

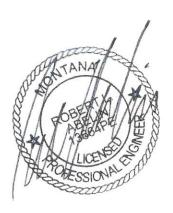
Steamboat Landing Residential Development Traffic Impact Study UPDATE

Somers, Montana



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RECEIVED

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Flathead County
Planning and Zoning Office

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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.



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 southernly 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 multilane 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

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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		

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 $8:00~\mathrm{AM}$. Students are dismissed at $3:30~\mathrm{PM}$ - 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 peakhour 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

	== = = stering = ever or dervice sommary									
	AM Peak	Hour	PM Peak Hour							
Intersection	Delay (Sec.)	LOS	Delay (Sec.)	LOS						
MT 82 & School Addition Road	28.9	D	17.1	С						
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	С	16.3	С						
US 93 & Somers Road	16.4	С	14.1	C						

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

Table 4 – 2022 School-hour Level of Service Summary

		PM Peak Hou	
lay (Sec.)	LOS	Delay (Sec.)	LOS
9.6/9.1	A/A	9.6/9.1	A/A
		2 2 12 1	0.0/0.4

^{*}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 multifamily 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.

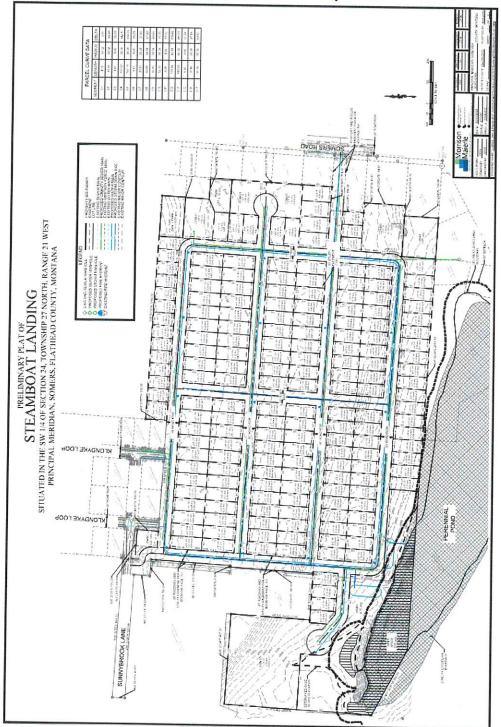


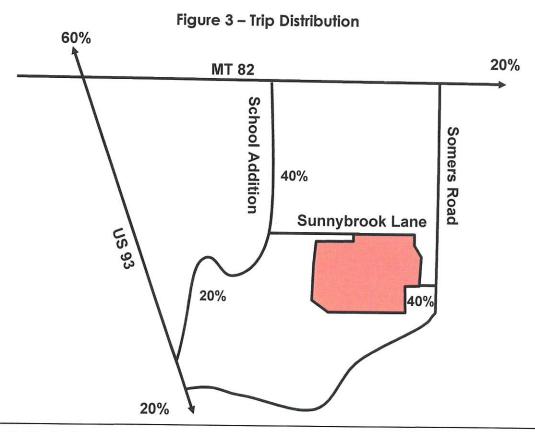
Figure 2 – Proposed Development

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.



Abelin Traffic Services

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

	AM Peak	Hour	PM Peak Hour			
Intersection	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	С	20.1	С		
US 93 & Somers Road	19.5	С	21.6	С		
Somers Road New Approach	9.1	Α	9.0	Α		

*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

Development and Exicting Trainic Controls											
	AM Peak Ho	ur (8:00)	PM Peak Hour (3:30								
Intersection	Delay (Sec.)	LOS	Delay (Sec.)	LOS							
Schoolhouse Road & Sunnybrook	10.4/9.9	В/А	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

	AM Peak	Hour	PM Peak Hour			
Intersection	Delay (Sec.)	LOS	Delay (Sec.)	LOS		
MT 82 & School Addition Road	30.2	D	18.9	С		
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	С	17.2	С		
US 93 & Somers Road	17.3	С	17.9	С		
Somers Road New Approach	8.9	Α	9.0	А		

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

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

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

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

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.

^{**}With Northbound Left-Turn Restriction.

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.

APPENDIX A

Traffic Data

Turning Movement Count All Vehicles

Location MT 82 & School Edition Road 4/19/22 and 4/20/2022

Dale	4/13/22			CONTROL I				71000000000000000000000000000000000000				THE WAY						
			Northbo				Southb			12 1121	Eastbo		0.00 10		Westbo			
					Peds I		Thr		Peds		Thr		Peds			Right	Peds	TOTAL
7:00 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 -		8	0	4	0	0	0	0	0	0	55	6	0	2	117	0	0	192
7:30 -	7:45	15	0	3	0	0	0	0	0	0	67	2	0	3	164	0	0	254
7:45 -	8:00	18	0	7	0	0	0	0	0	0	57	15	0	15	140	0	0	252
8:00 -	8:15	27	0	10	0	0	0	0	0	0	88	19	0	11	119	0	0	274
8:15 -	8:30	7	0	4	0	0	0	0	0	0	96	3	0	1	102	0	0	213
8:30 -	8:45	8	0	3	0	0	0	0	0	0	87	3	ō	1	101	0	0	203
8:45 -	9:00	0	0	0	0	0	0	0	0	0	0		ő	Ö	0	0	ő	0
9:00 -	9:15	0	0	0	0	0	0	0	0	0	0		ő	0	0	0	ő	o
9:15 -		0	0	0	ō	0	0	0	Ö	0	0		0	0	0	0	ő	0
9:30 -		0	0	0	ő	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 -		0	0	0	ő	0	0	0	0	0	0	0	0	0	0			0
10:00 -		0	0	0	ő	0	0	0	0	0	0	0	0		-	0	0	0
10:00 -		0	0	0	ő	0					100	100	0.70	0	0	0	0	0
10:30 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		3,500	_		-	-	0	0	0	0	0	0	0	0	0	0	0	0
10:45 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 -		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 -		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	o	0	0	0	0	0
2:30 -	2:45	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0	0	0
2:45 -	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0
3:00 -	3:15	0	0	0	o	0	0	0	0	0	0	0	o	0	0	0	ol	o
3:15 -	3:30	0	0	0	ol	0	0	0	0	0	0	0	ol	0	0	Ö	ol	Ö
3:30 -	3:45	0	0	0	ol	0	0	0	o	0	0	0	o	0	Ö	0	ol	0
3:45 -	4:00	0	0	0	ol	0	0	0	o	0	0	0	ol	0	Ö	0	ol	0
4:00 -		0	0	0	ol	0	0	Ö	ő	0	0	0	ől	0	0	0	ol	0
4:15 -		5	0	2	ol	0	0	0	ő	0	112	7	ől	4	73	0	ol	203
4:30 -		6	0	0	ő	0	0	0	0	0	104	14	ő	2	79	0	0	2000000000
4:45 -		4	0	1	ő	0	0	0	ő	0	112	13	ol	4	89	0	0	205
5:00 -		8	0	2	ő	0	0	0	ol	0	115	12	0	5			- 1	223
5:15 -		6	0	3	ő	0	0						0.500		80	0	0	222
5:30 -	100000000000000000000000000000000000000	0	0	0		0		0	0	0	102	16	0	8	86	0	0	221
5:45 -		0	0	0	133	100	0	0	0	0	0	0	0	0	0	0	0	0
		107				0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 -		0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 -		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	995	110	0	56	1150	0	0	2462

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

		Northbo	ound			Southbo	ound			Eastbo	und			Westbo	und		
	Left	Thr	Right	Peds I	_eft			Peds	Left	Thr		Peds	Left		Right	Peds	TOTAL
7:00 - 7:15	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				103	0	0	186
7:30 - 7:45	9	0	1	0	2	0	5	0	1	67		0	3	146	0	0	235
7:45 - 8:00	6	0	2	0	2	0	11	o	3	66			3	136	4	0	236
8:00 - 8:15	8	0	9	0	1	0	13	ō	5	90	1	0	1	106	1	0	235
8:15 - 8:30	2	0	4	0	4	0	4	ő	5	86	2	0	4	90	1	0	202
8:30 - 8:45	1	1	2	o	0	3	4	ő	2	94	0	0	6	101	2	0	100000000000000000000000000000000000000
8:45 - 9:00	0	0	0	o	0	0	1	ő	0	2	0	0	0	2	0	0	216
9:00 - 9:15	0	0	0	o	0	0	0	ől	0	0	0	0	0	0	0	-	5
9:15 - 9:30	0	0	0	o	0	0	0	ől	0	0	0	0	0	0	188	0	0
9:30 - 9:45	ō	0	0	o	0	0	0	ől	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	o	0	0	0	ől	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	o	0	0	0	ő	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	ől	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	Ö	0	o	0	0	0	ol	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	o	0	0	0		0	0	0	0	100		0	0	0
11:00 - 11:15	0	0	0	o	0	0	0	ol	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0		0	0	0	- T	0	0	0	0	0
11:30 - 11:45	0	Ö	0	o	0	0	0		0	0		0	0	0	0	0	0
11:45 - 12:00	0	0	0	o	0	0	0		0		0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	ő	0	0	0		0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	o	0	0	0		0	100	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	ő	0	0	0	0		0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	- 1	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	o	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
2:00 - 2:15	0	0	0	ő	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	o	0	0	0	620	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	ol	0	0		0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	ol	0	0	0	- 50	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	ö	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	ol	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	o	0	0	0		0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	ő	0	0	0	-	_	0	0	0	0	0	0	0	0
4:15 - 4:30	1	0	1	0	2	1	3	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	4	0	2	ol	1	0	2	0	5	105	2	0	1	64	2	0	187
4:45 - 5:00	4	1	0	ő	1	0	5	0	2	100	10	0	2	70	1	0	194
5:00 - 5:15	5	0	2	ő	2	1	4	0	4	108	6	0	3	81	0	0	213
5:15 - 5:30	7	0	1	ő	3	0			5	105	8	0	2	84	2	0	220
5:30 - 5:45	Ó	0	0	0	.0	0	2	0	4	110	7	0	4	79	2	0	219
5:45 - 6:00	0	0	0	0	.0	0	1955	2.5	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
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J.40 7.00 L	55	2	27	0	20	7	61	0	0	0	0	0	0	0	0	0	0
	55	_	21	U	20	1	01	U	38	988	42	0	31	1062	15	0	2348

Turning Movement Count All Vehicles

Location US93&School Addition Date 4/19/22 and 4/20/2022

Date	4/13/22	anu 4/2		und			Cauthh	aund							\			
		1 -4	Northbo		D I -		Southb		Б.,		Eastbo				Westbo			
7.00	7.45	Left			Peds			Right			Thr	Right						TOTAL
7:00 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 -		0	101	1	0	0	54	0	0	0	0	0	0	4	0	1	0	161
7:30 -		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	o	265
8:00 -	8:15	0	94	25	0	1	113	0	0	0	0	0	0	23	0	6	ol	262
8:15 -	8:30	0	109	6	0	0	100	0	0	0	0	0	0	10	0	2	ol	227
8:30 -	8:45	0	141	7	0	0	92	0	o	0	0	0	0	1	0	0	ol	241
8:45 -	9:00	0	91	1	o	1	93	0	ō	0	0	0	ő	3	0	2	ő	191
9:00 -	3,000	0	0	0	0	0	0	0	ő	0	0	0	ő	0	0	0	ol	0
9:15 -		ő	0	0	o	0	0	0	ő	0	0	0	ő	0	0	0	0	0
9:30 -		Ö	0	0	o	0	0	0	ő	0	0	0	0	0		(E.,		
9:45 -		0	0	0	0	0	0	0	ő	100			6563	1000	0	0	0	0
		0	0	0	1,033			100	90.00	0	0	0	0	0	0	0	0	0
10:00 -	Commence Street				0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 -		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	o	o
12:00 -	12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ol	ol
12:15 -	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ol	ol
12:30 -	12:45	0	0	0	0	0	0	0	ol	0	0	0	0	0	0	0	o	ol
12:45 -	1:00	0	0	0	0	0	0	0	ol	0	0	0	0	0	0	0	ol	ol
1:00 -	1:15	0	0	0	0	0	0	0	ol	0	0	0	ol	0	0	0	ol	ő
1:15 -		0	0	0	0	0	0	0	ŏl	0	0	0	ő	0	0	0	ol	ő
1:30 -		0	0	0	o	0	0	0	ől	0	0	0	ő	0	0	0	ő	ol
1:45 -		0	0	0	ő	Ö	0	0	ől	0	0	0	0	0	0	0	ol	ol
2:00 -		0	0	0	Ö	Ö	Ö	0	ol	0	0	0	ol	0	0	0	ol	
2:15 -		0	0	0	o	0	0	0	ol	0	0	0	0	0	0		0	-
2:30 -		0	0	0	ő	0	0	0	ol	0	0	0	0			0	5500	0
2:45 -		0	0	0	0	0	0	0			17.0	500	227.0	0	0	0	0	0
3:00 -		0	0	0	0	(2)				0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 -		100	0	950	0.75	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 -		0	0.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 -		0	104	2	0	0	114	0	이	0	0	0	0	3	0	1	0	224
4:15 -		0	99	2	0	0	108	0	0	0	0	0	0	1	0	0	0	210
4:30 -		0	116	2	0	0	124	0	이	0	0	0	0	1	0	0	0	243
4:45 -		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	ol	249
5:15 -	5:30	0	92	10	0	0	141	0	0	0	0	0	0	1	0	1	ol	245
5:30 -	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ol	0
5:45 -	6:00	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0	ol	ol
6:00 -	6:15	0	0	0	0	0	0	0	ol	0	0	0	o	0	0	0	ol	o
6:15 -	20-20-20-20	0	0	0	ol	0	0	0	ől	0	0	0	ő	0	0	0	ő	ol
6:30 -		0	Ö	0	ő	0	Ö	0	ő	0	0	0	ő	0	0	0	0	0
6:45 -		0	0	0	ő	0	0	0	ő	0	0	0	0	0	0	0	0	810
		0	1449	84	0	3	1326	0	0	0	0	0	0	63	0	28	0	0
		U	1 7 7 3	54	U	5	1020	U	U	U	U	U	U	03	U	20	U	2953

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

Date	4/13/22	and 4/2	Northbo	und			Southbo	nund			Coatha	لممدد			\			
		Left			Peds L				Dodo	l off	Eastbo		Dada	1 -4	Westbo		Dede	TOTAL
7:00 -	7.15	0	99	3	0	5	53		Peds		Thr		Peds					TOTAL
7:15 -		0	135	5	0	1		0	0	0	0	0	0	5		8	0	173
7:10 -		0	172	3	0	4	81	0	0	0	0	0	0	100	9 50	11	0	234
7:45 -					0	527	75	0	0	0	0	0	0	3		16	0	273
8:00 -		0	114	5		14	122	0	0	0	0	0	0	9		14	0	278
		150	111	4	0	8	102	0	0	0	0	0	0	5		9	0	239
8:15 -		0	139	9	0	8	85	0	0	0	0	0	0	3	I 5	6	0	250
8:30 -		0	87	5	0	10	86	0	0	0	0	0	0	9		13	0	210
8:45 -		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
9:00 -		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
9:15 -		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
9:30 -		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
9:45 -		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
10:00 -		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
10:15 -		0	0	0	0	0	0	0	0	0	0	0	0	0	3 50	0	0	0
10:30 -		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
10:45 -		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
11:00 -		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
11:15 -		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
11:30 -		0	0	0	0	0	0	0	이	0	0	0	0	0		0	0	0
11:45 -		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
12:00 -		0	0	0	0	0	0	0	0	0	0	0	0	0	3 5	0	0	0
12:15 -		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
12:30 -		0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
12:45 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0 70	0	0	0
1:00 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 -		0	0	0	0	0	0	0	0	0	0	0	0	0	8 8	0	0	0
1:30 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 -	500 m 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 -		0	0	0	0	0	0	0	이	0	0	0	0	0	0	0	0	0
2:15 -		0	0	0	0	0	0	0	이	0	0	0	0	0	0	0	0	0
2:30 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 -		0	0	0	0	0	0	0	이	0	0	0	0	0	0	0	0	0
3:45 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 -		0	101	5	0	4	113	0	0	0	0	0	0	5	0	8	0	236
4:15 -		0	97	4	0	6	103	0	0	0	0	0	0	5	0	7	0	222
4:30 -		0	114	4	0	9	116	0	0	0	0	0	0	2	. 0	8	0	253
4:45 -		0	84	6	0	10	110	0	0	0	0	0	0	5	0	8	0	223
5:00 -		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 -	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 -		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 -		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 -	10000000000000000000000000000000000000	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

Turning Movement Count All Vehicles

Location Somers Middle School Road & Sunnybrook
Date 4/19/22 and 4/20/2022
Northbound So

		Northb	oound			South	oound			Eastbo	ound			Westb	ound		
	Left	Thr	Right	Peds	Left	Thr	Right	Peds	Left			Peds	Left			Peds	Total
7:00 - 7:15	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	11.70	o
7:30 - 7:45	0	0	1	0	1	4	0	0	1	0	0	0	1	0	8		16
7:45 - 8:00	0	4	1	0	1	7	0	0	1	0	0	0	1	0	7		22
8:00 - 8:15	0	10	1	0	2	23	0	0	0	0	1	0	5	0	10		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
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ő	ol
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ő	o
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0	ő	o
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ől	ol
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ol	ol
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ol	ol
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0	ŏl	ő
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ől	ol
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ől	ő
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ol	o
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ol	ő
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ol	ol
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ol	ol
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ol	ol
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	ol
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ol	o
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	ol
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ol
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	ol
1:30 - 1:45	0	0	0	이	0	0	0	0	0	. 0	0	0	0	0	0	0	ol
1:45 - 2:00	0	0	0	이	0	0	0	0	0	0	0	0	0	0	0	o	ol
2:00 - 2:15	0	0	0	이	0	0	0	0	0	0	0	0	0	0	0	o	o
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	o
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o
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 3:45 - 4:00	0	26	2	0	1	10	2	0	0	0	0	0	0	0	4	0	45
4:00 - 4:15	0	12	0	0	4	3	0	0	0	0	0	이	0	0	1	0	20
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	3	0	0	3	6	0	0	0	0	0	0	0	0	1	0	12
4:45 - 5:00	0	10	1	0	3	3	0	0	0	0	0	0	0	0	2	0	12
5:00 - 5:15			0	0	4	15	0	0	0	0	0	이	1	0	2	0	32
5:15 - 5:30	0	4	1	0	11	3	0	0	0	0	0	이	1	0	0	0	20
5:30 - 5:45	0	3 12	1	0	8	7	6	0	0	0	0	이	0	0	3	0	28
5:45 - 6:00	0			0	4	6	1	0	1	0	0	이	0	0	3	0	29
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
5. 10 - 1.00 L	0	127	12	0	0 51	143	10	0	0	0	0	0	0	0	0	0	0
	U	121	12	U	01	143	10	0	4	0	1	0	13	0	54	0	415

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 (A	LL) Week	ly Data 04	/18/2022 to 0	4/24/2022			
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 -					N. 10210	T	0,11	00/1	/ Wordgo	riverage
12 - 1			1							
1 - 2			0			1 0				1
2 - 3			0			1 1				0
3 - 4			0			0 0				0
4 - 5			1			1				0
5 - 6			0			0				1
6 - 7			7			7				0 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
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: % Avg Day:		206 114%	188 88%			403 100%				403
				AM (12am-10am)	Peak Volumes				
15 Minute:			53	verper/1. v		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) I	Peak Volumes				
15 Minute :		6	5			6				6
One Hour :		14	15			15				15
P.H.F.: PH Begins:		0.58 1:00pm	0.75 10:30am			0.75 10:30am				0.75
		1.00piii	70.000111	PM (2nm-12am\ =	eak Volumes				10:30am
15 Minute:		35		1 101 (2	-p (2011) F	35				35
One Hour :		67				67				67
P.H.F. :		0.48				0.48				0.48
PH Begins :		3:00pm				3:00pm				
i i i bogilio .		J.Jopin				3.00pm				3:00pm

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

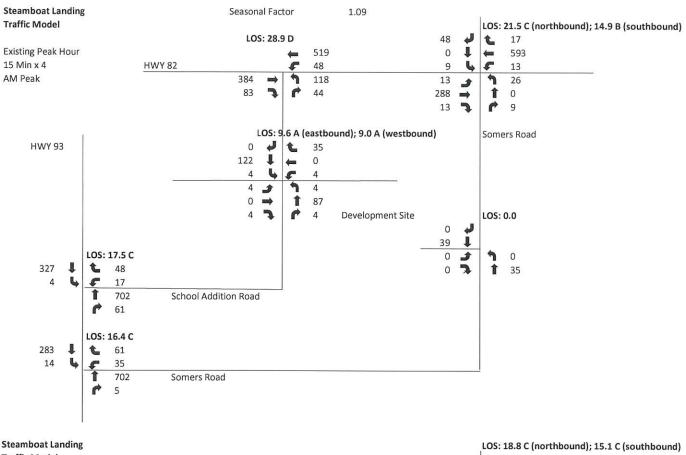
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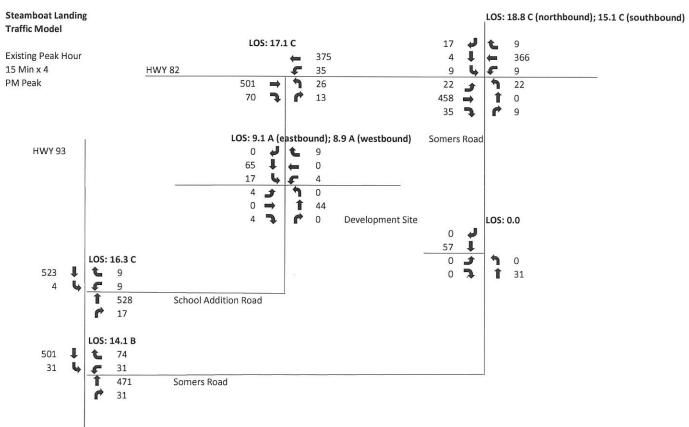
#Lanes: 1

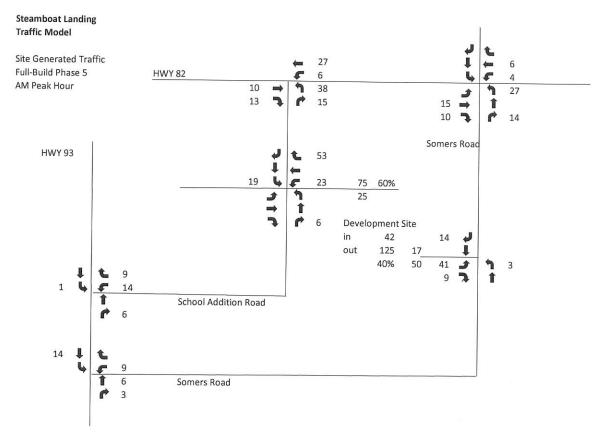
			Lane #4 (E	W) Week	ly Data 04	/18/2022 to 0	4/24/2022			
Time	04/18 MON	04/19 TUE	04/20 WED	04/21 THU	04/22 FRI	Weekday Average	04/23 SAT	04/24 SUN	Weekend Average	Week Average
- AM -								00/1	Norage	Average
12 - 1			3			2				_
1 - 2			3			3 3				3
2 - 3			1			1				3
3 - 4			1			1 1				1
4 - 5			1			1 1				1
5 - 6			3			3				1
6 - 7			25			25				3
7 - 8			53			53				25
8 - 9			64			64				53
9 - 10			41			41				64
10 - 11			45			45				41
11 - 12			47			47				45
- PM -						"				47
12 - 1			22							
1 - 2		37	22			44				44
2 - 3		57				49				49
3 - 4		61				57				57
4 - 5		52				61				61
5 - 6		69				52				52
6 - 7		60				69				69
7 - 8		38				60				60
8 - 9		19				38				38
9 - 10		27				19				19
10 - 11		7				27				27
11 - 12		5				7				7
						5				5
TOTALS: % Avg Day:		432 124%	309 77%			775			•	775
70 / Wg Day .		124 70	1170			100%				
_				— AM (1	2am-10am) l	Peak Volumes				
15 Minute:			21	3	3	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 (1	0am-2pm) P	eak Volumes				
15 Minute :		14	14			14				14
One Hour :		37	51			51				51
P.H.F. :		0.66	0.91			0.91				0.91
PH Begins :	,	1:00pm	10:45am			10:45am				10:45am
45.10		y.co.		— PM (2	om-12am) Pe	eak Volumes -				
15 Minute :		24				24				24
One Hour :		71				71				71
P.H.F. :	02	0.74				0.74				0.74
PH Begins:	5	5:15pm				5:15pm				5:15pm

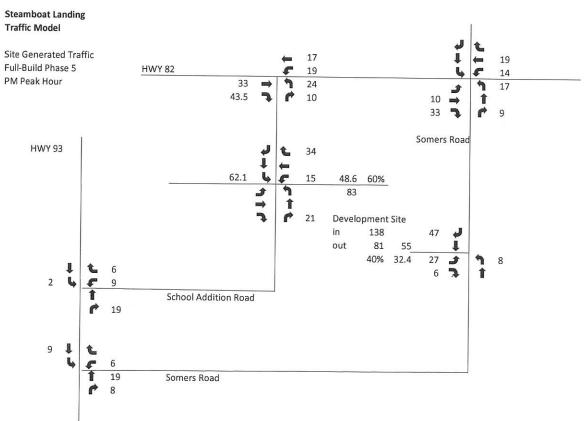
APPENDIX B

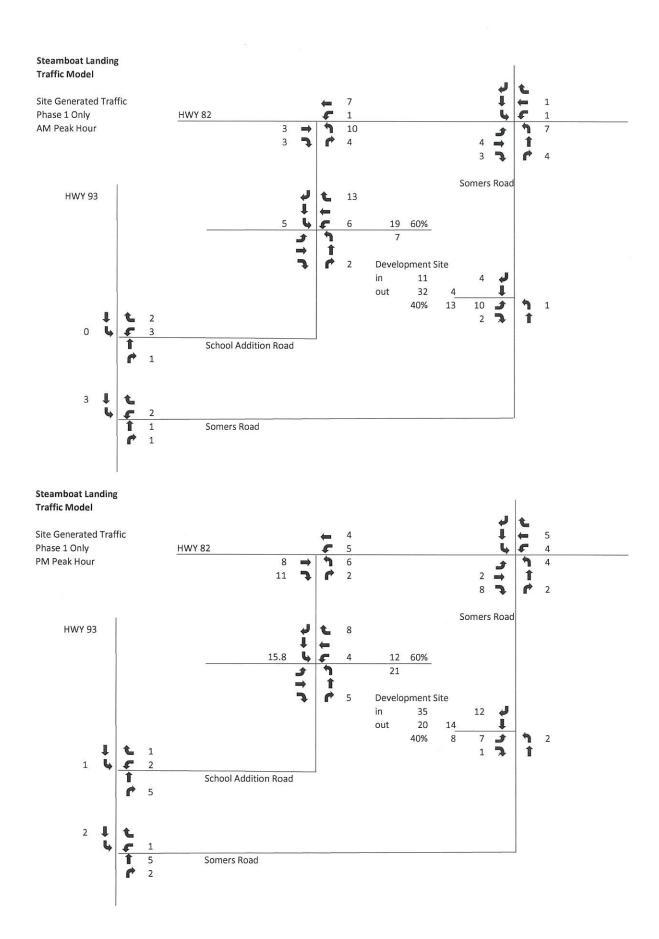
Traffic Model

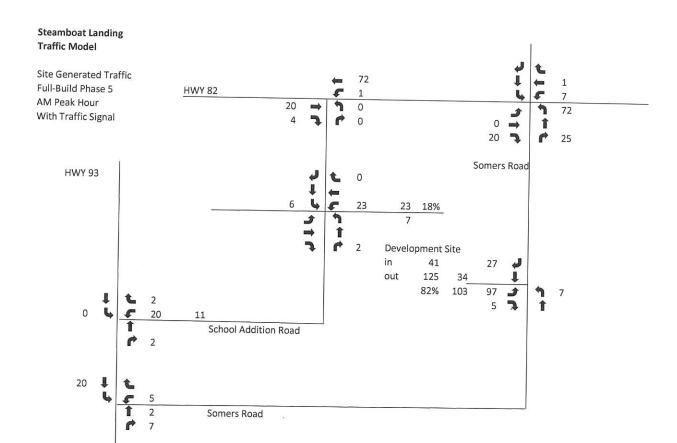


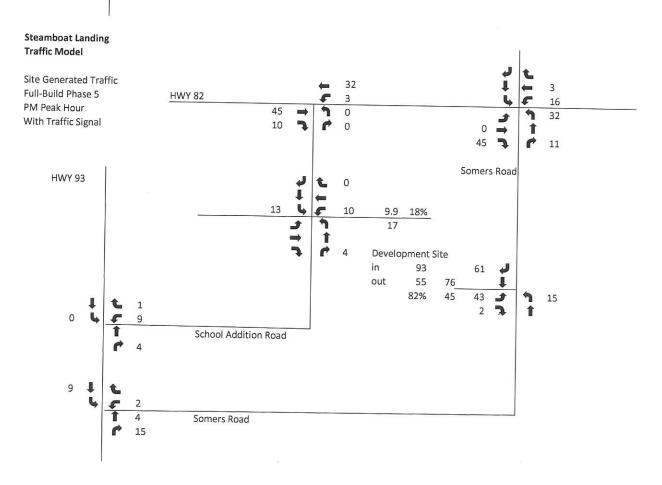


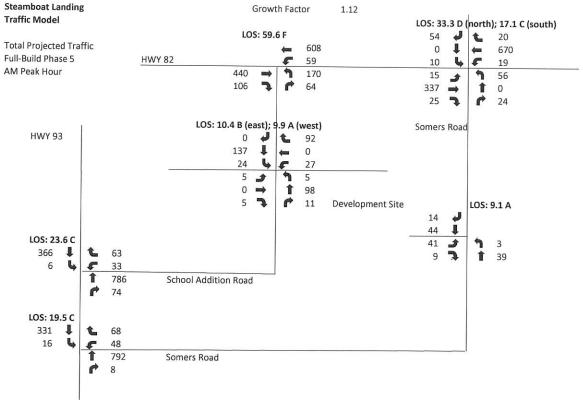


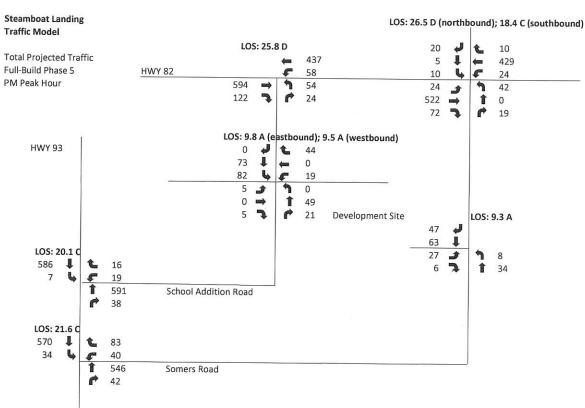


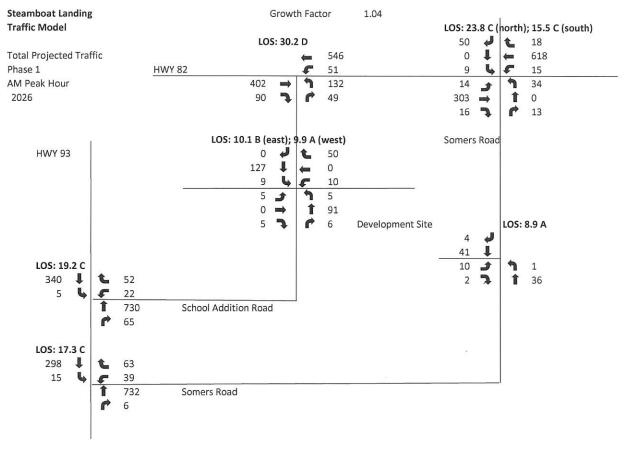


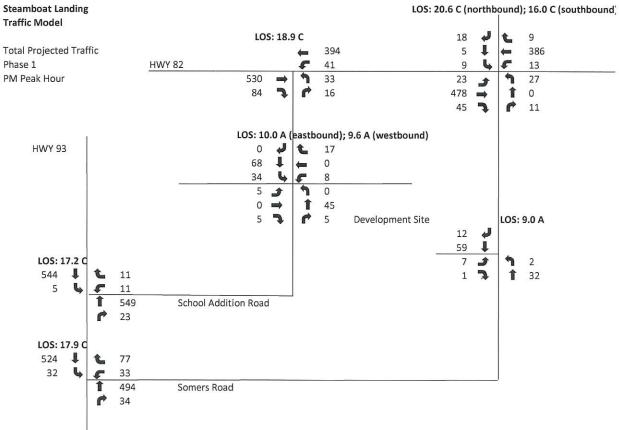


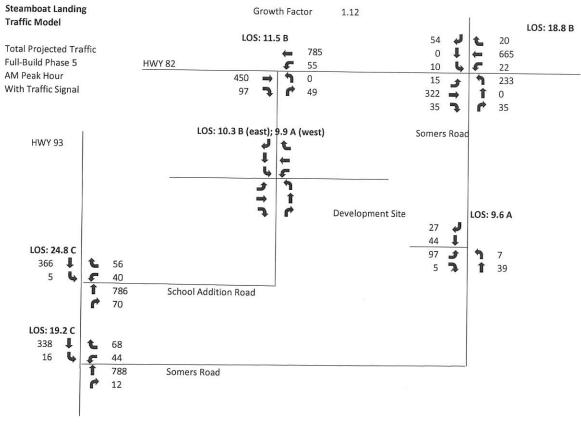


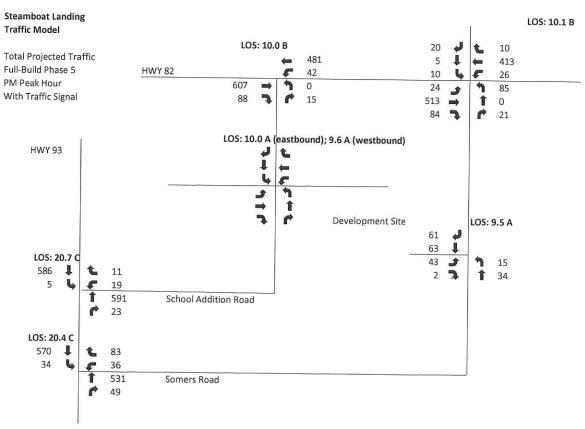








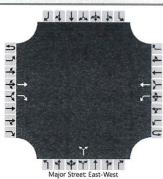




APPENDIX C

LOS Calculations

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									



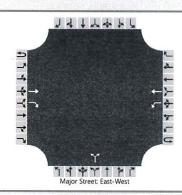
					Maj	or Street Ea	ast-West									
Vehicle Volumes and Ad	justme	nts														
Approach		Eastl	oound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			Т	R		L	Т				LR					
Volume (veh/h)		0.	384	83		48	519			118		44				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)			1								0				-	
Right Turn Channelized		١	No									-				
Median Type Storage				Undi	ivided											
Critical and Follow-up H	eadway	/s														
Base Critical Headway (sec)		ALCOHOL:				4.1				7.1		6.2		Π		
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, an	d Level	of S	ervice													
Flow Rate, v (veh/h)						48			T	Π	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			T		
Level of Service (LOS)						А					D					
Approach Delay (s/veh)			-			0).7			2	8.9			-		
Approach LOS	1					A A				D D						

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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	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								



Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			Т	R		L	Т				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		٨	lo													
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)						4.1				7.1		6.2			Γ	Г
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, an	d Leve	of Se	ervice													
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					
	THE RESERVE AND ADDRESS OF THE PARTY NAMED IN	- BROKE BOOK OF	Non-		Service and Park Street, Square, Squar	The Real Property lies and the least of the		_	Andrew Control	The second second		A.		Language Control		

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Level of Service (LOS)

Approach Delay (s/veh)

Approach LOS

Vehicle Volumes and Adjustments

HCS[™] TWSC Version 2023 MT82&SchoolAddPMExisting.xtw

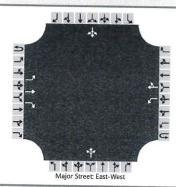
0.7

17.1

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	2022	North/South Street	Somers 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	The state of the s								



Approach		Eastl	bound			West	bound			North	bound			South	bound	Wall Co. All
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	Т	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				1										3	3	3
Percent Grade (%)											0		-		0	
Right Turn Channelized		Ν	10				0.00								0	
Median Type Storage				Undiv	vided		-								4-2-04-0	
Critical and Follow-up H	eadway	/S														
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	d Level	of Se	rvice								1.05	3.33		3.33	4.03	3.33
Flow Rate, v (veh/h)	III	13		П		13					35			universe i	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	$\neg \uparrow$			0.0	_		-		0.5				0.14	
Control Delay (s/veh)		8.8				7.9	-	-			21.5				14.9	
Level of Service (LOS)		А		_	-	A		-			C C				14.9 B	
		0.4		0.2									K			

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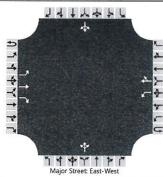
Approach LOS

Α HCS[™] TWSC Version 2023 MT82&SomersRoadAMExisting.xtw C

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14.9

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								



					Maj	or Street: Ea	ast-West										
Vehicle Volumes and Ad	justme	nts													As Lie		
Approach	Eastbound			Westbound				Northbound				Southbound					
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0	
Configuration		L	Т	R		L		TR			LTR				LTR		
Volume (veh/h)		22	458	35	Ī	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			vided									-					
Critical and Follow-up H	eadwa	ys															
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, an	d Leve	l of S	ervice														
Flow Rate, v (veh/h)	T	22				9					31			T	30	Γ	
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			T	0.3		
Control Delay (s/veh)	1	8.1				8.4					18.8				15.1		
Level of Service (LOS)	T	А				А					С				С		
Approach Delay (s/veh)	0.3				0.2				18.8				15.1				
Approach LOS	A				A				С				C				

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HCS[™] TWSC Version 2023 MT82&SomersRoadPMExisting.xtw

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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	-	



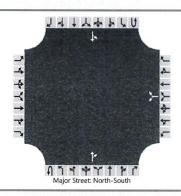
EVERY REPORT OF THE PROPERTY O					iviajor	Street Mol	tri-30utri		-							
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			West	bound			North	bound	Line House		South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration						-	LR					TR		LT		
Volume (veh/h)						17		48			702	61		4	327	
Percent Heavy Vehicles (%)						3		3						3	1	
Proportion Time Blocked																
Percent Grade (%)						(0									
Right Turn Channelized																
Median Type Storage				Undi	vided							-			V 3	
Critical and Follow-up H	eadway	/s														
Base Critical Headway (sec)						7.1	Г	6.2						4.1		CABCASO
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, an	d Level	of Se	rvice													
Flow Rate, v (veh/h)					T		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)							С							А	Α	
Approach Delay (s/veh)	T				-	17	.5						0.2			
Approach LOS						(A			

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	HCS Two-Wa	y 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 Ad	justments

Approach		Easth	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
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)						9		9			528	17		4	523	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized														1		
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys						And Line								
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, an	d Leve	l of Se	ervice	F.J.	1-1-1											
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)							С							А	А	
Approach Delay (s/veh)	T					16	5.3				discussion and the same of the			0	.1	

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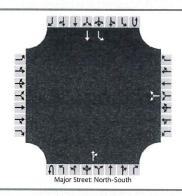
Approach LOS

C

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SchoolAddition&US93PMExisting.xtw

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	HCS Two-Wa	y 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	2014	



Vehicle Volumes and Adjustme	ents
------------------------------	------

Approach		Eastb	ound		Westbound			Northbound				Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
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	Т	
Volume (veh/h)						35		61			702	5		14	283	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0					4.0		Annual Control of the	-	Accessed to the latest and the lates
Right Turn Channelized	T										-6-1					
Median Type Storage				Left	Only				11			81-12-12	1			
Critical and Follow-up H	eadwa	ys														
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, an	d Leve	of Se	rvice													
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)							С							А		
Approach Delay (s/veh)						16	5.4						0.4			
Approach LOS						(1				A			

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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	PM Existing Peak Hour	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Steamboat Landing - Somers		1



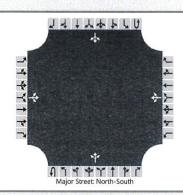
Approach		Eastl	oound			bound			North	bound		Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U		Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1 1	0
Configuration							LR					TR		L	T	0
Volume (veh/h)						31		74			471	31		31	501	
Percent Heavy Vehicles (%)						3		3				31		3	301	
Proportion Time Blocked														3		
Percent Grade (%)							0									
Right Turn Channelized		-					-				-			-	-	
Median Type Storage				Left	Only	-						1				
Critical and Follow-up H	eadway	rs .														no F
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)	$\uparrow \uparrow \uparrow$					3.53		3.33						2.23		
Delay, Queue Length, and	d Level	of Se	rvice											2.23	Aug Marin	
Flow Rate, v (veh/h)	П	T	П	T			105					I		31		PERM
Capacity, c (veh/h)							499							1057		-
v/c Ratio	T						0.21					-		0.03		
95% Queue Length, Q ₉₅ (veh)							0.8		\dashv					0.03		-
Control Delay (s/veh)		$\neg \uparrow$	$\neg \uparrow$	-	\dashv		14.1		-+					8.5		
Level of Service (LOS)	1		-				В	-	-							
Approach Delay (s/veh)	1			-		14	-							A		
Approach LOS	†	-				В		\rightarrow		-	***************************************			0.	5	

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	HCS Two-Wa	y 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	Adj	ustment	S
A			-	T	F-

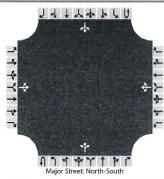
Approach		Eastb	ound			Westl	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	0	4		4	0	35		4	87	4		4	122	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)			0				0									
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up Ho	eadwa	ys														
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	d Leve	of Se	ervice													
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)			А				А			А	А	А		А	А	А
Approach Delay (s/veh)		9	.6			9	.0			0	.3	The same of the sa	0.3			
Approach LOS		7	4				A			A				Α		

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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 Peak Hour	Peak Hour Factor	1.00						
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25						
Project Description	Steamboat Landing - Somers								



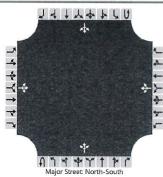
					Majo	r Street: Nor	th-South									
Vehicle Volumes and Ad	justmer	nts														
Approach		Eastb	ound			Westl	oound			North	bound		Southbound			
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				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	T															
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadway	/S				145					4. 1.					
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, an	d Level	of Se	ervice													
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)			А				А			А	А	А		А	А	А
Approach Delay (s/veh)	9.1					8	.9		0.0				1.6			
Approach LOS		1	A				A				A		A			

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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							



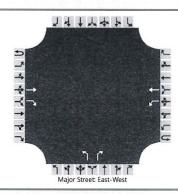
					Majo	r Street: No	rth-South									
Vehicle Volumes and Ad	justmen	ts														
Approach		Eastb	oound			West	bound	nas, esement	Π	North	bound		Southbound			
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			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	Ì	3				3		
Proportion Time Blocked																
Percent Grade (%)		0 0							,							
Right Turn Channelized																102
Median Type Storage				Undiv	vided											
Critical and Follow-up H	eadways	S	Fa B													
Base Critical Headway (sec)	T	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, an	d Level	of Se	ervice													
Flow Rate, v (veh/h)	T		5				21			4				4		Г
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)			А				А			А	А	А		А	А	А
Approach Delay (s/veh)	9.6					9	.1		0.3				0.5			
Approach LOS		-	4				4			,	4		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	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									

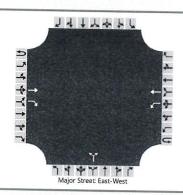


Vehicle Volumes and Ad	justme	nts														,)
Approach		East	bound			West	bound			North	bound		Southbound			
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			Т	R		L	Т			L		R				Ì
Volume (veh/h)			402	90		51	546			132		49				Ì
Percent Heavy Vehicles (%)						3				3		3				Ì
Proportion Time Blocked																Ì
Percent Grade (%)							-			()	Acres and the second				deserve
Right Turn Channelized		No						Ν	lo							
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadway	/s														
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				İ
Base Follow-Up Headway (sec)						2.2				3.5		3.3				İ
Follow-Up Headway (sec)						2.23				3.53		3.33				İ
Delay, Queue Length, an	d Level	of S	ervice													
Flow Rate, v (veh/h)						51			П	132		49			Γ	Т
Capacity, c (veh/h)						1066				239		646				
v/c Ratio				-3-0		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				T
Level of Service (LOS)						А				Е		В				
Approach Delay (s/veh)					0.7			30.2						-	-	
Approach LOS						A		D								

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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	PM Projected Peak Phase 1	Peak Hour Factor	1.00					
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25					
Project Description	Steamboat Landing - Somers	The same to the contract (iiis)	0.23					



Vehicle	Volumes	and	Adjustments
THE R. P. LEWIS CO., LANSING, SANSAGE	The second secon	-	

Approach		Eastbound				West	bound			North	bound		Southbound				
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U		Т	В	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	1	R	
Number of Lanes	0	0	1	1	0	1	1	0		0	1				11	12	
Configuration			Т	R			T			U	LR	0		0	0	0	
Volume (veh/h)			530	84		41	394	-		33	LK	16					
Percent Heavy Vehicles (%)		-				3	334			3							
Proportion Time Blocked										3		3					
Percent Grade (%)	1	-															
Right Turn Channelized	1	N	lo											-		-	
Median Type Storage		-		Undiv	vided.	-				-				-			

41	71	1 62 1	
		6.2	
4.13	6.43	6.23	
2.2	3.5	3.3	
2.23	3.53	3 33	
		4.13 6.43 2.2 3.5	4.13 6.43 6.23 2.2 3.5 3.3

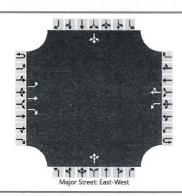
Delay, Queue Length, and Level of Se	rvice		
Flow Rate, v (veh/h)	41	49	
Capacity, c (veh/h)	961	309	
v/c Ratio	0.04	0.16	
95% Queue Length, Q ₉₅ (veh)	0.1	0.6	
Control Delay (s/veh)	8.9	18.9	
Level of Service (LOS)	A		
Approach Delay (s/veh)	0.8	18.9	
Approach LOS	A	.3.5	

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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	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 Ad	justments

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	Т	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	San Carrier Control			0	
Right Turn Channelized		Ν	lo								-					
Median Type Storage				Undi	vided											

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

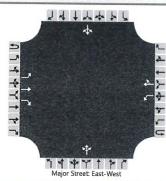
Flow Rate, v (veh/h)	14	15	47	59
Capacity, c (veh/h)	943	1235	238	403
v/c Ratio	0.01	0.01	0.20	0.15
95% Queue Length, Q ₉₅ (veh)	0.0	0.0	0.7	0.5
Control Delay (s/veh)	8.9	7.9	23.8	15.5
Level of Service (LOS)	A	A	С	С
Approach Delay (s/veh)	0.4	0.2	23.8	15.5
Approach LOS	А	А	С	С

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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
ime Analyzed	PM Projected Peak Phase 1	Peak Hour Factor	1.00
ntersection Orientation	East-West	Analysis Time Period (hrs)	0.25
roject Description	Steamboat Landing		



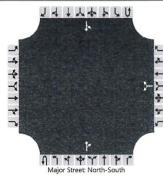
Approach		Eastl	oound			West	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	Т	R		L		TR			LTR		-		LTR	_
Volume (veh/h)		23	478	45	1	13	386	9		27	0	11		9	5	18
Percent Heavy Vehicles (%)		3				3				3	3	3	-	3	3	3
Proportion Time Blocked																-
Percent Grade (%)											0				0	
Right Turn Channelized		Ν	lo													
Median Type Storage			-	Undi	vided					-						-
Critical and Follow-up H	eadway	ys										The state of the s				
Base Critical Headway (sec)		4.1			SOPHIA SERVICE	4.1	Decre Sales	PIRCHER PROPERTY.		7.1	6.5	6.2	STORY	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, an	d Level	of Se	rvice			e v salitati										5.55
Flow Rate, v (veh/h)	П	23				13					38			OTA DE ALE	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)		Α				Α					С				C	
Approach Delay (s/veh)		0.3				0.	3		20.6				16.0			
Approach LOS	1	A			A			C C				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										



Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Τ.	R
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)						22		52			730	65		5	340	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						(0			n						
Right Turn Channelized											~					
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys			lin, si							14-18				
Base Critical Headway (sec)	T					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, an	d Leve	l of Se	ervice				4				VIII.					
Flow Rate, v (veh/h)	T						74							5		
Capacity, c (veh/h)	1						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)							С							А	А	
Approach Delay (s/veh)	19.1									0.2						
Approach LOS	C										T A					

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HCS[™] TWSC Version 2023 SchoolAddition&US93AMphase1.xtw

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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		



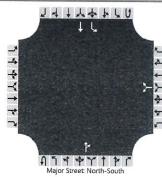
Approach		Easth	ound			West	bound			North	bound		Southbound			
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	Γι	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		_
Volume (veh/h)						11		11			549	23		5	544	_
Percent Heavy Vehicles (%)						3		3						3	311	_
Proportion Time Blocked															-	
Percent Grade (%)							0			-						
Right Turn Channelized						-							_			-
Median Type Storage				Undiv	/ided		-									
Critical and Follow-up H	eadway	/s														
Base Critical Headway (sec)					T	7.1		6.2		ets (52) p				4.1		经济现实
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)					$\neg \neg$	3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		
Delay, Queue Length, an	d Level	of Se	rvice													
Flow Rate, v (veh/h)	П		T				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)	1			\neg			С		-					A	Α	199 150
Approach Delay (s/veh)				17.2							0.1					
Approach LOS						C				-						

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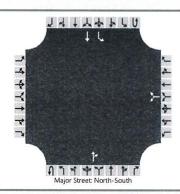
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	HCS Two-Way	Stop-Control Report	
General Information		Site Information	
Analyst	RLA	Intersection	Somers Road/US93
Agency/Co.	ATS	Jurisdiction	Flathead County
Date Performed	5/10/2022	East/West Street	Somers Road
Analysis Year	2026	North/South Street	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	***************************************	



					Majo	r Street No	orth-South									
Vehicle Volumes and Ad	justme	nts										-	1			
Approach		Eastb	ound		Westbound					North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	T	R
Priority		10	11	12	Ì	7	8	9	10	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	Т	
Volume (veh/h)						39		63			732	6		15	298	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																-
Percent Grade (%)							0									
Right Turn Channelized		-		2												
Median Type Storage				Left	Only			-		2/22			1		-	
Critical and Follow-up H	eadway	ys	11												(3)=1	
Base Critical Headway (sec)	T					7.1		6.2				I		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, an	d Level	of Se	rvice													
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)							С							А		
Approach Delay (s/veh)						17	7.3								.4	
Approach LOS	1					(-			-	4	-

	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 Ad	justments
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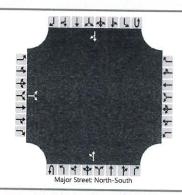
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	Т	
Volume (veh/h)						33		77			494	34		32	524	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)		A					0									
Right Turn Channelized																
Median Type Storage				Undi	vided	-							-		OLI BULLION DE	
Critical and Follow-up H	eadwa	ys														
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, an	d Leve	l of Se	ervice													
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)							С							А		
Approach Delay (s/veh)						17	7.9	luc version				Acres de la constante	0.5			
Approach LOS	T					(0						A			

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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		100



Vehicle Volumes	and Ad	iustments
-----------------	--------	-----------

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
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)		10		2						1	36				41	4
Percent Heavy Vehicles (%)		3		3						3	30				41	4
Proportion Time Blocked															-	
Percent Grade (%)		()													
Right Turn Channelized																Maria de la compansión de la compansión de la compansión de la compansión de la compansión de la compansión de
Median Type Storage				Undiv	vided					-	-					-

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	1 1 1	2.2	
Follow-Up Headway (sec)	3.53	3.33	111	2.23	-+-+

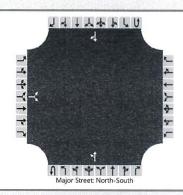
Flow Rate, v (veh/h)	12	1		T	T
Capacity, c (veh/h)	934	1557		+	+
v/c Ratio	0.01	0.00			+
95% Queue Length, Q ₉₅ (veh)	0.0	0.0			+++
Control Delay (s/veh)	8.9	7.3	0.0		+
Level of Service (LOS)	A	A	A		+-+
Approach Delay (s/veh)	8.9	0	.2		
Approach LOS	A		Δ	 	

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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		



Vehicle	Volumes	and Ad	justments
---------	---------	--------	-----------

Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
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		Ī				
Proportion Time Blocked																
Percent Grade (%)		()													
Right Turn Channelized																
Median Type Storage				Undi	vided											-
Critical and Follow-up H	eadway	/s														
Base Critical Headway (sec)	T	7.1		6.2						4.1					Π	
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, an	d Level	of Se	rvice													
Flow Rate, v (veh/h)	T		8							2						
Capacity, c (veh/h)			906							1523						
v/c Ratio		-	0.01				-			0.00			İ		İ	

95% Queue Length, Q95 (veh)

Control Delay (s/veh)

Level of Service (LOS)

Approach Delay (s/veh)

Approach LOS

0.0

7.4

0.0

Α

0.4

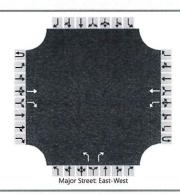
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9.0

	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		



Vehicle	Volumes	and A	djustments
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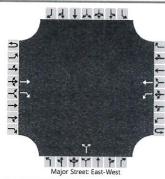
Approach		Eastb	Eastbound Westbound					North	bound		Southbound					
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			Т	R		L	Т			L		R				
Volume (veh/h)			440	106		59	608			170		64				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										()					
Right Turn Channelized		١	No.							Ν	lo					
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
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, an	d Leve	l of S	ervice													1
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		В				
Approach Delay (s/veh)						C).8			55	9.6					
Approach LOS							A				F					

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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		



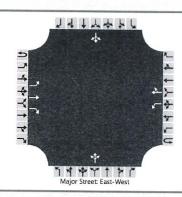
		-			ivia	or Street Ea	ast- west										
Vehicle Volumes and Ad	ljustme	nts															
Approach		East	bound		Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0	
Configuration			Т	R		L	T				LR						
Volume (veh/h)			594	122		58	437			54		24					
Percent Heavy Vehicles (%)						3				3		3				_	
Proportion Time Blocked																	
Percent Grade (%)			A								0					_	
Right Turn Channelized		١	No														
Median Type Storage				Undi	vided					-						-	
Critical and Follow-up H	eadway	/S															
Base Critical Headway (sec)	TT					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, an	d Level	of Se	ervice														
Flow Rate, v (veh/h)	T					58					78					1900	
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)		-				Α					D						
Approach Delay (s/veh)						1.	1			25	5.8						
Approach LOS		NEW THE PARTY NAMED IN				P	4)			and the same and		-	

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	HCS Two-Way	y 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 Volu	mes and	l Adjus	tments
	_		

Approach		Eastbound				West	bound			North	bound		Southbound			
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	Т	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			l	0	
Right Turn Channelized		N	lo									=				
Median Type Storage	1			Undi	vided											-

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

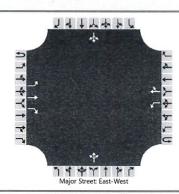
Delay, Queue Length, and	Level of Service					
Flow Rate, v (veh/h)	15	19	80	64		
Capacity, c (veh/h)	900	1191	206	360		
v/c Ratio	0.02	0.02	0.39	0.18		
95% Queue Length, Q ₉₅ (veh)	0.1	0.0	1.7	0.6		
Control Delay (s/veh)	9.1	8.1	33.3	17.1		
Level of Service (LOS)	A	A	D	С		
Approach Delay (s/veh)	0.4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

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	HCS Two-Way	y 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		



		Contract Contract				and the second second										
Approach		Eastb	ound			Westl	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	Т	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 (%)			direction of the control of the cont								0				0	h-man-
Right Turn Channelized		N	lo								12.00	080150000000000				
Median Type Storage				Undi	vided							111011111				
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)	T	4.1				4.1			Г	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, an	d Leve	of Se	ervice													
Flow Rate, v (veh/h)	T	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	
		1					R.	J	Д	H .	н					4

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Level of Service (LOS)

Approach Delay (s/veh)

Approach LOS

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0.3

Vehicle Volumes and Adjustments

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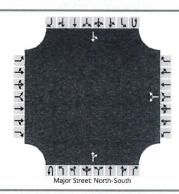
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	HCS Two-Way	/ Stop-Control Report	
General Information		Site Information	
Analyst	RLA	Intersection	School Addition/US 93
Agency/Co.	ATS	Jurisdiction	Flathead County
Date Performed	5/10/2022	East/West Street	School addition
Analysis Year	2030	North/South 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 A	diustments
-----------------------	------------

Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	Т	R
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								Anne de la constante de la con	
Right Turn Channelized						-										National Confession
Median Type Storage				Undi	vided							-	American			
Critical and Follow-up H	eadwa	ys							Fyn.							
Base Critical Headway (sec)	T					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, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)	T						96					1	П	6	Γ	
Capacity, c (veh/h)							288					İ		777		
v/c Ratio							0.33							0.01		
95% Queue Length, Q ₉₅ (veh)	T						1.4							0.0		
Control Delay (s/veh)							23.6							9.7	0.1	
Level of Service (LOS)	T						С		Ì	Ì				А	А	
		Appendix and a second	Secretary of the last of the l	Commence of the last			2									

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Approach Delay (s/veh)

Approach LOS

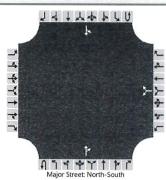
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General Information		Site Information	
Analyst	RLA	Intersection	School Addition/US 93
Agency/Co.	ATS	Jurisdiction	Flathead County
Date Performed	5/10/2022	East/West Street	School addition
Analysis Year	2030	North/South Street	- US 93
Time Analyzed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



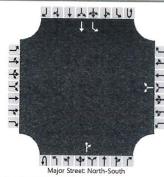
Vehicle Volumes and Ad		Personal Indian				MCCR 1696												
Approach		Eastb	ound			Westl	oound			North	bound			South	bound			
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	R		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0		
Configuration							LR					TR		LT				
Volume (veh/h)						19		16			591	38		7	586			
Percent Heavy Vehicles (%)						3		3						3				
Proportion Time Blocked																		
Percent Grade (%)							0			the same of the sa		Armena		barren et et et et et et et et et et et et et	democratical desired			
Right Turn Channelized												2						
Median Type Storage				Undi	vided													
Critical and Follow-up H	eadway	/s																
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, an	d Level	of Se	ervice															
Flow Rate, v (veh/h)							35							7				
Capacity, c (veh/h)							273							948				
v/c Ratio							0.13				İ			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)							С							А	А			
Approach Delay (s/veh)				2-2-		20).1						0.2					
Approach LOS	1	200000000000000000000000000000000000000				(С								A			

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General Information		C:: 1 C .:	
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		



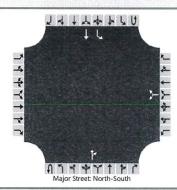
					Мајс	or Street No	orth-South									
Vehicle Volumes and Ad	justme	nts				15 -1										
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						48		68			792	8		16	331	-
Percent Heavy Vehicles (%)						3		3						3		-
Proportion Time Blocked																
Percent Grade (%)		No. of Contrast of					0									
Right Turn Channelized														25-11-2		-
Median Type Storage				Left	Only						-		1			-
Critical and Follow-up H	eadway	ys					- and							76.		
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, an	d Level	of Se	rvice													
Flow Rate, v (veh/h)	T						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)							С							A.		
Approach Delay (s/veh)					19	19.5			+				0.4			
Approach LOS	19.3					+				0.4 A						

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	HCS Two-Way	y 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	10 min 1 min	



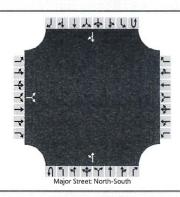
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	Т	
Volume (veh/h)						40		83			546	42		34	570	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)	T						0				Access to the second			Accessed to the same of the sa	-	
Right Turn Channelized																-
Median Type Storage		0.1		Undi	vided								Assessment of the last of the			
Critical and Follow-up H	eadway	/s														
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, an	d Level	of Se	rvice	X Into The												
Flow Rate, v (veh/h)							123							34	Г	Г
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)							С							А		
Approach Delay (s/veh)						2	1.6						0.5			lionesson and
Approach LOS				С				1				A			-	

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	HCS Two-Way	y 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		



Approach		Eastb	ound			Westl	oound			North	oound			bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
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														000	
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys									111.2					
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)	1	3.53		3.33						2.23						

Approach LOS	Α	А		
Approach Delay (s/veh)	9.1	0.	5	
Level of Service (LOS)	A	А	А	
Control Delay (s/veh)	9.1	7.3	0.0	
95% Queue Length, Q ₉₅ (veh)	0.2	0.0		
v/c Ratio	0.05	0.00		
Capacity, c (veh/h)	918	1540		

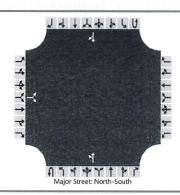
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Flow Rate, v (veh/h)

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	HCS Two-Way	y 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		



Approach		Eastbound				Westbound				North	bound	Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	T	R
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				-					-		A		
Right Turn Channelized																
Median Type Storage				Undi	vided											-

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		Ī	

Delay, Queue Length, and Level of Service

Delay, Queue Length, an	u Level of Se	ivice					the state of			
Flow Rate, v (veh/h)		8		2						
Capacity, c (veh/h)		906		152	3					
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.			Ì		
Level of Service (LOS)		A		А	A	T		İ	T	
Approach Delay (s/veh)	9.	0			0.4					
Approach LOS	A	(Α					

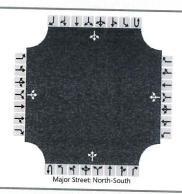
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Site Information	
Intersection	School Addition 15
	School Addition/Sunnyside
	Sunnyside School Addition Road
1,000,000,000,000	1.00
	0.25
	Jurisdiction East/West Street North/South Street Peak Hour Factor Analysis Time Period (hrs)



venicle	volumes	and	Adjustments
Approach			Ea
			THE RESERVE TO THE PARTY OF THE

Approach		Eastl	oound			West	bound			North	nbound			South	nbound	-
Movement	U	L	T	R	U	L	T	R	U		Тт	R	U	Journ	I -	
Priority		10	11	12		7	8	9	10	1	1 2		-	-		R
Number of Lanes		0	1	0		0	1	0	0		2	3	4U	4	5	6
Configuration			LTR				-	0	U	0	1	0	0	0	1	0
			LIK				LTR				LTR				LTR	
Volume (veh/h)		5	0	5		27	0	92		5	98	11		23	137	_
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3	1 30				137	0
Proportion Time Blocked										J.				3		
Percent Grade (%)		()				0									
Right Turn Channelized										-				-		
Median Type Storage			-	Undiv	vided											

Critical and Follow-up Hea	dways							
Base Critical Headway (sec)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	
Critical Headway (sec)	7.13	6.53	6.23	7.13	6.53	6.23	4.13	4.1
Base Follow-Up Headway (sec)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	4.13
Follow-Up Headway (sec)	3.53	4.03	3.33	3.53	4.03	3.33	2.23	2.2
Delay, Queue Length, and	Level of Se	ervice		-		5.05	E.E.S	2.23
Flow Rate, v (veh/h)		10		T	119			
Capacity, c (veh/h)		677			853	-	1441	23
v/c Batia					933		1441	1475

Approact Los	В	A	A	1		Δ			
Approach LOS		10.4 9.9		4		1.			
Approach Delay (s/veh)		A	Α	Α	А	A	А	А	
Level of Service (LOS)	В		7.5	0.0	0.0	7.5	0.1	0.1	
Control Delay (s/veh)	10.4	9.9	7.5	0.0	0.0		-	+	
	0.0	0.5	0.0			0.0			
95% Queue Length, Q ₉₅ (veh)		0.14	0.00			0.02			
v/c Ratio	0.01					1475			
Capacity, c (veh/h)	677	853	1441	-			-	-	
Tion nate, v (veri/ii)	10	119	5			23		T	

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	HCS Two-Way	y 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		



					iviajo	i Sueet Noi	u1-30uu1									
Vehicle Volumes and Ad	justme	nts														
Approach		Eastb	ound			Westl	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
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		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				Undiv	vided											
Critical and Follow-up H	leadwa	ys														
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, an	d Leve	of Se	ervice													
Flow Rate, v (veh/h)			10				63	Π		0		Г	Π	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)			А				А			А	А	А		А	А	А
Approach Delay (s/veh)		9.8				9.5				0	.0		5.1			
Approach LOS	T	-	4				A			,	Ą			,	A	

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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					



					Majo	or Street: No	rth-South									
Vehicle Volumes and Adj	justmer	its														
Approach	T	Eastl	oound			West	bound			North	bound		Southbound			
Movement	U	L	Т	R	U	L	Т	R	U	L	T	R	U	L	Т	R
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		T		3		
Proportion Time Blocked																
Percent Grade (%)	T		0				0									
Right Turn Channelized															1 2 2 2 2	
Median Type Storage	Ī	Undivided									-	-				
Critical and Follow-up He	eadway	s						\$1. gg	THE ST							
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	d Level	of Se	ervice					2 1								
Flow Rate, v (veh/h)	T		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)			В		-		В			А	А	А		A	A	A
Approach Delay (s/veh)		11	.9			10	0.0		0.3				4.3			

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Approach LOS

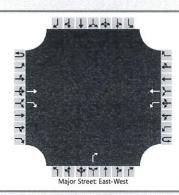
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Α

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								



	V	e	h	ic	le	V	0	lumes	and	A	dj	usi	tmei	nts
-	_	-	_	-	-	-	_	The second leaves and the second	CONTRACTOR	-	-	and the latest the lat	and the local division in which the	-

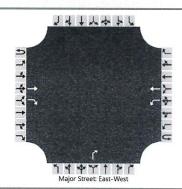
Approach		Eastb	ound		Westbound			Northbound				Southbound				
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		0	0	1		0	0	0
Configuration			Т	R		L	Т					R				
Volume (veh/h)			450	97		55	785					49				
Percent Heavy Vehicles (%)						3						3				
Proportion Time Blocked																
Percent Grade (%)											0					
Right Turn Channelized		١	10						Ν	lo						
Median Type Storage				Undi	vided											
Critical and Follow-up H	eadwa	ys														
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, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)						55						49				Г
Capacity, c (veh/h)						1017						607				
v/c Ratio						0.05						0.08				
95% Queue Length, Q ₉₅ (veh)						0.2						0.3				T
Control Delay (s/veh)						8.7						11.5				Î
Level of Service (LOS)						А						В				Î
Approach Delay (s/veh)			di di			0	.6	-	11.5				5		-	
Approach LOS					A			В				22				

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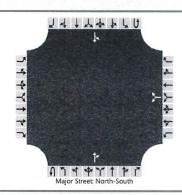
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General Information		Site Information					
Analyst	RLA	Intersection	MT 82 and School Addition				
Agency/Co.	ATS	Jurisdiction	Flathead County				
Date Performed	5/10/2022	East/West Street	MT 82				
Analysis Year	2030	North/South Street	School Addition 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						



Approach		East	bound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		0	0	1		0	0	0
Configuration			Т	R		L	Т					R				
Volume (veh/h)			307	88		42	481					15				T
Percent Heavy Vehicles (%)						3						3				
Proportion Time Blocked																
Percent Grade (%)	T	Annua annua									0					
Right Turn Channelized		No				No										
Median Type Storage	1	Undivided														
Critical and Follow-up H	eadway	ys														
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, an	d Level	of S	ervice			Human s										
Flow Rate, v (veh/h)						42						15				Г
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				T
control belay (s) verily	7					Α						В				
Level of Service (LOS)	1 1				0.7			10.0								
	+					0.	.7			10	0.0					

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								



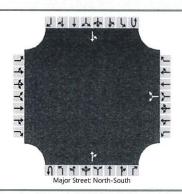
Approach		Eastb	ound		Westbound			Northbound				Southbound				
Movement	U	L	Т	R	U	L	T	R	U	L	Т	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						40		56			786	70		5	366	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type Storage				Undi	vided			200								-
Critical and Follow-up H	eadwa	ys														
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, an	d Leve	l of Se	ervice)									
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)							С							А	А	
Approach Delay (s/veh)						24	4.8	To the second second			-	See all		C).2	
Approach LOS						-	С							-	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	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 Ad	ustments
---------	----------------	--------	----------

Approach	T	Facth	ound			14/				NI	la account			C 11		-
	-	1	_			westi	oound			North	bound	_		South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	Т	R
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 (%)						()				0.000					
Right Turn Channelized																
Median Type Storage				Undi	vided											
Critical and Follow-up H	leadwa	ys														
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, an	d Leve	of Se	rvice				Care Care									
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)							С							А	А	
Approach Delay (s/veh)						20).7	-		1		а		0	.1	

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Approach LOS

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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		



					Majo	r Street: No	rth-South										
Vehicle Volumes and Adj	ustme	nts															
Approach		Eastb	ound	e a - miles		West	bound			North	nbound		Π	South	bound	12.1010	
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U	L	T	R	
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	Т		
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	1			Left	Only						The state of the s		1	- Date of			
Critical and Follow-up He	eadway	ys															
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, an	d Level	of Se	ervice														
Flow Rate, v (veh/h)							112	Г			1		Г	16	I		
Capacity, c (veh/h)							364							819			
v/c Ratio							0.31							0.02	1		
95% Queue Length, Q ₉₅ (veh)							1.3							0.1			
Control Delay (s/veh)							19.2							9.5			
Level of Service (LOS)							С							А			
Approach Delay (s/veh)	1			- III A		19	9.2				-			().4		
Approach LOS	1					(C		Ì				A				

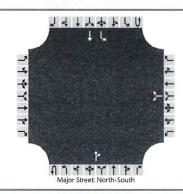
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General Information Site Information RLA Intersection Somers Road/US93 Analyst Agency/Co. ATS Jurisdiction Flathead County Date Performed 5/10/2022 East/West Street Somers Road Analysis Year North/South Street US 93 PM Projected Peak Signal 1.00 Time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

Lanes



Approach		Eastb	ound			Westb	oound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
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	Т	
Volume (veh/h)						36		83			531	49		34	570	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)			4			()									
Right Turn Channelized																
Median Type Storage				Undi	ivided											
Critical and Follow-up F	leadwa	ys														
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)					Ì	3.53		3.33						2.23		-

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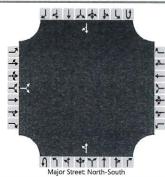
Delay, Queue Length, and Level of Serv	rice	
Flow Rate, v (veh/h)	119	34
Capacity, c (veh/h)	352	989
v/c Ratio	0.34	0.03
95% Queue Length, Q ₉₅ (veh)	1.5	0.1
Control Delay (s/veh)	20.4	8.8
Level of Service (LOS)	С	A
Approach Delay (s/veh)	20.4	0.5
Approach LOS	C	A

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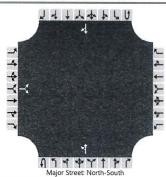
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General Information		Site Information	
Analyst	RLA	Intersection	DevApproach and Somers
Agency/Co.	ATS	Jurisdiction	Flathead County
Date Performed	5/10/2022	East/West Street	DevApproach
Analysis Year	2030	North/South Street	Somers Road
Time Analyzed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



					iviajoi	Sueer Moi	u1-30uu1									
Vehicle Volumes and Ad	justmer	nts														
Approach	T	Eastb	ound			West	oound			North	bound		Г	South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	T	R
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	(
Configuration			LR							LT						Т
Volume (veh/h)		97		5						7	39				44	2
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		(D								the same of the sa				-	
Right Turn Channelized																
Median Type Storage				Undiv	vided							and the same of th	deneral con-			
Critical and Follow-up H	eadway	rs														
Base Critical Headway (sec)		7.1		6.2						4.1					T	
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, an	d Level	of Se	ervice													
Flow Rate, v (veh/h)	TI		102							7			Г		Π	Г
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)			А							А	А					
Approach Delay (s/veh)		9.	.6							1	.2				de-	
Approach LOS		P	4					2			Α					-

	,	Stop-Control Report	为的证据的对象的
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		



					Major	Street: Nor	th-South										
Vehicle Volumes and Ad	justmer	nts												Ja v			
Approach		Eastb	ound			Westl	oound			North	bound			South	bound		
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R	
Priority		10	11	12		7	8	9	10	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												1.00					
Median Type Storage				Undiv	vided								A. Section 1				
Critical and Follow-up H	eadway	/s		Neg i			o (iii)									1	
Base Critical Headway (sec)	T	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, an	d Level	of Se	rvice														
Flow Rate, v (veh/h)	T		45						Г	15							
Capacity, c (veh/h)			845							1494							
v/c Ratio			0.05							0.01					T		
95% Queue Length, Q ₉₅ (veh)			0.2							0.0							
Control Delay (s/veh)			9.5							7.4	0.1						
Level of Service (LOS)			А							А	А						
Approach Delay (s/veh)		9	.5							2	.3	-					
Approach LOS	1	1	A								Α		1				

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Generated: 3/28/2024 11:07:00 AM

		НС	S Sigi	nalize	d Inte	ersect	tion R	esul	ts	Sum	mary	,				
THE PARTY.																Hamir
General Inforr	nation								Inte	ersecti	on Inf	ormatio	on		14441	de la
Agency		ATS							Dur	ration, l	h	0.250				
Analyst		RLA		Analy	sis Date	Mar 2	7, 2024		Are	а Туре		Other		4		
Jurisdiction		MDT		Time	Period	AM P	eak		PHF	F		0.92		★		, ,
Urban Street		Highway 82		Analy	sis Yea	2030	Peak		Ana	alysis F	eriod	1> 7:0	00	7		
Intersection		Somers Road		File N	ame	Signa	IAM.xus	3							*	
Project Descrip	tion														१ न । कर्	7 1
Demand Infor	mation				EB			W	B			NB		I	SB	
Approach Move	ement				IT	R	T	T	-	R	L	T	R	L	T	R
Demand (v), v				15	322	35	22	66	-	20	233	1	35	10	1	54
											200					04
Signal Informa		D (D		-	1	- 5	١,	닐ル	Sa .				_			人
Cycle, s	90.0	Reference Phase	2	-		K	3	(5)	17				1	♦ 2	3	*
Offset, s	0	Reference Point	End	Green	The same of the sa	0.7	51.4	20.	8	0.0	0.0			A		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	- V	0.0	4.0	4.0		0.0	0.0			7		V
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0		0.0	0.0		5	6	7	8
Timer Results				EB		EBT	WB	ı	VVE	BT	NBI		NBT	SB		SBT
Assigned Phas	е.			5		2	1	-	6		INDI	-	8	36	'L	4
Case Number				1.1		3.0	1.1		4.0			-	8.0	_	1	8.0
Phase Duration	1 S			7.0	- 1	56.4	7.7	-	57.1			-	25.8			25.8
Control of the Contro	hange Period, (Y+R c), s					5.0	5.0		5.0			_	5.0			5.0
	Max Allow Headway (<i>MAH</i>), s					0.0	2.9		0.0				3.0			3.0
Queue Clearan				2.9		0.0	2.5		0.0				20.3	-		5.1
Green Extension		NO DESCRIPTION OF THE PROPERTY		0.0	-	0.0	0.0		0.	0			0.6	-		0.6
Phase Call Pro		(9 -), -		0.33		0.0	0.45		0.				1.00			1.00
Max Out Proba	THE RESERVE OF THE PARTY OF THE			0.00			0.00						0.00			0.00
Movement Gro	un Poo	ulto			E.D.			VA/D				ND			0.0	
	to a distance of the latest and the	uits		T	EB T	T 5		WB	_			NB		<u> </u>	SB	
Approach Move				_ L		R	L	Т	+	R	L	T	R	L	T	R
Adjusted Flow I	Name and Address of the Owner, where	\ , , o b /b		5	2	12	1	6	_	16	3	8	18	7	4	14
		w Rate (s), veh/h/l	n	16	350	38	24	745	-			292			71	1
Queue Service	THE RESERVE OF THE PARTY OF THE		n	1810	1900	1610	1810	1890	-	-		1397			1708	
Cycle Queue C	STREET, SQUARE	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.		0.3	8.7	0.9	0.5	24.6	-			15.2			0.0	
Green Ratio (g		e fille (g c), s		0.3	8.7 0.57	0.9	0.5	24.6 0.58	-	-	-	18.3			3.1	
Capacity (c), v	A STREET STREET			326	1086	920	631	1095	-						0.23	
Volume-to-Cap		tio (X)		0.050	0.322	0.041	0.038	0.680	_			398 0.734			0.160	
THE RESERVE AND ADDRESS OF THE PERSON NAMED IN		/In (95 th percentile)	4.6	139.7	12.7	6.5	349.3	-			241.4			50.9	
		eh/In (95 th percenti	V	0.2	5.6	0.5	0.3	14.0	-			9.7			2.0	
		RQ) (95 th percent		0.00	0.00	0.00	0.00	0.00	_			0.00			_	
Control of the Contro		THE RESERVE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE PERSON NAME)	11.3	10.1	8.5	7.7	13.1			-	33.6			0.00	
	Iniform Delay (d 1), s/veh				0.8	0.1	0.0	3.4	-			1.0			0.1	
STREET, STREET	nitial Queue Delay (d 2), s/veh				0.0	0.0	0.0	0.0	+	-		0.0			0.1	
Control Delay (The second second second	1000		0.0	10.9	8.5	7.7	16.6	+	-		34.6			27.8	
Level of Service				В	В	A	A	B	+			C			C C	
Approach Delay		/LOS		10.7	-	В	16.3	-	В	3	34.6		С	27.	1	С
Intersection De	CONTRACTOR OF STREET	The state of the s		10.7		-	3.8				J . .C			B		U
													E AR		AUT SEE	
Multimodal Re	sults				EB			WB			The same of the sa	NB			SB	
Pedestrian LOS	Score /	LOS		1.66		В	1.66	3	В	3	1.93	3	В	2.1	2	В
Bicycle LOS Sc	ore / LO	S		1.15	5	Α	1.76	3	В	3	0.97		Α	0.6	0	Α

		НС	S Sig	nalize	d Inte	ersec	tion R	esul	ts :	Sum	mary	'				
Concession																100
General Inforr	nation	IATO.										ormatic	-	- 1	14744	
Agency		ATS		T		1				ration,		0.250	and the second second			
Analyst		RLA		-			7, 2024		-	а Туре	U).	Other				
Jurisdiction		MDT		Time I	-	PM P			PHF			0.92		- -	W-E	-
Urban Street		Highway 82		1	sis Year				Ana	alysis F	Period	1> 7:0	00	_ ₹		
Intersection		Somers Road		File N	ame	Signa	IPM.xus	3							*	
Project Descrip	otion	Steamboat Landing				MARKA MARKA		I Salaki	- FORWA						14147	71
Demand Infor	mation				EB		1	W	D.			NB			SB	
Approach Move				L	T	R	T	₩ T	-	R	L	T	R	T_	J T	R
Demand (v), v	THE RESERVE THE PERSON NAMED IN			24	513	84	26	41	-	10	85	1	21	10	5	20
Demand (V),	CHITT			24	313	04	20	41	3	10	65		21	10	5	20
Signal Informa	ation					5			Na							1
Cycle, s	90.0	Reference Phase	2	1	12 K	- 8			17			K		4		4
Offset, s	0	Reference Point	End	Green	20	0.2	62.9	9.0		0.0	0.0		1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	4.0	4.0		0.0	0.0		7	-		sta
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	-	0.0	0.0		5	6	7	Y
Timer Results				EB	L	EBT	WB	L	VVE	ВТ	NBI	_	NBT	SB	L	SBT
Assigned Phas	е			5		2	1		6	3			8			4
Case Number	ase Duration, s					3.0	1.1		4.0				8.0			8.0
Phase Duration	nase Duration, s					67.9	8.0		68	.1			14.0			14.0
Change Period	nange Period, (Y+R c), s					5.0	5.0		5.0				5.0			5.0
Max Allow Hea	ax Allow Headway (<i>MAH</i>), s					0.0	2.9		0.0			3.0				3.0
Queue Clearan	ce Time	e (gs), s		2.4			2.4						9.0			3.8
Green Extension	n Time	(ge),s	-	0.0		0.0	0.0		0.0	0			0.2			0.2
Phase Call Pro	bability			0.48	3		0.5	1					0.98			0.98
Max Out Proba	bility			0.00			0.00	0					0.00			0.00
Movement Gro	-	sults			EB			WB				NB			SB	
Approach Move				L	T	R	L	T		R	L	T	R	L	T	R
Assigned Move	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN			5	2	12	1	6		16	3	8	18	7	4	14
Adjusted Flow I	The second second second			26	558	91	28	460				116			38	
		ow Rate (s), veh/h/l	n	1810	1900	1610	1810	1892	2			1457			1692	
Queue Service	THE RESERVE OF THE PERSON NAMED IN			0.4	11.2	1.6	0.4	8.6	-			5.2			0.0	
Cycle Queue C		e Time (<i>g c</i>), s		0.4	11.2	1.6	0.4	8.6	_			7.0			1.8	
Green Ratio (g				0.73	0.70	0.70	0.73	0.70	-			0.10			0.10	
Capacity (c), v				689	1328	1126	637	1326	_			218			221	
Volume-to-Cap				0.038	0.420	0.081	0.044	0.34	_			0.533			0.172	
	-	l/ln (95 th percentile	V/	3.3	140.3	17.3	3.5	107.3	_			107.2			32.8	
		eh/ln (95 th percenti		0.1	5.6	0.7	0.1	4.3				4.3			1.3	
	THE RESERVE OF THE PERSON	RQ) (95 th percent	ile)	0.00	0.00	0.00	0.00	0.00				0.00			0.00	
Uniform Delay				3.9	5.8	4.3	4.0	5.3				39.5			37.2	
	cremental Delay (d 2), s/veh			0.0	1.0	0.1	0.0	0.7				0.8			0.1	
	nitial Queue Delay (d ȝ), 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	
evel of Service (LOS)				Α	Α	А	Α	Α				D			D	
Approach Delay, s/veh / LOS			6.3		Α	5.9		Α	4	40.3	3	D	37.4	4	D	
Intersection De	lay, s/ve	h / LOS			10	0.1							В			
								TO B							3141316	
Multimodal Re	-				EB			WB				NB			SB	
Pedestrian LOS				1.63		В	1.63		В		1.94		В	2.13	-	В
Bicycle LOS Sc	ore / LC)S		1.60)	В	1.29	9	A	١	0.68	3	Α	0.5	5	Α

