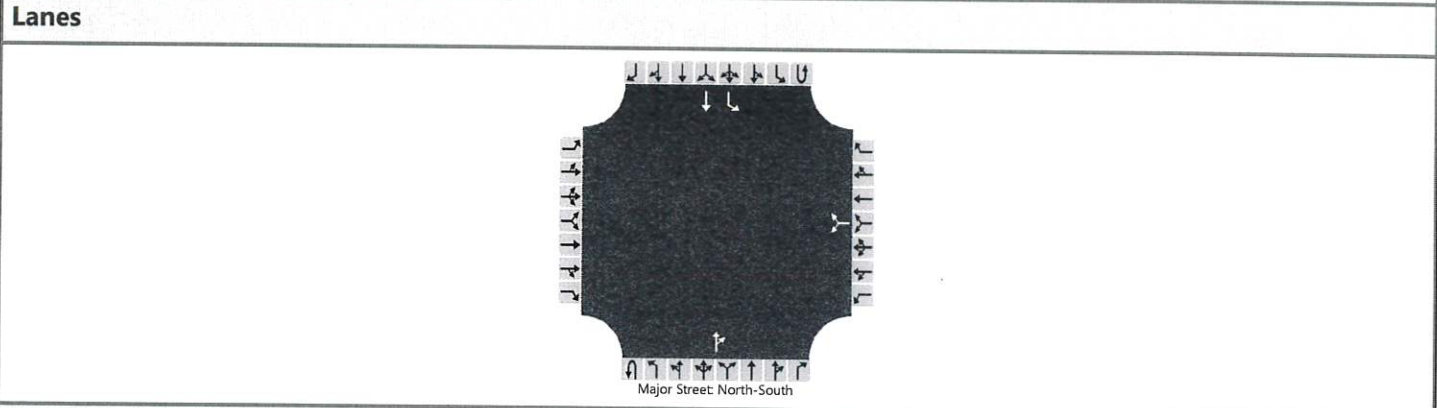
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							35							7		
Capacity, c (veh/h)							273							948		
v/c Ratio							0.13							0.01		
95% Queue Length, Q ₉₅ (veh)							0.4							0.0		
Control Delay (s/veh)							20.1							8.8	0.1	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)							20.1							0.2		
Approach LOS							C							A		

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA			Intersection	Somers Road/US93		
Agency/Co.	ATS			Jurisdiction	Flathead County		
Date Performed	5/10/2022			East/West Street	Somers Road		
Analysis Year	2030			North/South Street	US 93		
Time Analyzed	AM Projected Peak Hour			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Priority																
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						48		68			792	8		16	331	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type Storage						Left Only										1

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

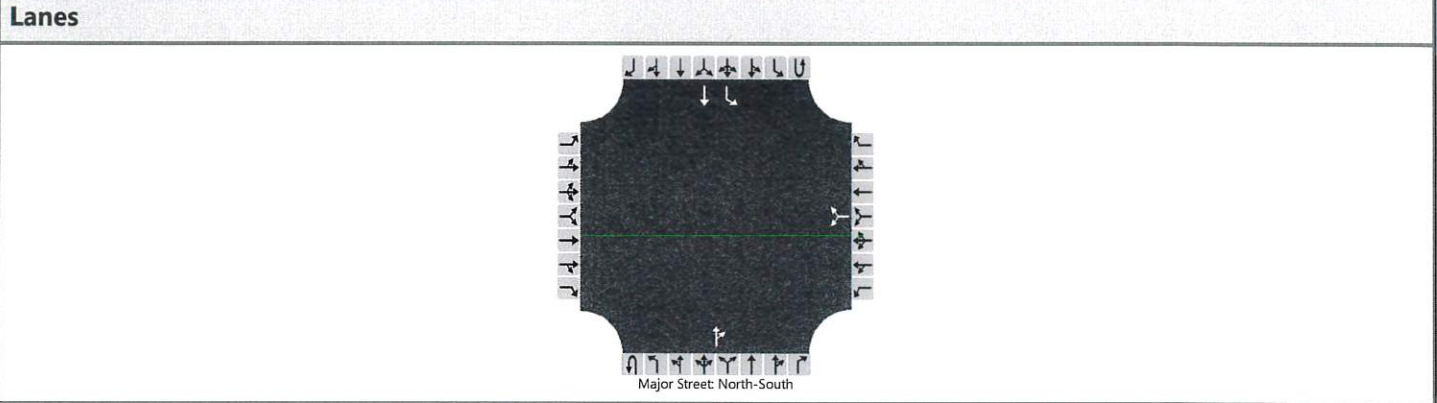
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						116									16	
Capacity, c (veh/h)						363									819	
v/c Ratio						0.32									0.02	
95% Queue Length, Q ₉₅ (veh)						1.4									0.1	
Control Delay (s/veh)						19.5									9.5	
Level of Service (LOS)						C									A	
Approach Delay (s/veh)						19.5								0.4		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	Somers Road/US93				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	Somers Road				
Analysis Year	2030	North/South Street	US 93				
Time Analyzed	PM Projected Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0	
Configuration							LR					TR		L	T		
Volume (veh/h)						40		83			546	42		34	570		
Percent Heavy Vehicles (%)						3		3						3			
Proportion Time Blocked																	
Percent Grade (%)						0											
Right Turn Channelized																	
Median Type Storage					Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

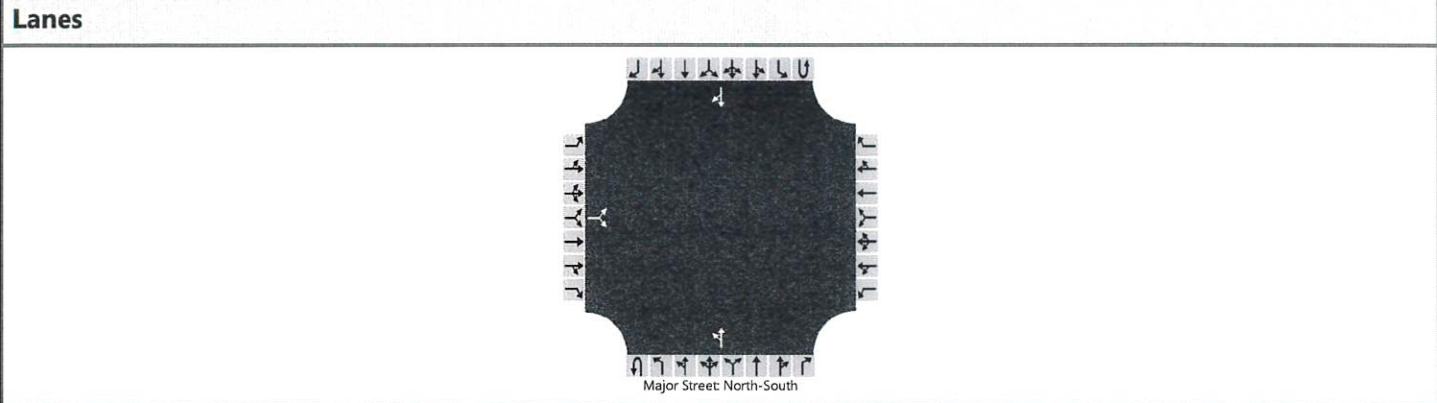
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						123								34		
Capacity, c (veh/h)						338								982		
v/c Ratio						0.36								0.03		
95% Queue Length, Q ₉₅ (veh)						1.6								0.1		
Control Delay (s/veh)						21.6								8.8		
Level of Service (LOS)						C								A		
Approach Delay (s/veh)						21.6									0.5	
Approach LOS						C									A	

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	DevApproach and Somers				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	DevApproach				
Analysis Year	2030	North/South Street	Somers Road				
Time Analyzed	AM Projected Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		41		9						3	39				44	14
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

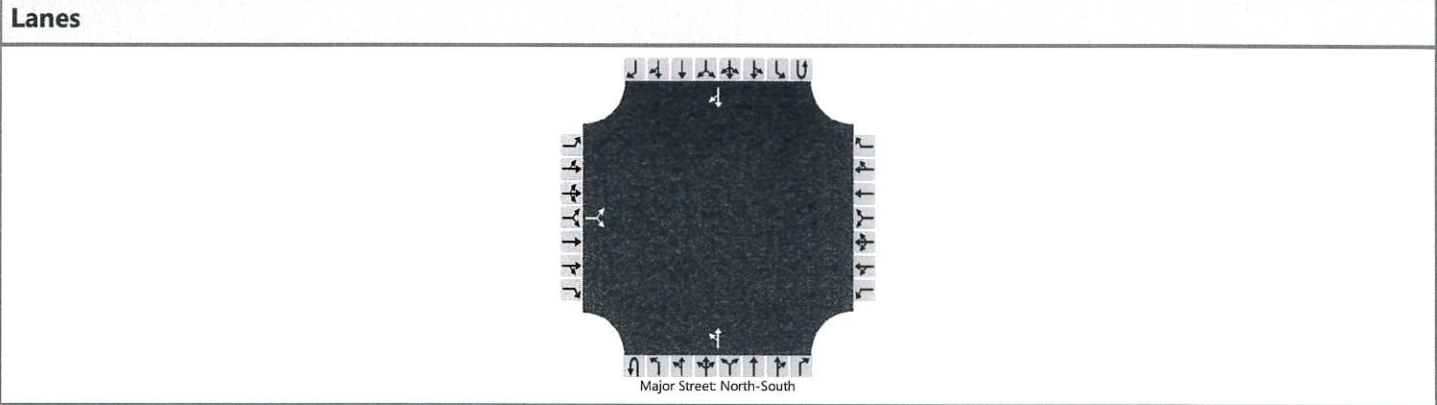
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			50							3						
Capacity, c (veh/h)			918							1540						
v/c Ratio			0.05							0.00						
95% Queue Length, Q ₉₅ (veh)			0.2							0.0						
Control Delay (s/veh)			9.1							7.3	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)	9.1								0.5							
Approach LOS	A								A							

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	DevApproach and Somers				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	DevApproach				
Analysis Year	2030	North/South Street	Somers Road				
Time Analyzed	PM Projected Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0		0	1	0		0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		7		1						2	32				59	12	
Percent Heavy Vehicles (%)		3		3						3							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			8							2							
Capacity, c (veh/h)			906							1523							
v/c Ratio			0.01							0.00							
95% Queue Length, Q ₉₅ (veh)			0.0							0.0							
Control Delay (s/veh)			9.0							7.4	0.0						
Level of Service (LOS)			A							A	A						
Approach Delay (s/veh)		9.0								0.4							
Approach LOS		A								A							

HCS Two-Way Stop-Control Report

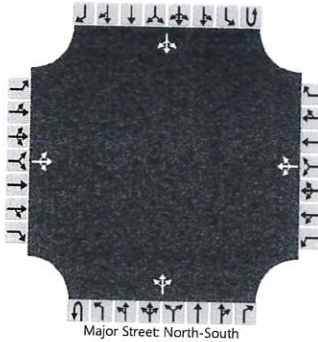
General Information

Analyst	RLA
Agency/Co.	ATS
Date Performed	5/10/2022
Analysis Year	2030
Time Analyzed	AM Projected Peak Hour
Intersection Orientation	North-South
Project Description	Steamboat Landing - Somers

Site Information

Intersection	School Addition/Sunnyside
Jurisdiction	Flathead County
East/West Street	Sunnyside
North/South Street	School Addition Road
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		5	0	5		27	0	92		5	98	11		23	137	0	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Percent Grade (%)	0				0												
Right Turn Channelized																	
Median Type Storage	Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1					4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13					4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2					2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23					2.23		

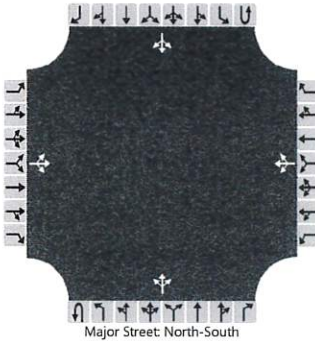
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10				119				5				23			
Capacity, c (veh/h)		677				853				1441				1475			
v/c Ratio		0.01				0.14				0.00				0.02			
95% Queue Length, Q ₉₅ (veh)		0.0				0.5				0.0				0.0			
Control Delay (s/veh)		10.4				9.9				7.5	0.0	0.0		7.5	0.1	0.1	
Level of Service (LOS)		B				A				A	A	A		A	A	A	
Approach Delay (s/veh)		10.4				9.9				0.4				1.2			
Approach LOS		B				A				A				A			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RLA	Intersection	School Addition/Sunnyside
Agency/Co.	ATS	Jurisdiction	Flathead County
Date Performed	5/10/2022	East/West Street	Sunnyside
Analysis Year	2030	North/South Street	School Addition Road
Time Analyzed	PM Projected Peak Hour	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Steamboat Landing - Somers		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		5	0	5		19	0	44		0	49	21		82	43	0	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

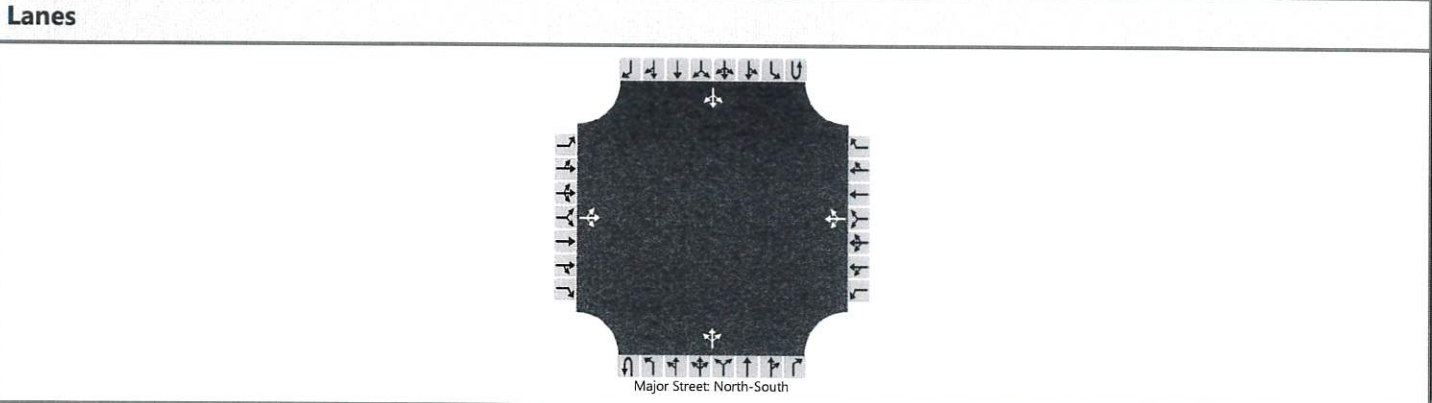
Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			10				63				0				82		
Capacity, c (veh/h)			755				857				1559				1524		
v/c Ratio			0.01				0.07				0.00				0.05		
95% Queue Length, Q ₉₅ (veh)			0.0				0.2				0.0				0.2		
Control Delay (s/veh)			9.8				9.5			7.3	0.0	0.0		7.5	0.4	0.4	
Level of Service (LOS)			A				A			A	A	A		A	A	A	
Approach Delay (s/veh)		9.8				9.5				0.0				5.1			
Approach LOS		A				A				A				A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA			Intersection	School Addition/Sunnyside		
Agency/Co.	ATS			Jurisdiction	Flathead County		
Date Performed	5/10/2022			East/West Street	Sunnyside		
Analysis Year	2030			North/South Street	School Addition Road		
Time Analyzed	PM Projected School Hour			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	0	0		19	0	54		5	127	30		67	48	10
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

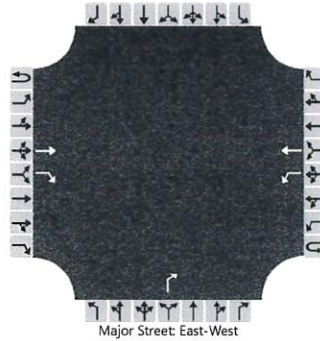
Flow Rate, v (veh/h)		5				73				5				67		
Capacity, c (veh/h)		524				789				1540				1417		
v/c Ratio		0.01				0.09				0.00				0.05		
95% Queue Length, Q ₉₅ (veh)		0.0				0.3				0.0				0.1		
Control Delay (s/veh)		11.9				10.0				7.3	0.0	0.0		7.7	0.4	0.4
Level of Service (LOS)		B				B				A	A	A		A	A	A
Approach Delay (s/veh)	11.9				10.0				0.3				4.3			
Approach LOS	B				B				A				A			

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	MT 82 and School Addition				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	MT 82				
Analysis Year	2030	North/South Street	School Addition Road				
Time Analyzed	AM Projected Peak SIGNAL	Peak Hour Factor	1.00				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		0	0	1		0	0	0
Configuration			T	R		L	T					R				
Volume (veh/h)			450	97		55	785					49				
Percent Heavy Vehicles (%)						3						3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No								No						
Median Type Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1							6.2				
Critical Headway (sec)					4.13							6.23				
Base Follow-Up Headway (sec)					2.2							3.3				
Follow-Up Headway (sec)					2.23							3.33				

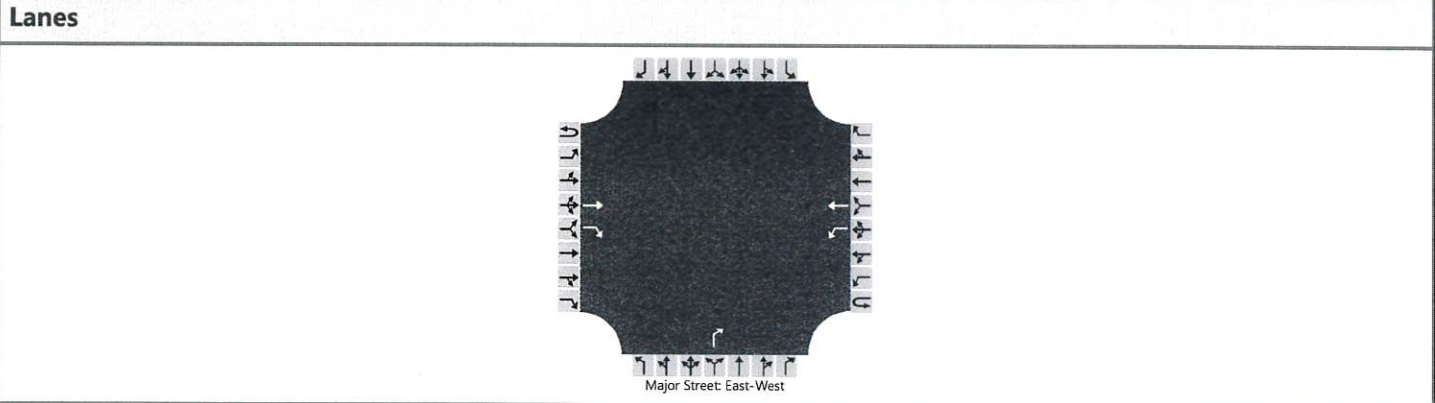
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					55							49				
Capacity, c (veh/h)					1017							607				
v/c Ratio					0.05							0.08				
95% Queue Length, Q ₉₅ (veh)					0.2							0.3				
Control Delay (s/veh)					8.7							11.5				
Level of Service (LOS)					A							B				
Approach Delay (s/veh)					0.6				11.5							
Approach LOS					A				B							

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA			Intersection	MT 82 and School Addition		
Agency/Co.	ATS			Jurisdiction	Flathead County		
Date Performed	5/10/2022			East/West Street	MT 82		
Analysis Year	2030			North/South Street	School Addition Road		
Time Analyzed	PM Projected Peak SIGNAL			Peak Hour Factor	1.00		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		0	0	1		0	0	0
Configuration			T	R		L	T					R				
Volume (veh/h)			307	88		42	481					15				
Percent Heavy Vehicles (%)						3						3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No								No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

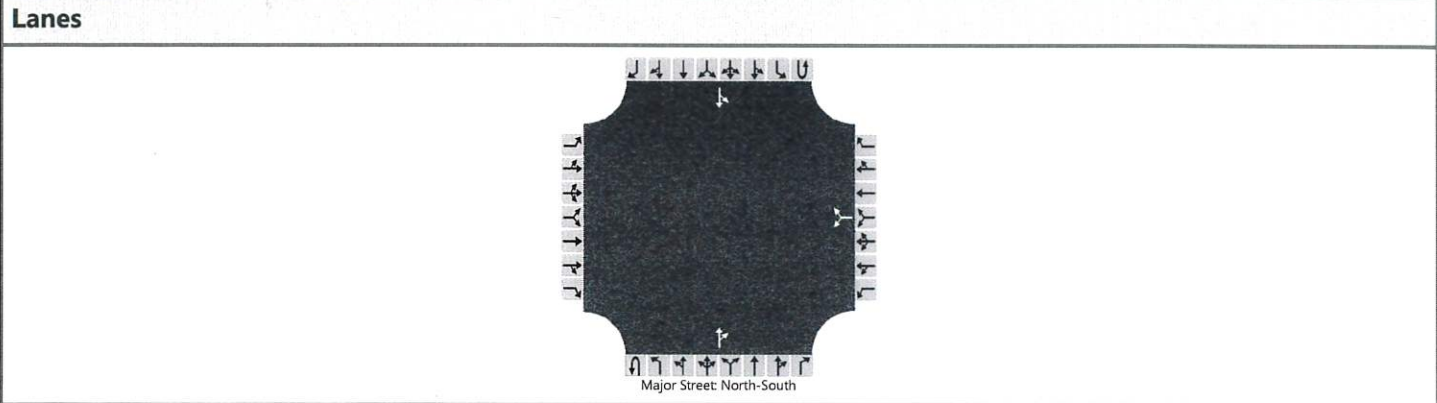
Base Critical Headway (sec)						4.1										6.2
Critical Headway (sec)						4.13										6.23
Base Follow-Up Headway (sec)						2.2										3.3
Follow-Up Headway (sec)						2.23										3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						42										15
Capacity, c (veh/h)						1158										731
v/c Ratio						0.04										0.02
95% Queue Length, Q ₉₅ (veh)						0.1										0.1
Control Delay (s/veh)						8.2										10.0
Level of Service (LOS)						A										B
Approach Delay (s/veh)					0.7				10.0							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	School Addition/US 93				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	School addition				
Analysis Year	2030	North/South Street	US 93				
Time Analyzed	AM Projected Peak SIGNAL	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	0	0	0		0	1	0		0	0	1	0	0	0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)					40			56			786	70		5		366
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

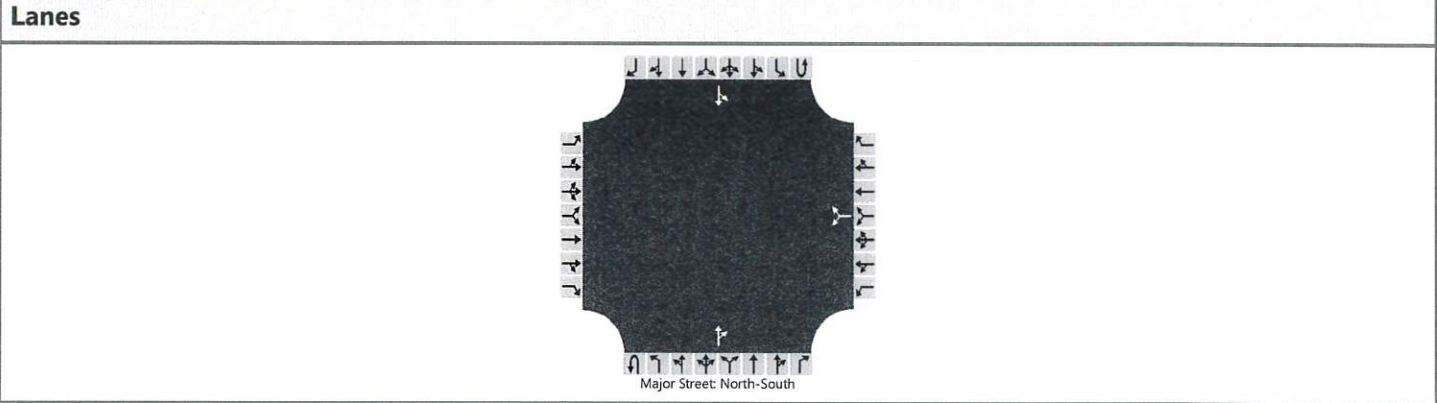
Base Critical Headway (sec)					7.1		6.2								4.1		
Critical Headway (sec)					6.43		6.23								4.13		
Base Follow-Up Headway (sec)					3.5		3.3								2.2		
Follow-Up Headway (sec)					3.53		3.33								2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					96										5		
Capacity, c (veh/h)					276										780		
v/c Ratio					0.35										0.01		
95% Queue Length, Q ₉₅ (veh)					1.5										0.0		
Control Delay (s/veh)					24.8										9.6	0.1	
Level of Service (LOS)					C										A	A	
Approach Delay (s/veh)					24.8								0.2				
Approach LOS					C								A				

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	School Addition/US 93				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	School addition				
Analysis Year	2030	North/South Street	US 93				
Time Analyzed	PM Projected Peak SIGNAL	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						19		11			591	23		5	586	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

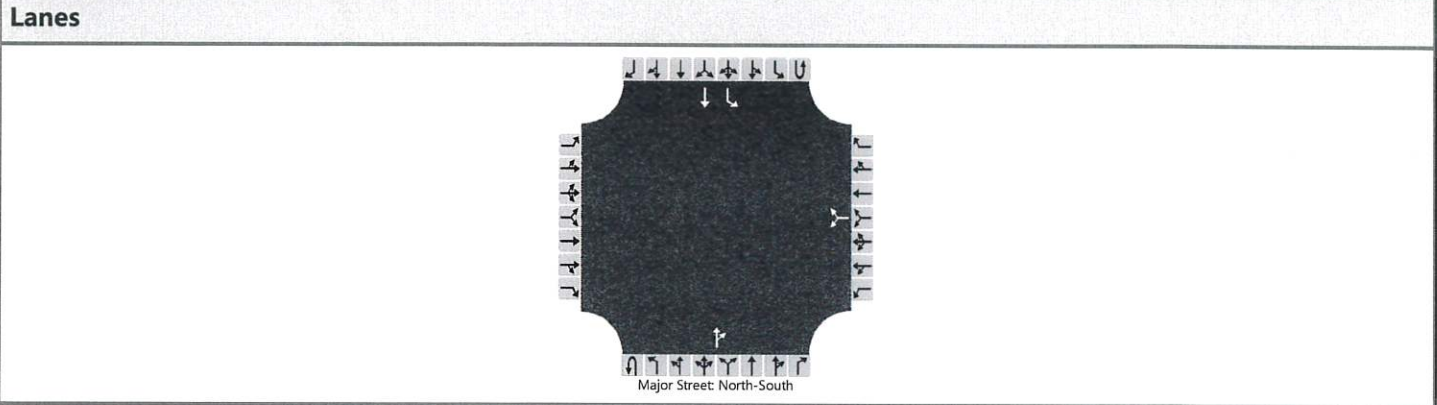
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							30								5	
Capacity, c (veh/h)							259								961	
v/c Ratio							0.12								0.01	
95% Queue Length, Q ₉₅ (veh)							0.4								0.0	
Control Delay (s/veh)							20.7							8.8	0.1	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)							20.7								0.1	
Approach LOS							C								A	

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	Somers Road/US93				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	Somers Road				
Analysis Year	2030	North/South Street	US 93				
Time Analyzed	AM Projected Peak Signal	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						44		68			788	12		16	338	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage							Left Only					1				

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

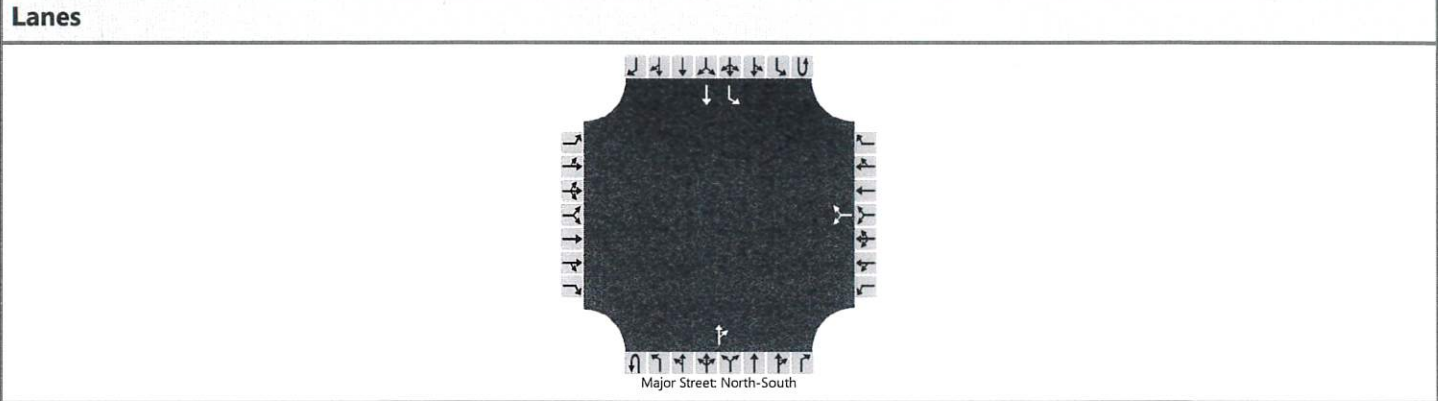
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						112									16	
Capacity, c (veh/h)						364									819	
v/c Ratio						0.31									0.02	
95% Queue Length, Q ₉₅ (veh)						1.3									0.1	
Control Delay (s/veh)						19.2									9.5	
Level of Service (LOS)						C									A	
Approach Delay (s/veh)						19.2									0.4	
Approach LOS						C									A	

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	Somers Road/US93				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	Somers Road				
Analysis Year	2030	North/South Street	US 93				
Time Analyzed	PM Projected Peak Signal	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing - Somers						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						36		83			531	49		34	570	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.43		6.23							4.13	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.53		3.33							2.23	

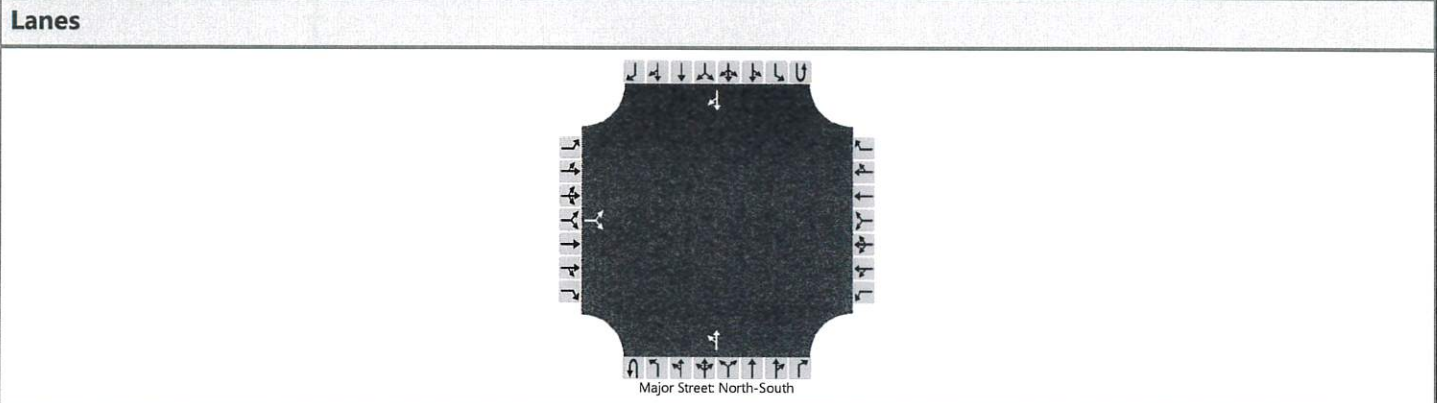
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						119									34	
Capacity, c (veh/h)						352									989	
v/c Ratio						0.34									0.03	
95% Queue Length, Q ₉₅ (veh)						1.5									0.1	
Control Delay (s/veh)						20.4									8.8	
Level of Service (LOS)							C								A	
Approach Delay (s/veh)							20.4									0.5
Approach LOS							C									A

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	DevApproach and Somers				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	DevApproach				
Analysis Year	2030	North/South Street	Somers Road				
Time Analyzed	AM Projected Peak SIGNAL	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR								LT					TR	
Volume (veh/h)		97		5						7	39				44	27	
Percent Heavy Vehicles (%)		3		3						3							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2									4.1				
Critical Headway (sec)		6.43		6.23									4.13				
Base Follow-Up Headway (sec)		3.5		3.3									2.2				
Follow-Up Headway (sec)		3.53		3.33									2.23				

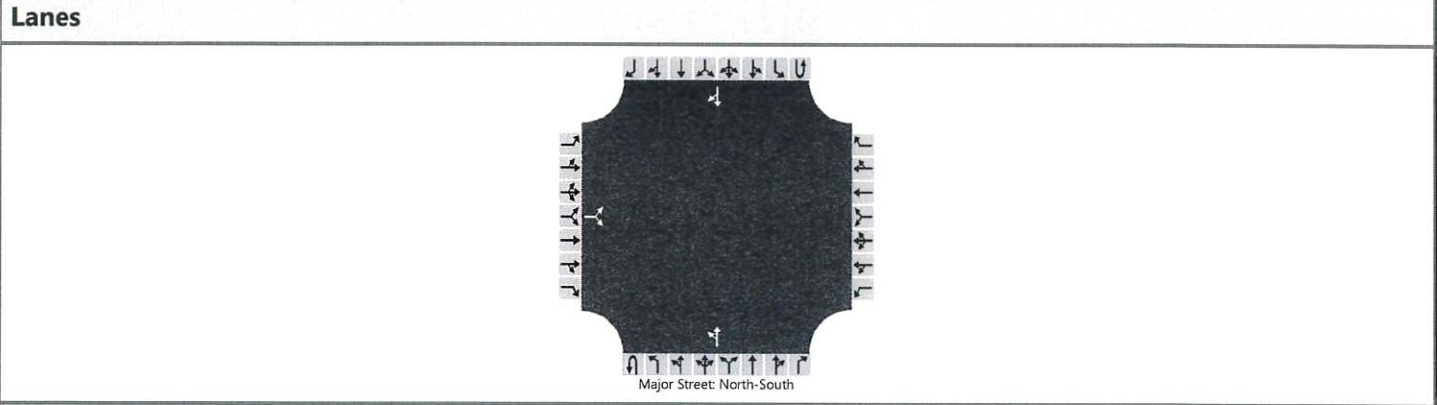
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			102										7					
Capacity, c (veh/h)			885										1523					
v/c Ratio			0.12										0.00					
95% Queue Length, Q ₉₅ (veh)			0.4										0.0					
Control Delay (s/veh)			9.6										7.4	0.0				
Level of Service (LOS)			A										A	A				
Approach Delay (s/veh)		9.6									1.2							
Approach LOS		A									A							

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HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	DevApproach and Somers				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	DevApproach				
Analysis Year	2030	North/South Street	Somers Road				
Time Analyzed	PM Projected Peak SIGNAL	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Steamboat Landing						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		43		2						15	34				63	31	
Percent Heavy Vehicles (%)		3		3						3							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

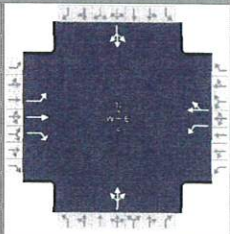
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			45							15							
Capacity, c (veh/h)			845							1494							
v/c Ratio			0.05							0.01							
95% Queue Length, Q ₉₅ (veh)			0.2							0.0							
Control Delay (s/veh)			9.5							7.4	0.1						
Level of Service (LOS)			A							A	A						
Approach Delay (s/veh)		9.5								2.3							
Approach LOS		A								A							

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HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	ATS			Duration, h	0.250		
Analyst	RLA	Analysis Date	Mar 27, 2024	Area Type	Other		
Jurisdiction	MDT	Time Period	AM Peak	PHF	0.92		
Urban Street	Highway 82	Analysis Year	2030 Peak	Analysis Period	1> 7:00		
Intersection	Somers Road	File Name	SignalAM.xus				
Project Description							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	15	322	35	22	665	20	233	1	35	10	1	54

Signal Information													
Cycle, s	90.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		2.0	0.7	51.4	20.8	0.0	0.0				
		Yellow		4.0	0.0	4.0	4.0	0.0	0.0				
		Red		1.0	0.0	1.0	1.0	0.0	0.0				

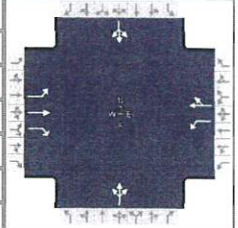
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	4.0		8.0		8.0
Phase Duration, s	7.0	56.4	7.7	57.1		25.8		25.8
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0		3.0		3.0
Queue Clearance Time (g_s), s	2.3		2.5			20.3		5.1
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.6		0.6
Phase Call Probability	0.33		0.45			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	16	350	38	24	745			292			71	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1890			1397			1708	
Queue Service Time (g_s), s	0.3	8.7	0.9	0.5	24.6			15.2			0.0	
Cycle Queue Clearance Time (g_c), s	0.3	8.7	0.9	0.5	24.6			18.3			3.1	
Green Ratio (g/C)	0.59	0.57	0.57	0.60	0.58			0.23			0.23	
Capacity (c), veh/h	326	1086	920	631	1095			398			442	
Volume-to-Capacity Ratio (X)	0.050	0.322	0.041	0.038	0.680			0.734			0.160	
Back of Queue (Q), ft/ln (95 th percentile)	4.6	139.7	12.7	6.5	349.3			241.4			50.9	
Back of Queue (Q), veh/ln (95 th percentile)	0.2	5.6	0.5	0.3	14.0			9.7			2.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	
Uniform Delay (d_1), s/veh	11.3	10.1	8.5	7.7	13.1			33.6			27.8	
Incremental Delay (d_2), s/veh	0.0	0.8	0.1	0.0	3.4			1.0			0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Control Delay (d), s/veh	11.3	10.9	8.5	7.7	16.6			34.6			27.8	
Level of Service (LOS)	B	B	A	A	B			C			C	
Approach Delay, s/veh / LOS	10.7		B	16.3		B	34.6		C	27.8		C
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	1.66		B	1.66		B	1.93		B	2.12		B
Bicycle LOS Score / LOS	1.15		A	1.76		B	0.97		A	0.60		A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	ATS			Duration, h	0.250
Analyst	RLA	Analysis Date	Mar 27, 2024	Area Type	Other
Jurisdiction	MDT	Time Period	PM Peak	PHF	0.92
Urban Street	Highway 82	Analysis Year	2030 Peak	Analysis Period	1 > 7:00
Intersection	Somers Road	File Name	SignalPM.xus		
Project Description	Steamboat Landing				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	24	513	84	26	413	10	85	1	21	10	5	20

Signal Information				Phase Diagrams								
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	2.9	0.2	62.9	9.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	0.0	4.0	4.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	3.0	1.1	4.0		8.0		8.0
Phase Duration, s	7.9	67.9	8.0	68.1		14.0		14.0
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0		5.0		5.0
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0		3.0		3.0
Queue Clearance Time (g_s), s	2.4		2.4			9.0		3.8
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.2		0.2
Phase Call Probability	0.48		0.51			0.98		0.98
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	26	558	91	28	460			116			38	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1892			1457			1692	
Queue Service Time (g_s), s	0.4	11.2	1.6	0.4	8.6			5.2			0.0	
Cycle Queue Clearance Time (g_c), s	0.4	11.2	1.6	0.4	8.6			7.0			1.8	
Green Ratio (g/C)	0.73	0.70	0.70	0.73	0.70			0.10			0.10	
Capacity (c), veh/h	689	1328	1126	637	1326			218			221	
Volume-to-Capacity Ratio (X)	0.038	0.420	0.081	0.044	0.347			0.533			0.172	
Back of Queue (Q), ft/ln (95 th percentile)	3.3	140.3	17.3	3.5	107.3			107.2			32.8	
Back of Queue (Q), veh/ln (95 th percentile)	0.1	5.6	0.7	0.1	4.3			4.3			1.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00			0.00			0.00	
Uniform Delay (d_1), s/veh	3.9	5.8	4.3	4.0	5.3			39.5			37.2	
Incremental Delay (d_2), s/veh	0.0	1.0	0.1	0.0	0.7			0.8			0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Control Delay (d), s/veh	3.9	6.7	4.5	4.0	6.0			40.3			37.4	
Level of Service (LOS)	A	A	A	A	A			D			D	
Approach Delay, s/veh / LOS	6.3		A	5.9		A	40.3		D	37.4		D
Intersection Delay, s/veh / LOS	10.1						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	1.63	B	1.63	B
Bicycle LOS Score / LOS	1.60	B	1.29	A

