



BIG WATER TOWN

HORROCKS
E N G I N E E R S



BIG WATER SAFETY STUDY DRAFT BIG WATER, UT

AUGUST 3RD, 2021: FINAL REPORT
PROJECT # UT-CV-3921-21

Introduction

PURPOSE OF REPORT AND STUDY OBJECTIVES

The purpose of this Safety Study is to identify traffic safety issues that may exist on US-89 through Big Water Town, near American Way. A second object is to identify additional or increased safety issues that may increase due to the proposed development of 68 townhomes. The study objectives are to determine if auxiliary turn lanes are necessary at the intersection, identify vehicle speed issues, sight distance issues, and general safety.

EXECUTIVE SUMMARY

Site Location and Study Area – The proposed development is located on the west side of the intersection US-89 and American Way and this intersection will be the primary access for the new development (see Figure 1). This study will also address safety issues at both of the following intersections:

- American Way / US-89
- Old Glory / US-89

Development Description – The development will be residential housing development with up to 68 residential units.

CONCLUSIONS AND RECOMMENDATIONS

1. **Existing Roadway Guidelines:** The intersection of US-89 and American Way as well as US-89 and Old Glory currently meet UDOT R930-6 access and auxiliary lane standards. However, the turning radius of the approach at American Way do not meet UDOT's turning radii in and out of American Way at US-89.
2. **Trip Generation:** Horrocks estimates the proposed development to generate approximately 642 new external daily trips with 50 trips during the AM peak and 67 trips during the PM peak.
3. **Existing plus Project Conditions:** - Project traffic was added to existing traffic to create an “Existing plus Project” condition. The intersection of US-89 and American Way do not meet UDOT’s rule *R930-6: Access Management*. The following mitigations are recommended per UDOT R930-6 Access Management:
 - Southbound Right Turn Lane
 - Northbound Left Turn Lane
 - Southbound Acceleration Lane
 - A left turn acceleration lane from American Way to US-89 is not required but may be a benefit to the safety and operation of the roadway.
4. All speeds in both directions are well above the post speed limit. Higher speeds can create unsafe driving habits leading into town. This is a safety concern as the project access is on the south end of town. The roadway bend was designed for the posted speed limit as vehicles travel faster safety

concerns should be evaluated. The bend on US-89 could potentially create a sight distance safety concern.

Proposed Development

SITE LOCATION

Figure 1 shows the location for the development in Big Water, Utah. The project is located on the southwest side of US-89 and approximately 800 feet southeast of American Way in Big Water, Utah. The proposed site will have one access on the west side of US-89 from American Way. Current traffic flows through Old Glory and US-89 due to the presence of turn lanes.

Figure 1: Project Location



Study Area

ROADWAY AND INTERSECTIONS

The intersection potentially impacted by the proposed development is American Way and US-89, as well as Old Glory and US-89. The study area is just south of mile marker 6 on US-89. The speed limits listed in the roadway description are the current posted speed limits.

Roadway Descriptions

- US-89 is a north/south running road classified as a primary arterial with a speed limit of 55 mph beginning at mile marker 5.5 and continuing until mile marker 7.5 where it changes back to 65 mph. This primary arterial is a two-lane roadway with one travel lane in each direction.
- American Way is an east/west running road classified as a local road with a speed limit of 25 mph. This local two-lane road has no curb and gutter, no lane striping, and no turn lanes at intersections.
- Old Glory is an east/west running road classified as a local road with a speed limit of 25 mph. This local two-lane road has no curb and gutter, no lane striping, and no turn lanes at intersections.

Intersection Descriptions

- US-89/American Way: This intersection is a one-way stop-controlled “T” intersection. All three approaches are two-lane roads with a shared left-turn/thru/right-turn lane in each direction on all three approaches. The American Way leg of the intersection is stop-controlled.
- US-89/Old Glory: This intersection is a two-way stop-controlled intersection. Old Glory, which has both eastbound and westbound approaches is stop-controlled. Old Glory is a two-lane road that shares one left-turn/thru/right-turn lane in each direction. The southbound approach of US-89 has one thru/right-turn lane, and a dedicated left turn lane. The northbound approach has a dedicated left-turn lane, a thru lane, and a right-turn lane.

Analysis of Existing Conditions

EXISTING DAILY TRAFFIC

Average Weekday Daily Traffic (AWDT) of 6,041 vehicles was collected by Horrocks from 24-hour counts on US-89. UDOT's Online Average Annual Daily Traffic (AADT) Map has an AADT of 3,500 vehicles in 2018 and 2019. Horrocks calculated an annual traffic growth rate of 9.98% for the last 5 years using data from UDOT's online AADT data, as shown in **Table 1**. To be conservative Horrocks used an annual growth rate of 10% for this study.

Due to COVID-19 changing travel behaviors, Horrocks reviewed historical traffic to determine if a COVID-19 adjustment is necessary, Horrocks estimated a pre-COVID 2021 count by increasing the historical counts using the 5-year growth rate of 9.98% from **Table 1**. **Table 2** shows the projected 2021 existing count as 4,685, which is lower than the existing count collected. Therefore, the data collected for this study will not have COVID-19 adjustment.

Table 1: Historic Growth Rate

Roadway	10 Year	5 Year	2019 AADT	2018 AADT	2017 AADT	2016 AADT	2015 AADT	2014 AADT	2013 AADT	2012 AADT	2011 AADT	2010 AADT	2009 AADT
US-89 MP 0 -7.311	4.91%	9.98%	3,500	3,500	3,200	3,000	2,700	2,200	1,900	2,300	2,100	2,300	2,300
	0.00%	9.38%	6.67%	11.11%	22.73%	15.79%	-17.39%	9.52%	-8.70%	0.0%	0.0%	9.38%	6.67%

Table 2: Projected Pre-COVID-19 AADT

Roadway	5 Year Historic Growth Rate	2017 AADT	Projected 2021 AADT	Horrocks Collected AADT	COVID-19 Adjustment
SR-89 (ST 048-0579)	9.98 %	3,200	4,685	6041	No

Source: HCM Methodologies using PTV Vistro Software

TRAFFIC SPEED DATA

Traffic speed data was collected on US-89 at four locations for this study as shown in **Table 3**. The speed limit changes at mile marker 5.5 on US-89 from 65 mph to 55 mph as you enter town traveling northbound. The speed limit changes back to 65 mph at mile marker 7.5 north of town. All speeds in both directions are well above the posted speed limit. Higher speeds can create unsafe driving habits leading into town. This is a safety concern as the project access is on the south end of town where the speeds were the highest. The roadway bend, south of town, was designed for the posted speed limit, and as

vehicles travel faster, because of the bend on US-89 this could potentially create a sight distance safety concern or a false security of drivers exiting or entering American Way.

Figure 2 displays the location where both 24-hour daily traffic and speed data was obtained.

Table 3: Speed Data

MP	Posted Speed Limit (MPH)	85 th Percentile Speed (MPH)		
		NB	SB	Average
5.1 (south of town)	65	85.0	74.9	82.2
5.6 Between Old Glory and American Way	55	70.3	72.9	71.8
5.8 North of Old Glory	55	70.6	68.2	69.3
6.1	55	70.0	70.3	70.1

Figure 2: 24-Hour Traffic Count and Speed Data Locations



Figure 3 displays the existing speed limits posted in the study area as of July 2021.

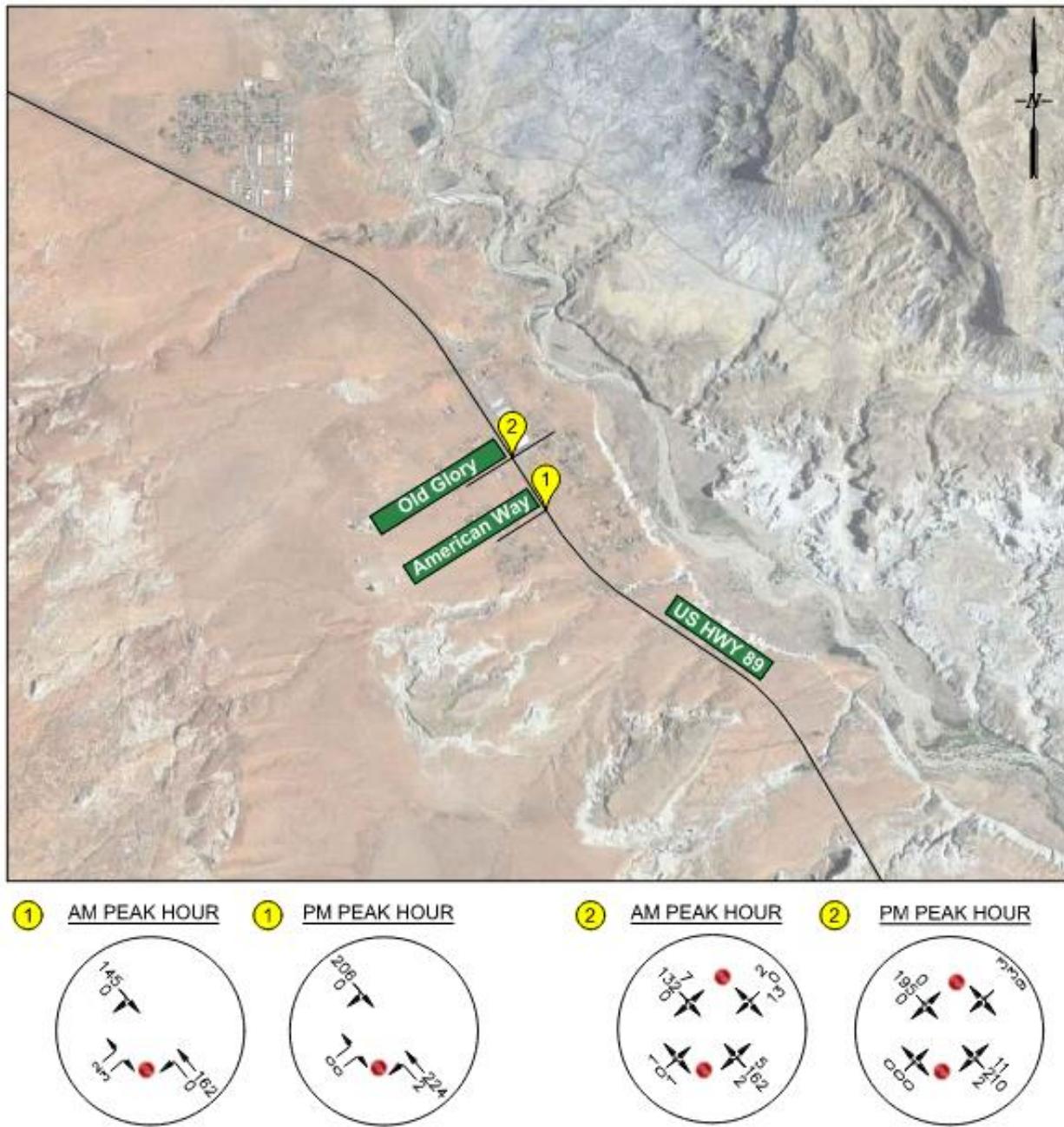
Figure 3: Existing Posted Speed Limits



EXISTING PEAK HOUR TRAFFIC

Horrocks gathered AM and PM peak hour traffic counts for the study intersections in July 2021. This gives us a baseline of existing traffic to determine if auxiliary lane requirements are met per UDOT standards. The existing traffic volumes will be added to the estimated traffic from the project to determine if the auxiliary lane requirements change after the project is built.

Figure 4: Turn Movement Sheet Existing Conditions



AUXILIARY LANE ANALYSIS

An analysis was conducted following the standards presented in UDOT Rule R930-6, to determine the need for auxiliary lanes at the study intersections. According to UDOT's roadway classification maps, US-89 at the study area is classified as an access category 2 (System Priority-Rural Importance) road. For access category 2 and 3 roadways, UDOT's access management rule indicates that auxiliary lanes may be required in the following cases:

- A left-turn lane with deceleration, storage, and taper lengths is required for any access with a projected peak hour left-turn ingress turning volume greater than 5 vehicles per hour.
- A right turn lane with deceleration and taper lengths is required for any access with a projected peak hour right-turn ingress turning volume greater than 10 vehicles per hour.
- A right-turn lane with acceleration and taper lengths is required for any access with a projected peak hour right-turning volume greater than 10 vehicles per hour.
- A left-turn acceleration lane may be required if such a design will be a benefit to the safety and operation of the roadway.
- Left-turn acceleration lanes are generally not required where:
 - o the posted speed limit is less than 50 MPH
 - o the intersection is signalized
 - o the acceleration lane would interfere with the left-turn ingress movements to any other access

Table 4 displays UDOT's Rule R930-6 for Auxiliary Lanes

American Way

The traffic data for peak hours was evaluated, and the day we counted there was no left or right turns onto American Way, and only 2 left turns and 3 right turns during the peak hour onto US-89. The volume of vehicles currently using this intersection for turning movements does not meet volumes to recommend modifying the intersection.

Old Glory

The traffic data for peak hours was evaluated, and there were no right turns onto Old Glory, and only 2 left turns. There was only 1 left turn and 1 right turn during the peak hour onto US-89. The vehicles turning onto Old Glory from US-89 were mostly to the northeast, and there are existing turn lanes for these vehicles. The traffic demand did not warrant any additional auxiliary lanes at this intersection.

MITIGATIONS

No mitigations are recommended under the *Existing Condition*.

Table 4: Auxiliary Lane Guidelines per UDOT

R930. TRANSPORTATION, PRECONSTRUCTION | R930-6. ACCESS MANAGEMENT | AUGUST 2013

- (B) Any of the following apply for an access to an access category 2 or 3 highway:
- (I) A left turn lane with deceleration, storage, and taper lengths is required for any access with a projected peak hour left turn ingress turning volume greater than 5 vehicles per hour.
 - (II) A right turn lane with deceleration and taper lengths is required for any access with a projected peak hour right turn ingress turning volume greater than 10 vehicles per hour.
 - (III) A right turn lane with acceleration and taper lengths is required for any access with a projected peak hour right turning volume greater than 10 vehicles per hour.
 - (IV) A left turn acceleration lane may be required if such a design will be a benefit to the safety and operation of the roadway.
 - (V) Left turn acceleration lanes are generally not required where the posted speed is less than 50 mph, the intersection is signalized, or the acceleration lane would interfere with the left turn ingress movements to any other access.

Project Traffic Volumes

Project traffic volumes were estimated and distributed using the industry-standard trip generation literature and using existing traffic counts and engineering judgment to distribute project traffic to the existing road network.

TRIP GENERATION

The trip generation was estimated using the *ITE Trip Generation Manual 10th Edition*. Based on the ITE methodology, the development within the study area is estimated to generate approximately 642 new external trips, 51 trips, and 67 trips occurring during the AM peak and PM peak hours, respectively.

Table 5 contains a summary of the calculated trip generation for the project.

Table 5: ITE Trip Generation

Big Water Trip Gen										
Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Residential Units (ITE 210)		9.44	50%	50%	0.74	25%	75%	0.99	63%	37%
Dwelling units	68	642	321	321	51	13	38	67	42	25
Total New Trips		642	321	321	51	13	38	67	42	25
Total New Development Trips		642	321	321	51	13	38	67	42	25

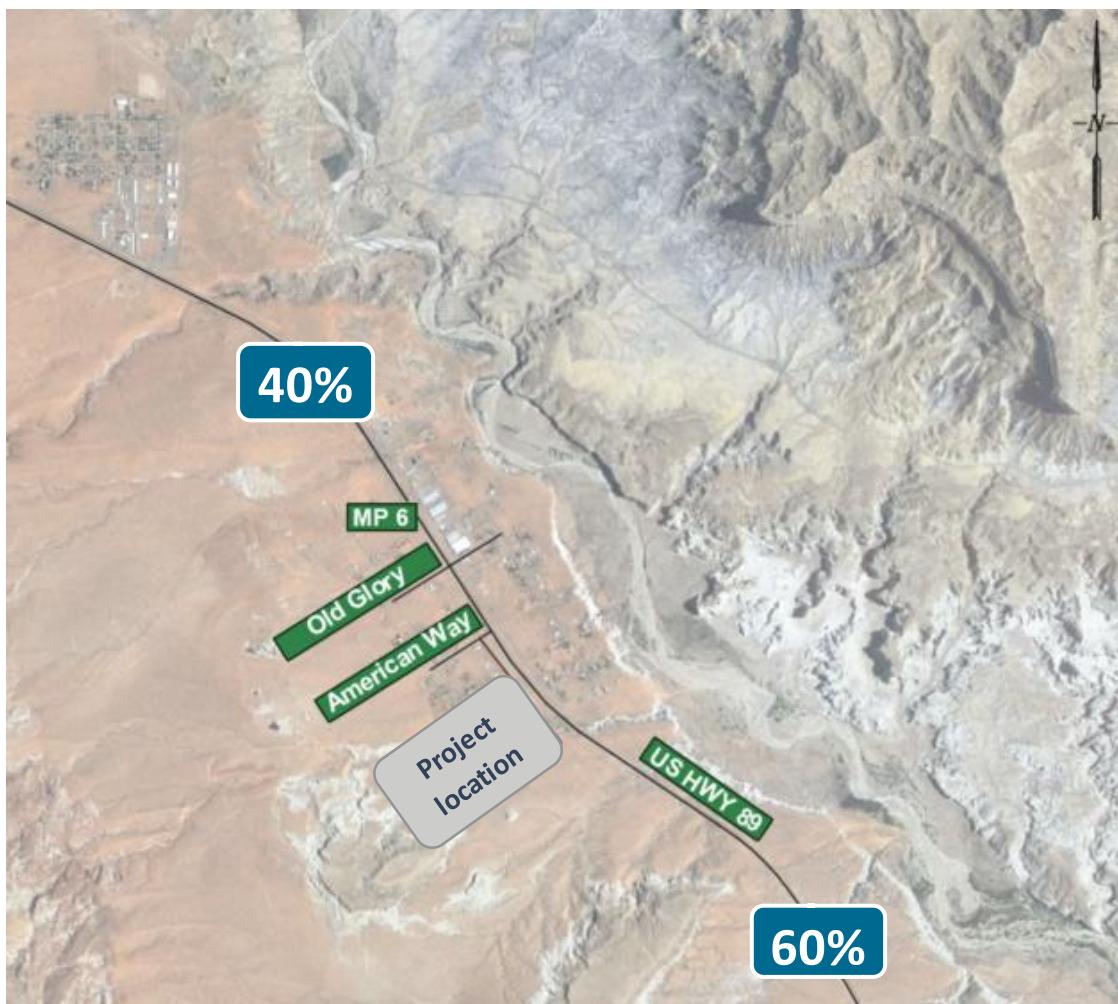
TRIP DISTRIBUTION

The estimated new trips from the proposed development were distributed onto the roadway network based on the proposed site access locations, existing turning movements, traffic patterns, and proximity to major roadways, as shown in **Figure 5**.

Horrocks used the origin/destination approach for this distribution by utilizing the collected traffic count data to distribute project trips to and from the project area. The minimum number of homes to create the projected traffic to require a dedicated left turn lane on US-89 is 26 residential units. The minimum number of homes that would create the projected traffic to require a right turn lane is from US-89 to American Way is 40 residential units. The distribution of vehicles is based upon traffic observation obtained from the study intersection.

- 40% - North US HWY 89
- 60% - South US HWY 89

Figure 5: Trip Distribution



Analysis of Existing Plus Project Conditions

AUXILLIARY LANE ANALYSIS

Horrocks added project traffic to the existing background traffic to create an Existing Plus Project scenario, as shown in the **Figure 6**.

An analysis was conducted following the guidelines presented in UDOT Rule R930-6, to determine the need for auxiliary lanes at the study intersections in the existing plus project scenario.

American Way

The projected development was modeled to create new trips that will increase the volume at this intersection. With this increase in traffic volumes the threshold determined by UDOT of the northbound left and southbound right of 10 vehicles per peak hour is exceeded and it is recommended to have additional auxiliary lanes for each turn movement.

Old Glory

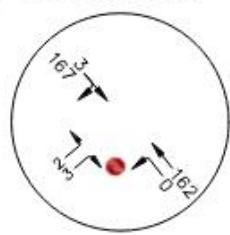
The projected development is modeled to create new trips that will increase the volume at this intersection. The traffic volumes were increased at the intersection and with the existing lane configurations no mitigations are recommended.

The project volumes was added to the existing volumes and are shown in **Figure 7**.

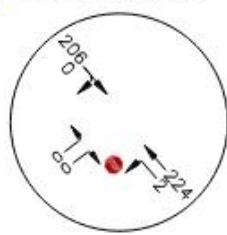
Figure 6: Project Only Turn Movement Volumes



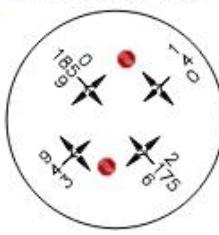
(1) AM PEAK HOUR



(1) PM PEAK HOUR



(2) AM PEAK HOUR



(2) PM PEAK HOUR

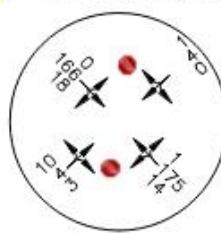
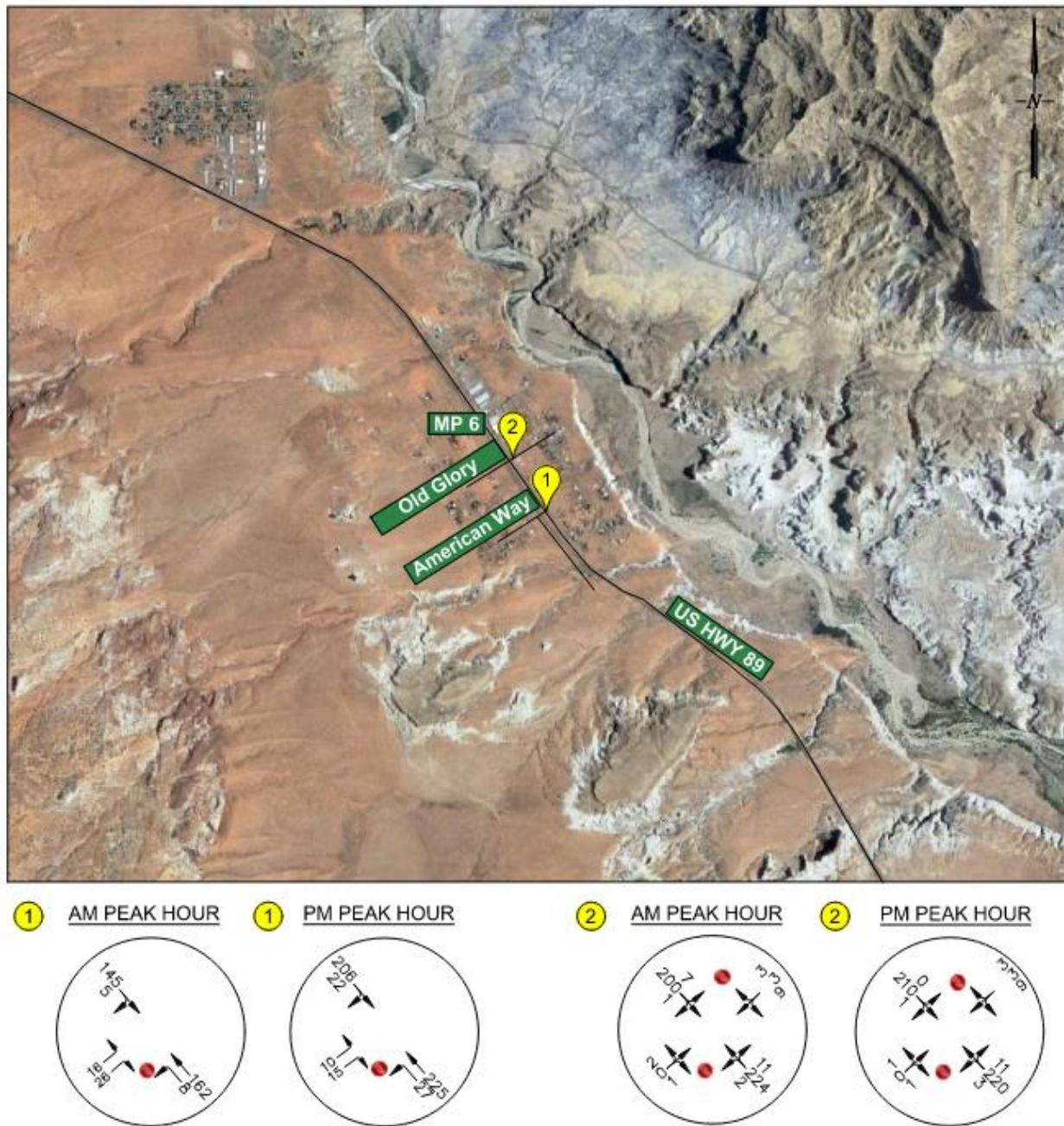


Figure 7: Existing Plus Project Turning Movements



MITIGATIONS

According to UDOT guidelines, before access is granted, right and left turn acceleration and deceleration lanes are required based on projected volume of traffic for this project. These guidelines are found in UDOT R930-6 Access Management.

At the intersection of US-89 and American Way the following lanes are recommended based upon projected traffic from the proposed project.

- Southbound right-turn lane to American Way
- Northbound left-turn lane to American Way
- Southbound right-turn acceleration lane from American Way to US-89

Left-turn acceleration lane from American Way to US-89 is not required per UDOT standards but may be a benefit to the safety and operation of the roadway. On US-89 near American Way the existing pavement roadway width is 36'. At the intersection of American Way and US-89 there is no two-way turn lane. A distance of 380 feet north of the intersection is the start of a protected left turn lane onto Old Glory. To increase safety an extension of this two-way turn lane to American way is a recommended option. This would allow for an acceleration lane to decrease conflict zone of the project traffic heading north exiting American way.

CRASH DATA

In the past 8 years there are 5 reported crashes in the study area. **Table 6** shows the location and year of each crash. Four of the crashes happened south of the intersection of American way.

Table 6: Vehicle Crash Data

MP	Number Crashes	Years
5.1	2	2015/2019
5.43	1	2013
5.59	1	2014
6.1	1	2013

Source: UDOT

None of the crashes were fatal and the number of crashes is not considered to be extreme. It is likely though the crash rate will increase as more traffic is added to the US-89 roadway. The extent of the increase cannot be estimated.

Conclusions and Recommendations

1. Existing Roadway Guidelines: The intersection of US-89 and American Way as well as US-89 and Old Glory currently meet UDOT R930-6 access and auxiliary lane standards. However, the turning radius of the approach at American Way do not meet UDOT's turning radii in and out of American Way at US-89.
2. Trip Generation: Horrocks estimates the proposed development to generate approximately 642 new external daily trips with 50 trips during the AM peak and 67 trips during the PM peak.
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APPENDIX

MetroCount Traffic Executive Vehicle Counts

VehicleCount-211 -- English (ENU)

Datasets:

Site: [Big Water] L1
Attribute: Box 2
Direction: 7 - North bound A>B, South bound B>A. Lane: 2
Survey Duration: 19:47 Wednesday, June 30, 2021 => 10:22 Thursday, July 8, 2021,
Zone:
File: L1.EC2 (Plus)
Identifier: TZ675G2B MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 19:48 Wednesday, June 30, 2021 => 10:22 Thursday, July 8, 2021 (7.6072)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7451 / 7657 (97.31%)

* Wednesday, June 30, 2021 - Total=566 (Incomplete) , 15 minute drops

* Thursday, July 1, 2021 - Total=6041, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
49	32	15	22	22	42	93	144	236	300	397	459	505	508	488	455	431	419	387	293	238	228	150	128
15	15	7	9	5	7	22	22	45	66	104	99	116	141	148	117	119	107	87	59	62	67	36	31
12	7	2	4	6	10	21	37	62	78	116	119	138	120	111	111	125	100	109	70	51	55	40	33
13	5	4	2	7	11	20	38	66	75	89	110	132	116	109	112	85	124	97	81	68	59	36	34
9	5	2	7	4	14	30	47	63	81	88	131	119	131	120	115	102	88	94	83	57	47	38	30

AM Peak 1145 - 1245 (517), AM PHF=0.94 PM Peak 1215 - 1315 (530), PM PHF=0.94

* Friday, July 2, 2021 - Total=837, 15 minute drops

AM Peak 0815 - 0915 (295), AM PHF=0.92 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Saturday, July 3, 2021 - Total=0, 15 minute drops

AM Peak 0000 - 0100 (0), AM PHF=1.00 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Sunday, July 4, 2021 - Total=0, 15 minute drops

AM Peak 0000 - 0100 (0), AM PHF=1.00 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Monday, July 5, 2021 - Total=0, 15 minute drops

AM Peak 0000 - 0100 (0) AM PHE=1.00 PM Peak 1200 - 1300 (0) PM PHE=1.00

* Tuesday, July 6, 2021 - Total=0, 15 minute drops

AM Peak 0000 - 0100 (0) AM PHE=1.00 PM Peak 1200 - 1300 (0) PM PHE=1.00

* Wednesday, July 7, 2021 - Total=0, 15 minute drops

AM Peak 0000 - 0100 (0) AM RHE=1.00 PM Peak 1200 - 1300 (0) PM RHE=1.00

* Thursday, July 8, 2021 - Total=0 (Incomplete) - 15 minute drops

MetroCount Traffic Executive Daily Classes

DailyClass-214 -- English (ENU)

Datasets:

Site: [Big Water] L1
Attribute: Box 2
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration: 19:47 Wednesday, June 30, 2021 => 10:22 Thursday, July 8, 2021,
Zone:
File: L1.EC2 (Plus)
Identifier: TZ675G2B MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **19:48 Wednesday, June 30, 2021 => 10:22 Thursday, July 8, 2021 (7.6072)**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7451 / 7657 (97.31%)

Daily Classes

DailyClass-214

Site: Big Water.2.3NS

Description:

L1

Filter time: 19:48 Wednesday, June 30, 2021 => 10:22 Thursday, July 8, 2021

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Monday, June 28, 2021

	1	2	3	4	5	6	7	8	9	10	11	12	13
Total													
Mon*	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	0.0	0.0	0.0	0.0	0.0	0.0
Tue*	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	0.0	0.0	0.0	0.0	0.0	0.0
Wed*	1	165	265	13	82	1	0	8	34	1	0	0	3
573	(%)	0.2	28.8	46.2	2.3	14.3	0.2	0.0	1.4	5.9	0.2	0.0	0.5
Thu	24	1892	2860	136	768	10	0	143	174	10	4	0	20
6041	(%)	0.4	31.3	47.3	2.3	12.7	0.2	0.0	2.4	2.9	0.2	0.1	0.3
Fri	6	280	370	22	110	0	0	18	26	3	0	0	2
837	(%)	0.7	33.5	44.2	2.6	13.1	0.0	0.0	2.2	3.1	0.4	0.0	0.2
Sat	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	0.0	0.0	0.0	0.0	0.0	0.0
Sun	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	0.0	0.0	0.0	0.0	0.0	0.0

Average daily volume

Entire week

1720	8	543	808	40	220	3	0	40	50	3	1	0	6
(%)	0.4	31.6	47.0	2.3	12.8	0.1	0.0	2.3	2.9	0.2	0.1	0.0	0.3

Weekdays

3439	15	1086	1615	79	439	5	0	81	100	7	2	0	11
(%)	0.4	31.6	47.0	2.3	12.8	0.1	0.0	2.3	2.9	0.2	0.1	0.0	0.3

Weekend

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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

* - Incomplete

Daily Classes

DailyClass-214

Site: Big Water.2.3NS
Description: L1
Filter time: 19:48 Wednesday, June 30, 2021 => 10:22 Thursday, July 8, 2021
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Monday, July 5, 2021

	1	2	3	4	5	6	7	8	9	10	11	12	13
Total													
Mon	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tue	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wed	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Thu*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fri*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sun*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average daily volume

Entire week	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weekdays	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Weekend No complete days.

* - Incomplete

MetroCount Traffic Executive Speed Statistics

SpeedStat-217 -- English (ENU)

Datasets:

Site: [Big Water] L1
Attribute: Box 2
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration: 19:47 Wednesday, June 30, 2021 => 10:22 Thursday, July 8, 2021,
Zone:
File: L1.EC2 (Plus)
Identifier: TZ675G2B MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **19:48 Wednesday, June 30, 2021 => 10:22 Thursday, July 8, 2021 (7.6072)**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7451 / 7657 (97.31%)

Speed Statistics

SpeedStat-217

Site: Big Water.2.3NS

Description: L1

Filter time: 19:48 Wednesday, June 30, 2021 => 10:22 Thursday, July 8, 2021

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 7451

Posted speed limit = 65 mph, **Exceeding** = 6573 (88.22%), **Mean Exceeding** = 75.66 mph

Maximum = 99.3 mph, **Minimum** = 24.2 mph, **Mean** = 73.9 mph

85% Speed = 82.21 mph, **95% Speed** = 87.58 mph, **Median** = 73.48 mph

12 mph Pace = 66 - 78, **Number in Pace** = 4151 (55.71%)

Variance = 64.06, **Standard Deviation** = 8.00 mph

Speed Bins (Partial days)

Speed	 	Bin	 	Below	 	Above	 	Energy	 	vMult	 	n * vMult	
0 -	6		0 0.000%		0 0.000%		7451 100.0%		0.00		0.00		0.00
6 -	12		0 0.000%		0 0.000%		7451 100.0%		0.00		0.00		0.00
12 -	19		0 0.000%		0 0.000%		7451 100.0%		0.00		0.00		0.00
19 -	25		1 0.013%		1 0.013%		7450 100.0%		0.00		0.00		0.00
25 -	31		3 0.040%		4 0.054%		7447 99.95%		0.00		0.00		0.00
31 -	37		2 0.027%		6 0.081%		7445 99.92%		0.00		0.00		0.00
37 -	43		4 0.054%		10 0.134%		7441 99.87%		0.00		0.00		0.00
43 -	50		13 0.174%		23 0.309%		7428 99.69%		0.00		0.00		0.00
50 -	56		53 0.711%		76 1.020%		7375 98.98%		0.00		0.00		0.00
56 -	62		308 4.134%		384 5.154%		7067 94.85%		0.00		0.00		0.00
62 -	68		1412 18.95%		1796 24.10%		5655 75.90%		0.00		0.00		0.00
68 -	75		2311 31.02%		4107 55.12%		3344 44.88%		0.00		0.00		0.00
75 -	81		1909 25.62%		6016 80.74%		1435 19.26%		0.00		0.00		0.00
81 -	87		1011 13.57%		7027 94.31%		424 5.691%		0.00		0.00		0.00
87 -	93		335 4.496%		7362 98.81%		89 1.194%		0.00		0.00		0.00
93 -	99		89 1.194%		7451 100.0%		0 0.000%		0.00		0.00		0.00
99 -	106		0 0.000%		7451 100.0%		0 0.000%		0.00		0.00		0.00
106 -	112		0 0.000%		7451 100.0%		0 0.000%		0.00		0.00		0.00
112 -	118		0 0.000%		7451 100.0%		0 0.000%		0.00		0.00		0.00
118 -	124		0 0.000%		7451 100.0%		0 0.000%		0.00		0.00		0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

 Limit	 	Below	 	Above
0 65 (PSL)		878 11.8%		6573 88.2%

MetroCount Traffic Executive Vehicle Counts

VehicleCount-193 -- English (ENU)

Datasets:

Site: [Big Water] Location 2
Attribute:
Direction: 7 - North bound A>B, South bound B>A. Lane: 2
Survey Duration: 20:04 Wednesday, June 30, 2021 => 10:24 Thursday, July 8, 2021,
Zone:
File: L2.EC2 (Plus)
Identifier: RJ74N25V MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 20:05 Wednesday, June 30, 2021 => 10:24 Thursday, July 8, 2021 (7.5966)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7521 / 7672 (98.03%)

* Wednesday, June 30, 2021 - Total=530 (Incomplete), 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	143	161	152	74
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	49	49	20
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	27	29	26
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	36	39	13
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	49	35	15
																									9

* Thursday, July 1, 2021 - Total=6107, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
51	32	18	21	23	41	91	144	236	298	402	466	510	509	485	471	442	414	397	296	242	235	151	132	
17	14	8	8	5	6	21	23	46	57	99	103	121	140	148	131	123	104	82	66	56	69	35	33	
11	8	1	4	6	11	24	36	60	82	121	115	134	118	109	106	124	101	118	70	58	53	42	35	
14	5	5	2	6	10	20	37	69	74	91	118	135	115	105	118	88	126	97	72	65	57	36	34	
9	5	4	7	6	14	26	48	61	85	91	130	120	136	123	116	107	83	100	88	63	56	38	30	
																								15

AM Peak 1145 - 1245 (520), AM PHF=0.96 PM Peak 1215 - 1315 (529), PM PHF=0.94

* Friday, July 2, 2021 - Total=884, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
81	55	36	27	25	33	76	135	262	154	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	19	12	4	7	3	19	30	41	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	17	14	10	6	12	17	34	76	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	10	4	6	2	6	19	39	69	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	9	6	7	10	12	21	32	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																							0

AM Peak 0815 - 0915 (299), AM PHF=0.96 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Saturday, July 3, 2021 - Total=0, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																							0

AM Peak 0000 - 0100 (0), AM PHF=1.00 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Sunday, July 4, 2021 - Total=0, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																							0

AM Peak 0000 - 0100 (0), AM PHF=1.00 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Monday, July 5, 2021 - Total=0, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																							0

AM Peak 0000 - 0100 (0), AM PHF=1.00 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Tuesday, July 6, 2021 - Total=0, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																							0

AM Peak 0000 - 0100 (0), AM PHF=1.00 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Wednesday, July 7, 2021 - Total=0, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900</th

MetroCount Traffic Executive **Daily Classes**

DailyClass-196 -- English (ENU)

Datasets:

Site: [Big Water] Location 2
Attribute:
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration: 20:04 Wednesday, June 30, 2021 => 10:24 Thursday, July 8, 2021,
Zone:
File: L2.EC2 (Plus)
Identifier: RJ74N25V MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **20:05 Wednesday, June 30, 2021 => 10:24 Thursday, July 8, 2021 (7.5966)**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7521 / 7672 (98.03%)

Daily Classes

DailyClass-196
Site: Big Water.2.3NS

Description: Location 2

Filter time: 20:05 Wednesday, June 30, 2021 => 10:24 Thursday, July 8, 2021

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Monday, June 28, 2021

	1	2	3	4	5	6	7	8	9	10	11	12	13
Total													
Mon*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tue*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wed*	2	189	201	9	93	0	0	1	33	0	0	1	1
530 (%)	0.4	35.7	37.9	1.7	17.5	0.0	0.0	0.2	6.2	0.0	0.0	0.2	0.2
Thu	29	2273	2500	104	894	14	0	57	204	7	5	0	20
6107 (%)	0.5	37.2	40.9	1.7	14.6	0.2	0.0	0.9	3.3	0.1	0.1	0.0	0.3
Fri	5	348	343	15	125	0	0	11	30	3	0	0	4
884 (%)	0.6	39.4	38.8	1.7	14.1	0.0	0.0	1.2	3.4	0.3	0.0	0.0	0.5
Sat	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sun	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average daily volume
Entire week

9	655	711	30	255	4	0	17	59	3	1	0	6	
1748 (%)	0.5	37.5	40.7	1.7	14.6	0.2	0.0	1.0	3.3	0.1	0.1	0.0	0.3

Weekdays

17	1311	1422	60	510	7	0	34	117	5	3	0	12	
3496 (%)	0.5	37.5	40.7	1.7	14.6	0.2	0.0	1.0	3.3	0.1	0.1	0.0	0.3

Weekend

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	0.0	0.0	0.0	0.0	0.0	0.0

* - Incomplete

Daily Classes

DailyClass-196
Site: Big Water.2.3NS

Description: Location 2

Filter time: 20:05 Wednesday, June 30, 2021 => 10:24 Thursday, July 8, 2021

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Monday, July 5, 2021

	1	2	3	4	5	6	7	8	9	10	11	12	13
Total													
Mon	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tue	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wed	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Thu*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fri*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sun*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average daily volume

Entire week	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weekdays	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Weekend No complete days.

* - Incomplete

MetroCount Traffic Executive Speed Statistics

SpeedStat-199 -- English (ENU)

Datasets:

Site: [Big Water] Location 2
Attribute:
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration: 20:04 Wednesday, June 30, 2021 => 10:24 Thursday, July 8, 2021,
Zone:
File: L2.EC2 (Plus)
Identifier: RJ74N25V MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 20:05 Wednesday, June 30, 2021 => 10:24 Thursday, July 8, 2021 (7.5966)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7521 / 7672 (98.03%)

Speed Statistics

SpeedStat-199

Site: Big Water.2.3NS

Description: Location 2

Filter time: 20:05 Wednesday, June 30, 2021 => 10:24 Thursday, July 8, 2021

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 7521

Posted speed limit = 55 mph, **Exceeding** = 6950 (92.41%), **Mean Exceeding** = 65.79 mph

Maximum = 95.9 mph, **Minimum** = 8.5 mph, **Mean** = 64.6 mph

85% Speed = 71.81 mph, **95% Speed** = 77.05 mph, **Median** = 64.31 mph

12 mph Pace = 58 - 70, **Number in Pace** = 4771 (63.44%)

Variance = 56.60, **Standard Deviation** = 7.52 mph

Speed Bins (Partial days)

Speed	 	Bin	 	Below	 	Above	 	Energy	 	vMult	 	n * vMult	
0 -	6	0	0.000%		0	0.000%		7521	100.0%		0.00		0.00
6 -	12	3	0.040%		3	0.040%		7518	100.0%		0.00		0.00
12 -	19	1	0.013%		4	0.053%		7517	99.95%		0.00		0.00
19 -	25	0	0.000%		4	0.053%		7517	99.95%		0.00		0.00
25 -	31	1	0.013%		5	0.066%		7516	99.93%		0.00		0.00
31 -	37	26	0.346%		31	0.412%		7490	99.59%		0.00		0.00
37 -	43	37	0.492%		68	0.904%		7453	99.10%		0.00		0.00
43 -	50	101	1.343%		169	2.247%		7352	97.75%		0.00		0.00
50 -	56	533	7.087%		702	9.334%		6819	90.67%		0.00		0.00
56 -	62	2033	27.03%		2735	36.36%		4786	63.64%		0.00		0.00
62 -	68	2680	35.63%		5415	72.00%		2106	28.00%		0.00		0.00
68 -	75	1486	19.76%		6901	91.76%		620	8.244%		0.00		0.00
75 -	81	465	6.183%		7366	97.94%		155	2.061%		0.00		0.00
81 -	87	117	1.556%		7483	99.49%		38	0.505%		0.00		0.00
87 -	93	31	0.412%		7514	99.91%		7	0.093%		0.00		0.00
93 -	99	7	0.093%		7521	100.0%		0	0.000%		0.00		0.00
99 -	106	0	0.000%		7521	100.0%		0	0.000%		0.00		0.00
106 -	112	0	0.000%		7521	100.0%		0	0.000%		0.00		0.00
112 -	118	0	0.000%		7521	100.0%		0	0.000%		0.00		0.00
118 -	124	0	0.000%		7521	100.0%		0	0.000%		0.00		0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

 Limit	 	Below	 	Above
0 55 (PSL)		571 7.6%		6950 92.4%

MetroCount Traffic Executive Vehicle Counts

VehicleCount-202 -- English (ENU)

Datasets:

Site: [Big Water] L3
Attribute: Box 17
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 20:16 Wednesday, June 30, 2021 => 10:23 Thursday, July 8, 2021,
Zone:
File: L3.EC0 (Plus)
Identifier: TD23GP53 MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 20:17 Wednesday, June 30, 2021 => 10:23 Thursday, July 8, 2021 (7.58752)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7520 / 7654 (98.25%)

* Wednesday, June 30, 2021 - Total=385 (Incomplete) , 15 minute drops

* Thursday, July 1, 2021 - Total=6114, 15 minute drops

AM Peak 1145 - 1245 (516), AM PHF=0.91 PM Peak 1215 - 1315 (539), PM PHF=0.95

* Friday, July 2, 2021 - Total=915, 15 minute drops

AM Peak 0815 - 0915 (299), AM PHF=0.95 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Saturday, July 3, 2021 - Total=0, 15 minute drops

AM Peak 0000 - 0100 (0), AM PHF=1.00 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Sunday, July 4, 2021 - Total=0, 15 minute drops

AM Peak 0000 - 0100 (0), AM PHF=1.00 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Monday, July 5, 2021 - Total=0. 15 minute drops

AM Peak 0000 - 0100 (0) AM PHE=1.00 PM Peak 1200 - 1300 (0) PM PHE=1.00

* Tuesday, July 6, 2021 - Total=0, 15 minute drops

AM Peak 0000 - 0100 (0) AM PHE=1.00 PM Peak 1200 - 1300 (0) PM PHE=1.00

* Wednesday, July 7, 2021 - Total=0, 15 minute drops

AM Peak 0000 - 0100 (0) AM RHE=1.00 PM Peak 1200 - 1300 (0) PM RHE=1.00

* Thursday, July 8, 2021 - Total=0 (Incomplete) - 15 minute drops

MetroCount Traffic Executive **Daily Classes**

DailyClass-207 -- English (ENU)

Datasets:

Site: [Big Water] L3
Attribute: Box 17
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 20:16 Wednesday, June 30, 2021 => 10:23 Thursday, July 8, 2021,
Zone:
File: L3.EC0 (Plus)
Identifier: TD23GP53 MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **20:17 Wednesday, June 30, 2021 => 10:23 Thursday, July 8, 2021 (7.58752)**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: BA , Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 3432 / 7654 (44.84%)

Daily Classes

DailyClass-207
Site: Big Water.0.1NS

Description: L3

Filter time: 20:17 Wednesday, June 30, 2021 => 10:23 Thursday, July 8, 2021

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1-13) Dir(BA) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Monday, June 28, 2021

	1	2	3	4	5	6	7	8	9	10	11	12	13
Total													
Mon*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tue*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wed*	1	118	71	1	14	0	0	0	19	0	0	1	2
227 (%)	0.4	52.0	31.3	0.4	6.2	0.0	0.0	0.0	8.4	0.0	0.0	0.4	0.9
Thu	12	1425	933	22	222	8	0	23	108	7	2	0	9
2771 (%)	0.4	51.4	33.7	0.8	8.0	0.3	0.0	0.8	3.9	0.3	0.1	0.0	0.3
Fri	3	231	137	5	31	1	0	1	21	1	0	0	3
434 (%)	0.7	53.2	31.6	1.2	7.1	0.2	0.0	0.2	4.8	0.2	0.0	0.0	0.7
Sat	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sun	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average daily volume
Entire week

	4	414	268	7	63	2	0	6	32	2	1	0	3
801 (%)	0.5	51.7	33.4	0.8	7.9	0.3	0.0	0.7	4.0	0.2	0.1	0.0	0.4

Weekdays

	8	828	535	14	127	5	0	12	65	4	1	0	6
1603 (%)	0.5	51.7	33.4	0.8	7.9	0.3	0.0	0.7	4.0	0.2	0.1	0.0	0.4

Weekend

	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

* - Incomplete

Daily Classes

DailyClass-207

Site: Big Water.0.1NS

Description: L3

Filter time: 20:17 Wednesday, June 30, 2021 => 10:23 Thursday, July 8, 2021

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1-13) Dir(BA) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Monday, July 5, 2021

	1	2	3	4	5	6	7	8	9	10	11	12	13
Total													
Mon	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tue	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wed	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Thu*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fri*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sun*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average daily volume

Entire week

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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Weekdays

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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Weekend No complete days.

* - Incomplete

MetroCount Traffic Executive Speed Statistics

SpeedStat-208 -- English (ENU)

Datasets:

Site: [Big Water] L3
Attribute: Box 17
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 20:16 Wednesday, June 30, 2021 => 10:23 Thursday, July 8, 2021,
Zone:
File: L3.EC0 (Plus)
Identifier: TD23GP53 MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **20:17 Wednesday, June 30, 2021 => 10:23 Thursday, July 8, 2021 (7.58752)**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7520 / 7654 (98.25%)

Speed Statistics

SpeedStat-208

Site: Big Water.0.1NS

Description: L3

Filter time: 20:17 Wednesday, June 30, 2021 => 10:23 Thursday, July 8, 2021

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 7520

Posted speed limit = 55 mph, **Exceeding** = 6793 (90.33%), **Mean Exceeding** = 64.08 mph

Maximum = 97.8 mph, **Minimum** = 16.2 mph, **Mean** = 62.8 mph

85% Speed = 69.35 mph, **95% Speed** = 74.94 mph, **Median** = 62.30 mph

12 mph Pace = 56 - 68, **Number in Pace** = 5093 (67.73%)

Variance = 49.91, **Standard Deviation** = 7.06 mph

Speed Bins (Partial days)

Speed	 	Bin	 	Below	 	Above	 	Energy	 	vMult	 	n * vMult	
0 -	6	0	0.000%		0	0.000%		7520	100.0%		0.00		0.00
6 -	12	0	0.000%		0	0.000%		7520	100.0%		0.00		0.00
12 -	19	2	0.027%		2	0.027%		7518	100.0%		0.00		0.00
19 -	25	0	0.000%		2	0.027%		7518	100.0%		0.00		0.00
25 -	31	3	0.040%		5	0.066%		7515	99.93%		0.00		0.00
31 -	37	10	0.133%		15	0.199%		7505	99.80%		0.00		0.00
37 -	43	37	0.492%		52	0.691%		7468	99.31%		0.00		0.00
43 -	50	145	1.928%		197	2.620%		7323	97.38%		0.00		0.00
50 -	56	741	9.854%		938	12.47%		6582	87.53%		0.00		0.00
56 -	62	2763	36.74%		3701	49.22%		3819	50.78%		0.00		0.00
62 -	68	2452	32.61%		6153	81.82%		1367	18.18%		0.00		0.00
68 -	75	963	12.81%		7116	94.63%		404	5.372%		0.00		0.00
75 -	81	288	3.830%		7404	98.46%		116	1.543%		0.00		0.00
81 -	87	92	1.223%		7496	99.68%		24	0.319%		0.00		0.00
87 -	93	17	0.226%		7513	99.91%		7	0.093%		0.00		0.00
93 -	99	7	0.093%		7520	100.0%		0	0.000%		0.00		0.00
99 -	106	0	0.000%		7520	100.0%		0	0.000%		0.00		0.00
106 -	112	0	0.000%		7520	100.0%		0	0.000%		0.00		0.00
112 -	118	0	0.000%		7520	100.0%		0	0.000%		0.00		0.00
118 -	124	0	0.000%		7520	100.0%		0	0.000%		0.00		0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

 Limit	 	Below	 	Above
0 55 (PSL)		727 9.7%		6793 90.3%

MetroCount Traffic Executive Vehicle Counts

VehicleCount-220 -- English (ENU)

Datasets:

Site: [Big Water] L4
Attribute: Box 20
Direction: 7 - North bound A>B, South bound B>A. Lane: 0
Survey Duration: 20:33 Wednesday, June 30, 2021 => 10:20 Thursday, July 8, 2021,
Zone:
File: L4.EC0 (Plus)
Identifier: TD43MFAP MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 20:34 Wednesday, June 30, 2021 => 10:20 Thursday, July 8, 2021 (7.5739)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7271 / 7415 (98.06%)

* Wednesday, June 30, 2021 - Total=364 (Incomplete) , 15 minute drops

* Thursday, July 1, 2021 - Total=5958, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
46	30	18	21	21	37	77	134	225	291	396	457	509	521	473	452	429	398	387	285	245	224	146	136
17	15	8	8	7	6	17	20	42	57	102	100	113	142	138	126	120	102	80	69	56	68	31	38
8	7	1	4	5	8	22	32	57	77	121	111	131	131	112	102	119	93	114	63	56	53	47	34
13	5	5	2	6	9	18	34	62	67	86	119	137	114	107	110	90	115	96	73	71	51	33	32
8	3	4	7	3	14	20	48	64	90	87	127	128	134	116	114	100	88	97	80	62	52	35	32

AM Peak 1145 - 1245 (508), AM PHF=0.93 PM Peak 1215 - 1315 (538), PM PHF=0.95

* Friday, July 2, 2021 - Total=909, 15 minute drops

AM Peak 0815 - 0915 (289), AM PHF=0.94 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Saturday, July 3, 2021 - Total=0, 15 minute drops

AM Peak 0000 - 0100 (0), AM PHF=1.00 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Sunday, July 4, 2021 - Total=0, 15 minute drops

AM Peak 0000 - 0100 (0), AM PHF=1.00 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Monday, July 5, 2021 - Total=0. 15 minute drops

AM Peak 0000 - 0100 (0) AM PHE=1.00 PM Peak 1200 - 1300 (0) PM PHE=1.00

* Tuesday, July 6, 2021 - Total=0, 15 minute drops

AM Peak 0000 - 0100 (0) AM PHE=1.00 PM Peak 1200 - 1300 (0) PM PHE=1.00

* Wednesday, July 7, 2021 - Total=0, 15 minute drops

AM Peak 0000 - 0100 (0) AM RHE=1.00 PM Peak 1200 - 1300 (0) PM RHE=1.00

* Thursday, July 8, 2021 - Total=0 (Incomplete) - 15 minute drops

MetroCount Traffic Executive

Daily Classes

DailyClass-223 -- English (ENU)

Datasets:

Site: [Big Water] L4
Attribute: Box 20
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 20:33 Wednesday, June 30, 2021 => 10:20 Thursday, July 8, 2021,
Zone:
File: L4.EC0 (Plus)
Identifier: TD43MFAP MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **20:34 Wednesday, June 30, 2021 => 10:20 Thursday, July 8, 2021 (7.5739)**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7271 / 7415 (98.06%)

Daily Classes

DailyClass-223
Site: Big Water.0.1NS

Description: L4

Filter time: 20:34 Wednesday, June 30, 2021 => 10:20 Thursday, July 8, 2021

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Monday, June 28, 2021

	1	2	3	4	5	6	7	8	9	10	11	12	13
Total													
Mon*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tue*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wed*	1	144	147	9	73	0	0	1	27	0	0	1	1
404 (%)	0.2	35.6	36.4	2.2	18.1	0.0	0.0	0.2	6.7	0.0	0.0	0.2	0.2
Thu	35	2181	2493	106	849	13	0	54	198	7	4	0	18
5958 (%)	0.6	36.6	41.8	1.8	14.2	0.2	0.0	0.9	3.3	0.1	0.1	0.0	0.3
Fri	8	346	353	20	133	1	0	12	30	3	0	0	3
909 (%)	0.9	38.1	38.8	2.2	14.6	0.1	0.0	1.3	3.3	0.3	0.0	0.0	0.3
Sat	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sun	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average daily volume
Entire week

1717	11	632	712	32	246	4	0	17	57	3	1	0	5
(%)	0.6	36.8	41.4	1.8	14.3	0.2	0.0	1.0	3.3	0.1	0.1	0.0	0.3

Weekdays

3434	22	1264	1423	63	491	7	0	33	114	5	2	0	11
(%)	0.6	36.8	41.4	1.8	14.3	0.2	0.0	1.0	3.3	0.1	0.1	0.0	0.3

Weekend

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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

* - Incomplete

Daily Classes

DailyClass-223

Site: Big Water.0.1NS
Description: L4
Filter time: 20:34 Wednesday, June 30, 2021 => 10:20 Thursday, July 8, 2021
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Monday, July 5, 2021

	1	2	3	4	5	6	7	8	9	10	11	12	13
Total													
Mon	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tue	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wed	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Thu*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fri*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sun*	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average daily volume

Entire week	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weekdays	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Weekend No complete days.

* - Incomplete

MetroCount Traffic Executive Speed Statistics

SpeedStat-226 -- English (ENU)

Datasets:

Site: [Big Water] L4
Attribute: Box 20
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 20:33 Wednesday, June 30, 2021 => 10:20 Thursday, July 8, 2021,
Zone:
File: L4.EC0 (Plus)
Identifier: TD43MFAP MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **20:34 Wednesday, June 30, 2021 => 10:20 Thursday, July 8, 2021 (7.5739)**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 7271 / 7415 (98.06%)

Speed Statistics

SpeedStat-226

Site: Big Water.0.1NS

Description: L4

Filter time: 20:34 Wednesday, June 30, 2021 => 10:20 Thursday, July 8, 2021

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 7271

Posted speed limit = 55 mph, **Exceeding** = 6605 (90.84%), **Mean Exceeding** = 64.94 mph

Maximum = 98.7 mph, **Minimum** = 9.0 mph, **Mean** = 63.5 mph

85% Speed = 70.13 mph, **95% Speed** = 75.27 mph, **Median** = 63.42 mph

12 mph Pace = 57 - 69, **Number in Pace** = 4948 (68.05%)

Variance = 55.63, **Standard Deviation** = 7.46 mph

Speed Bins (Partial days)

Speed	 	Bin	 	Below	 	Above	 	Energy	 	vMult	 	n * vMult	
0 -	6	0	0.000%		0	0.000%		7271	100.0%		0.00		0.00
6 -	12	2	0.028%		2	0.028%		7269	100.0%		0.00		0.00
12 -	19	1	0.014%		3	0.041%		7268	100.0%		0.00		0.00
19 -	25	4	0.055%		7	0.096%		7264	99.90%		0.00		0.00
25 -	31	3	0.041%		10	0.138%		7261	99.86%		0.00		0.00
31 -	37	31	0.426%		41	0.564%		7230	99.44%		0.00		0.00
37 -	43	75	1.031%		116	1.595%		7155	98.40%		0.00		0.00
43 -	50	156	2.146%		272	3.741%		6999	96.26%		0.00		0.00
50 -	56	528	7.262%		800	11.00%		6471	89.00%		0.00		0.00
56 -	62	2154	29.62%		2954	40.63%		4317	59.37%		0.00		0.00
62 -	68	2806	38.59%		5760	79.22%		1511	20.78%		0.00		0.00
68 -	75	1087	14.95%		6847	94.17%		424	5.831%		0.00		0.00
75 -	81	314	4.319%		7161	98.49%		110	1.513%		0.00		0.00
81 -	87	86	1.183%		7247	99.67%		24	0.330%		0.00		0.00
87 -	93	18	0.248%		7265	99.92%		6	0.083%		0.00		0.00
93 -	99	6	0.083%		7271	100.0%		0	0.000%		0.00		0.00
99 -	106	0	0.000%		7271	100.0%		0	0.000%		0.00		0.00
106 -	112	0	0.000%		7271	100.0%		0	0.000%		0.00		0.00
112 -	118	0	0.000%		7271	100.0%		0	0.000%		0.00		0.00
118 -	124	0	0.000%		7271	100.0%		0	0.000%		0.00		0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

 Limit	 	Below	 	Above
0 55 (PSL)		666 9.2%		6605 90.8%

Vistro File: C:\...\Big Water project.vistro
Report File: C:\...\EX AM + Project.pdf

Scenario 5 5 Existing AM Plus 100 Homes
7/19/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	American Way	Two-way stop	HCM 6th Edition	NEB Left	0.024	10.7	B
4	Old Glory	Two-way stop	HCM 6th Edition	SWB Left	0.021	11.0	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: American Way

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name						
Approach	Northeastbound		Northwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	2	3	0	162	145	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	23	8	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	26	8	162	145	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	7	2	41	36	1
Total Analysis Volume [veh/h]	16	26	8	162	145	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.67	9.26	7.53	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.19	4.19	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	9.80		0.35		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			1.30			
Intersection LOS			B			

Intersection Level Of Service Report
Intersection 4: Old Glory

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name												
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	200.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	0	1	13	0	2	2	162	5	7	132	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	0	0	14	0	0	5	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	1	13	0	2	2	176	5	7	137	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	3	0	1	1	44	1	2	34	0
Total Analysis Volume [veh/h]	2	0	1	13	0	2	2	176	5	7	137	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	10.88	11.22	8.97	10.96	11.30	9.29	7.49	0.00	0.00	7.59	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.07	0.07	0.07	0.00	0.00	0.00	0.02	0.00
95th-Percentile Queue Length [ft/ln]	0.33	0.33	0.33	1.79	1.79	1.79	0.10	0.00	0.00	0.38	0.00
d_A, Approach Delay [s/veh]		10.25			10.74			0.08		0.37	
Approach LOS		B			B			A		A	
d_I, Intersection Delay [s/veh]							0.75				
Intersection LOS							B				

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Report File: C:\...\EX AM + Project.pdf

Scenario 5 5 Existing AM Plus 100 Homes
7/19/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northeastbound		Northwestbound		Southeastbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	American Way	16	26	8	162	145	5	362

ID	Intersection Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
		Left	Thru	Right										
4	Old Glory	2	0	1	13	0	2	2	176	5	7	137	1	346

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Report File: C:\...\EX AM + Project.pdf

Scenario 5 5 Existing AM Plus 100 Homes
7/19/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northeastbound		Northwestbound		Southeastbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
1	American Way	Final Base	2	3	0	162	145	0	312
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	14	23	8	0	0	5	50
		Other	0	0	0	0	0	0	0
		Future Total	16	26	8	162	145	5	362

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	Old Glory	Final Base	1	0	1	13	0	2	2	162	5	7	132	0	325
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	1	0	0	0	0	0	0	14	0	0	5	1	21
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	2	0	1	13	0	2	2	176	5	7	137	1	346

Vistro File: C:\...\Big Water project.vistro
Report File: C:\...\EX AM + Project.pdf

Scenario 5 5 Existing AM Plus 100 Homes
7/19/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips	
1: Zone		210		1.000	0.000	50.00	50.00	13	38	51	100.00	
Added Trips Total									13	38	51	100.00

Vistro File: C:\...\Big Water project.vistro
Report File: C:\...\EX AM + Project.pdf

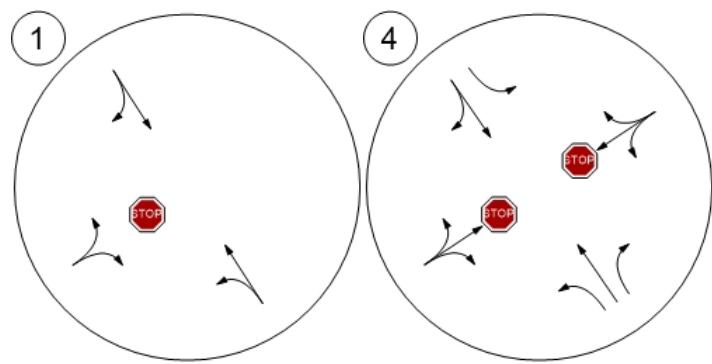
Scenario 5 5 Existing AM Plus 100 Homes
7/19/2021

Trip Distribution summary

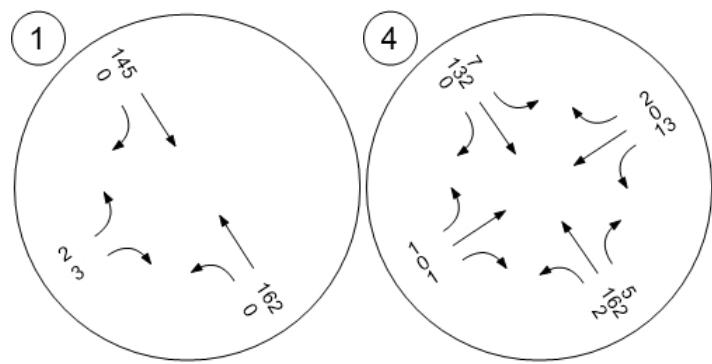
Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	60.00	8	60.00	23
3: Gate	39.00	5	39.00	15
4: Gate	1.00	0	1.00	0
Total	100.00	13	100.00	38

Study Intersections

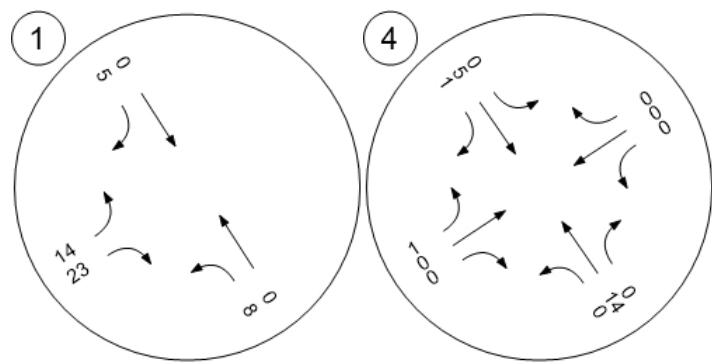




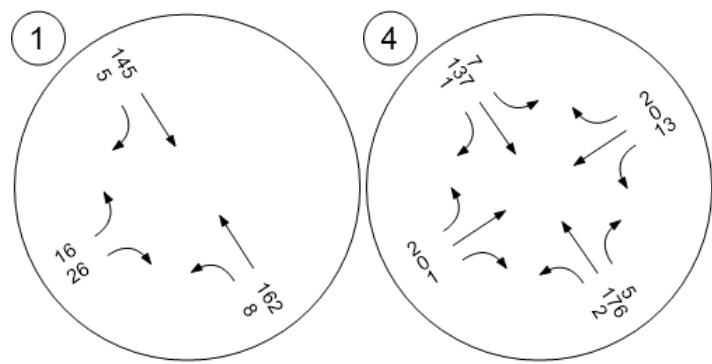
Traffic Volume - Base Volume

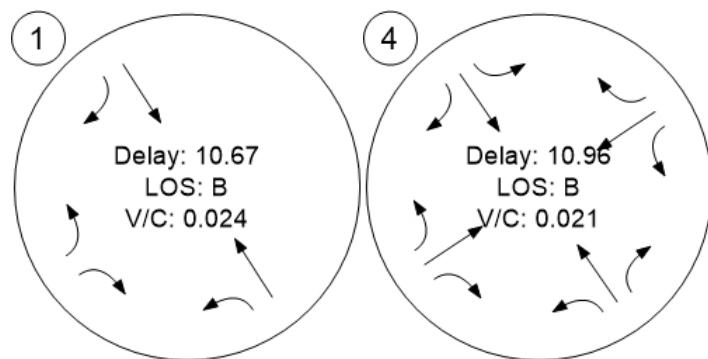


Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume





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Report File: C:\...\EX AM + Project+ MIT.pdf

Scenario 8 Existing AM Plus 100 Homes Mitigated
7/19/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	American Way	Two-way stop	HCM 6th Edition	NEB Left	0.024	10.6	B
4	Old Glory	Two-way stop	HCM 6th Edition	SWB Left	0.021	11.0	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: American Way

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.024

Intersection Setup

Name						
Approach	Northeastbound		Northwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	350.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	2	3	0	162	145	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	23	8	0	0	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	26	8	162	145	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	7	2	41	36	1
Total Analysis Volume [veh/h]	16	26	8	162	145	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.65	9.24	7.53	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.17	4.17	0.42	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.78		0.35		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]			1.30			
Intersection LOS			B			

Intersection Level Of Service Report
Intersection 4: Old Glory

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.021

Intersection Setup

Name												
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	1	0	1	13	0	2	2	162	5	7	132	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	0	0	14	0	0	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	1	13	0	2	2	176	5	7	137	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	3	0	1	1	44	1	2	34	0
Total Analysis Volume [veh/h]	2	0	1	13	0	2	2	176	5	7	137	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

Vistro File: C:\...\Big Water project.vistro
Report File: C:\...\EX AM + Project+ MIT.pdf

Scenario 8 Existing AM Plus 100 Homes Mitigated
7/19/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northeastbound		Northwestbound		Southeastbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	American Way	16	26	8	162	145	5	362

ID	Intersection Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
		Left	Thru	Right										
4	Old Glory	2	0	1	13	0	2	2	176	5	7	137	0	345

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Report File: C:\...\EX AM + Project+ MIT.pdf

Scenario 8 Existing AM Plus 100 Homes Mitigated
7/19/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northeastbound		Northwestbound		Southeastbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
1	American Way	Final Base	2	3	0	162	145	0	312
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	14	23	8	0	0	5	50
		Other	0	0	0	0	0	0	0
		Future Total	16	26	8	162	145	5	362

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	Old Glory	Final Base	1	0	1	13	0	2	2	162	5	7	132	0	325
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	1	0	0	0	0	0	0	14	0	0	5	0	20
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	2	0	1	13	0	2	2	176	5	7	137	0	345

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Scenario 8 Existing AM Plus 100 Homes Mitigated
7/19/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone		210		1.000	0.000	50.00	50.00	13	38	51	100.00
Added Trips Total								13	38	51	100.00

Vistro File: C:\...\Big Water project.vistro
Report File: C:\...\EX AM + Project+ MIT.pdf

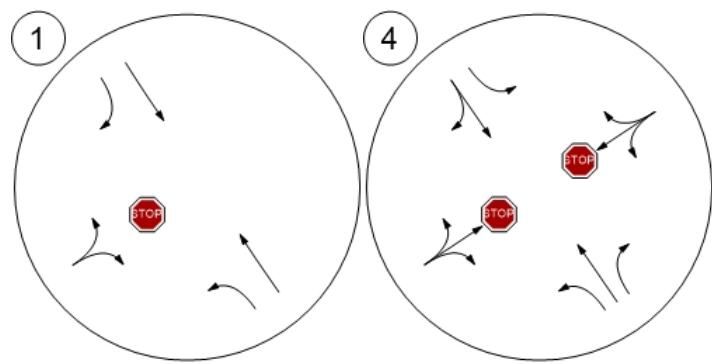
Scenario 8 Existing AM Plus 100 Homes Mitigated
7/19/2021

Trip Distribution summary

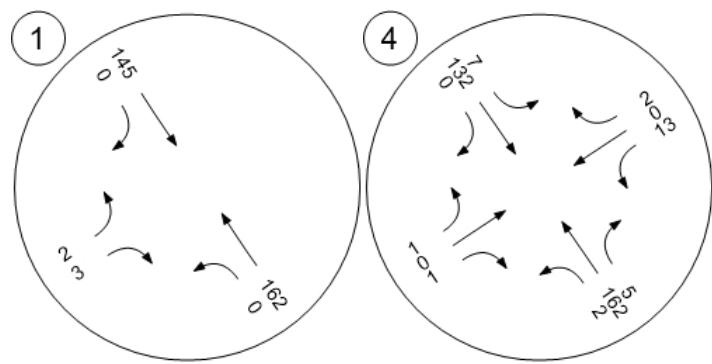
Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	60.00	8	60.00	23
3: Gate	39.00	5	39.00	15
4: Gate	1.00	0	1.00	0
Total	100.00	13	100.00	38

Study Intersections

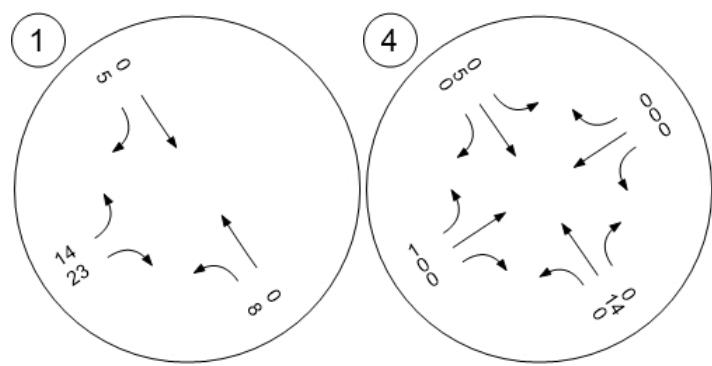




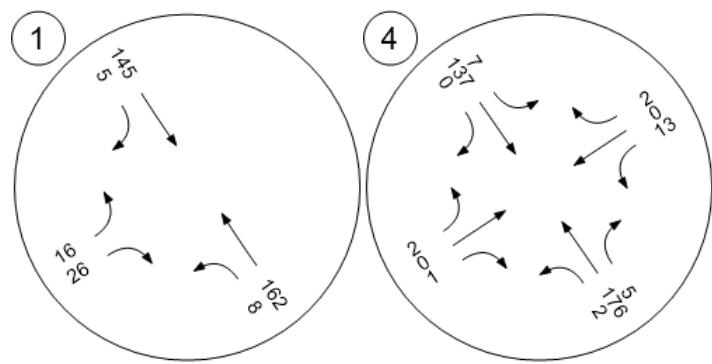
Traffic Volume - Base Volume

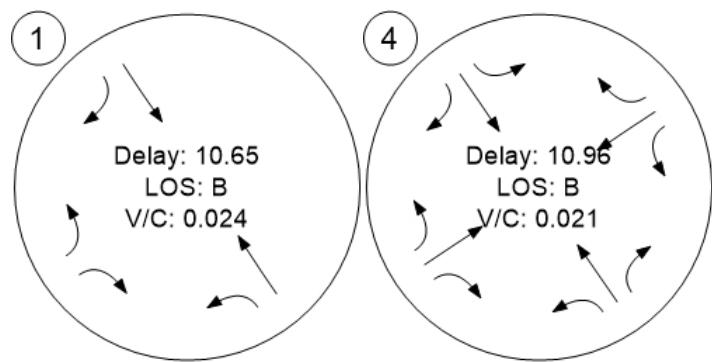


Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume





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Scenario 6 Existing PM Plus 100 Homes
7/19/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	American Way & US HWY 89	Two-way stop	HCM 6th Edition	NEB Left	0.019	12.1	B
4	Old Glory & US HWY 89	Two-way stop	HCM 6th Edition	SWB Thru	0.006	12.2	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: American Way & US HWY 89

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name						
Approach	Northeastbound		Northwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	2	224	206	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	14	24	1	1	15
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	14	26	225	207	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	7	56	52	6
Total Analysis Volume [veh/h]	10	14	26	225	207	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.10	9.58	7.74	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.06	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.81	2.81	1.48	1.48	0.00	0.00
d_A, Approach Delay [s/veh]	10.63		0.80		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]			0.91			
Intersection LOS			B			

Intersection Level Of Service Report
Intersection 4: Old Glory & US HWY 89

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name												
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	200.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	9	3	3	2	210	11	0	195	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	1	0	0	0	1	10	0	0	15	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	1	9	3	3	3	220	11	0	210	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	1	1	1	55	3	0	53	0
Total Analysis Volume [veh/h]	1	0	1	9	3	3	3	220	11	0	210	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.96	12.15	9.36	11.99	12.21	9.57	7.65	0.00	0.00	7.69	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.01	0.08	0.08	0.08	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.24	2.04	2.04	2.04	0.17	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]		10.66			11.55			0.10			0.00
Approach LOS		B			B			A			A
d_I, Intersection Delay [s/veh]							0.47				
Intersection LOS							B				

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Scenario 6 Existing PM Plus 100 Homes
7/19/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northeastbound		Northwestbound		Southeastbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	American Way & US HWY 89	10	14	26	225	207	22	504

ID	Intersection Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
		Left	Thru	Right										
4	Old Glory & US HWY 89	1	0	1	9	3	3	3	220	11	0	210	1	462

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 Report File: C:\...\EX PM + Project.pdf

Scenario 6 Existing PM Plus 100 Homes
 7/19/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northeastbound		Northwestbound		Southeastbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
1	American Way & US HWY 89	Final Base	0	0	2	224	206	7	439
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	10	14	24	1	1	15	65
		Other	0	0	0	0	0	0	0
		Future Total	10	14	26	225	207	22	504

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right										
4	Old Glory & US HWY 89	Final Base	0	0	0	9	3	3	2	210	11	0	195	0	433
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	1	0	1	0	0	0	1	10	0	0	15	1	29
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	0	1	9	3	3	3	220	11	0	210	1	462

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Report File: C:\...\EX PM + Project.pdf

Scenario 6 Existing PM Plus 100 Homes
7/19/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips	
1: Zone		210		1.000	0.000	50.00	50.00	42	25	67	100.00	
Added Trips Total									42	25	67	100.00

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Report File: C:\...\EX PM + Project.pdf

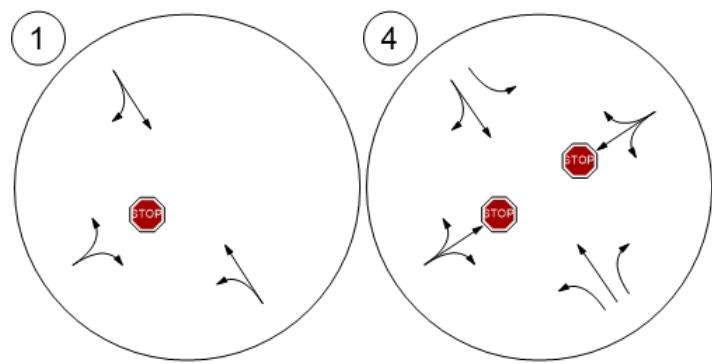
Scenario 6 Existing PM Plus 100 Homes
7/19/2021

Trip Distribution summary

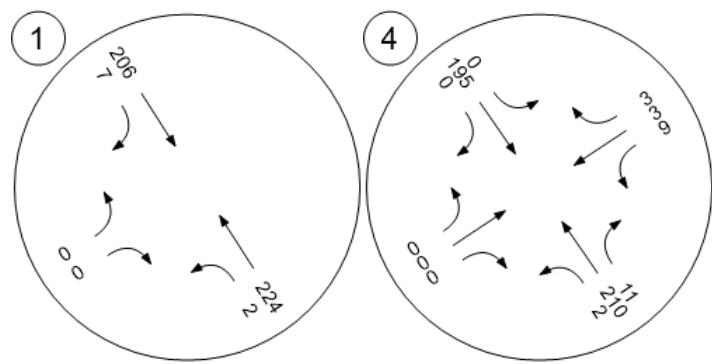
Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	60.00	25	60.00	15
3: Gate	39.00	16	39.00	10
4: Gate	1.00	0	1.00	0
Total	100.00	41	100.00	25

Study Intersections

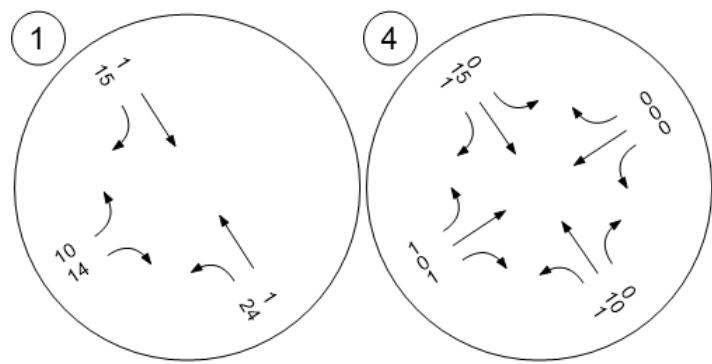




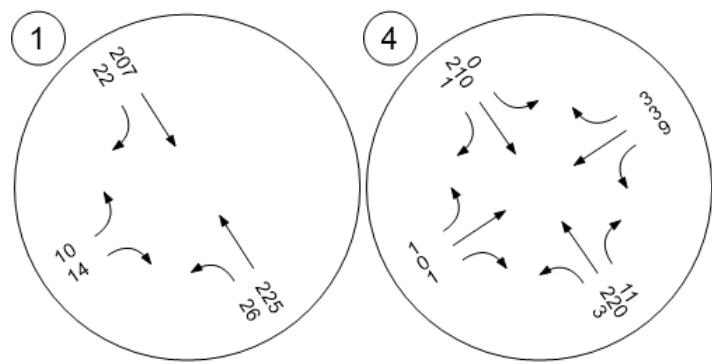
Traffic Volume - Base Volume



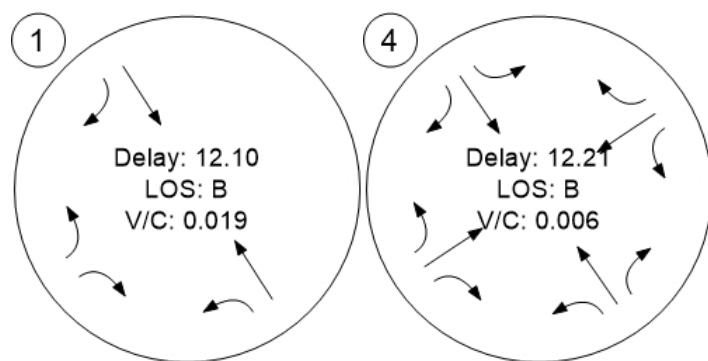
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



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Scenario 7 Existing PM Plus 100 Homes Mitigated
7/19/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	American Way	Two-way stop	HCM 6th Edition	NEB Left	0.019	12.0	B
4	Old Glory	Two-way stop	HCM 6th Edition	SWB Thru	0.006	12.2	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: American Way

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name						
Approach	Northeastbound		Northwestbound		Southeastbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	350.00	100.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		30.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	2	224	206	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	15	25	1	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	15	27	225	206	22
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	7	56	52	6
Total Analysis Volume [veh/h]	10	15	27	225	206	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.99	9.52	7.74	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.06	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.86	2.86	1.54	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.51		0.83		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]			0.93			
Intersection LOS			B			

Intersection Level Of Service Report
Intersection 4: Old Glory

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name												
Approach	Northeastbound			Southwestbound			Northwestbound			Southeastbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	200.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	9	3	3	2	210	11	0	195	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	0	0	0	1	10	0	0	15	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	0	9	3	3	3	220	11	0	210	1
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	2	1	1	1	55	3	0	53	0
Total Analysis Volume [veh/h]	1	0	0	9	3	3	3	220	11	0	210	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

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Scenario 7 Existing PM Plus 100 Homes Mitigated
7/19/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northeastbound		Northwestbound		Southeastbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	American Way	10	15	27	225	206	22	505

ID	Intersection Name	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
		Left	Thru	Right										
4	Old Glory	1	0	0	9	3	3	3	220	11	0	210	1	461

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Scenario 7 Existing PM Plus 100 Homes Mitigated
7/19/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northeastbound		Northwestbound		Southeastbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
1	American Way	Final Base	0	0	2	224	206	7	439
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	10	15	25	1	0	15	66
		Other	0	0	0	0	0	0	0
		Future Total	10	15	27	225	206	22	505

ID	Intersection Name	Volume Type	Northeastbound			Southwestbound			Northwestbound			Southeastbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	Old Glory	Final Base	0	0	0	9	3	3	2	210	11	0	195	0	433
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	1	0	0	0	0	0	1	10	0	0	15	1	28
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	0	0	9	3	3	3	220	11	0	210	1	461

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Scenario 7 Existing PM Plus 100 Homes Mitigated
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Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips	
1: Zone		210		1.000	0.000	50.00	50.00	42	25	67	100.00	
Added Trips Total									42	25	67	100.00

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Report File: C:\...\EX PM + Project+ MIT.pdf

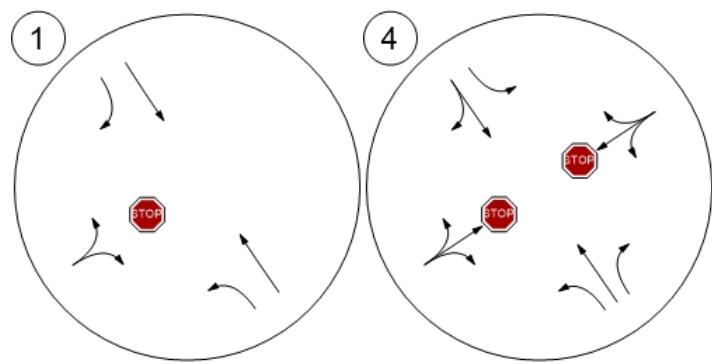
Scenario 7 Existing PM Plus 100 Homes Mitigated
7/19/2021

Trip Distribution summary

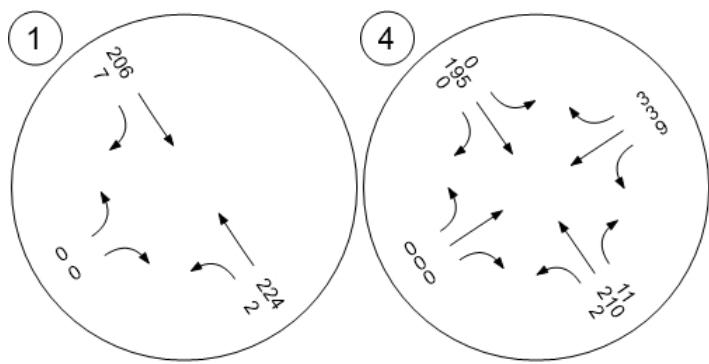
Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	60.00	25	60.00	15
3: Gate	39.00	16	39.00	10
4: Gate	1.00	0	1.00	0
Total	100.00	41	100.00	25

Study Intersections

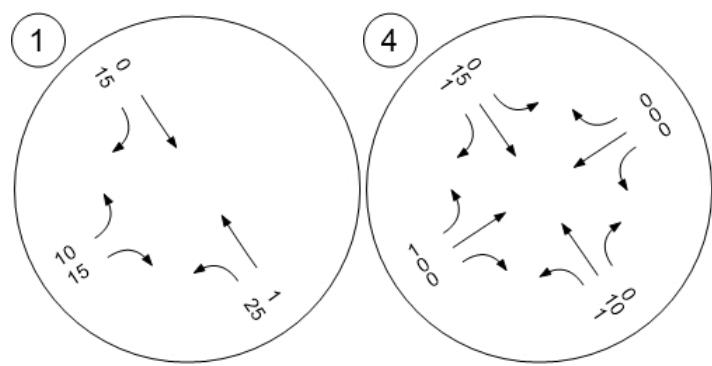




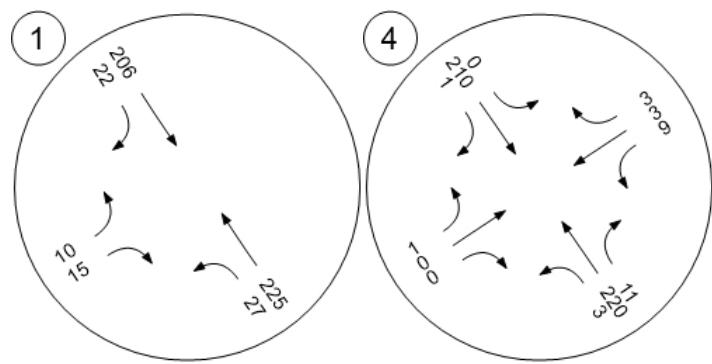
Traffic Volume - Base Volume



Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions

