



# Traffic Impact Analysis

Atlas Agro North America  
Pacific Green Fertilizer Plant

*Richland, Washington*  
January 19, 2024

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Pacific Green Fertilizer Plant**

Richland, Washington

**Prepared for:**

Atlas Agro North America



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- Appendix A – Site Plan
- Appendix B – Sight Distance Exhibit
- Appendix C – Traffic Count Data
- Appendix D – Synchro and SimTraffic Reports
- Appendix E – Growth Rate Evaluation

## Acronyms and Abbreviations

AADT	annual average daily traffic
AASHTO	American Association of State Highway and Transportation Officials
ADT	average daily traffic
City	City of Richland
HCM	Highway Capacity Manual
ISD	Intersection Sight Distance
ITE	Institute of Transportation Engineers
LOS	Level of Service
MOE	Measures of Effectiveness
PHF	peak hour factors
SSD	Stopping Sight Distance
TIA	Traffic Impact Analysis
TRB	Transportation Research Board
V/C	vehicle to capacity ratio
vpd	vehicles per day

# 1.0 Introduction

This report documents a Traffic Impact Analysis (TIA) for the Pacific Green Fertilizer Plant proposed by Atlas Agro North America Corp. The project site is located in City of Richland (City), Benton County, Washington. This TIA will describe the existing land uses and transportation facilities, provide the details of the accessibility and traffic projections for the proposed project, and identify quantitative traffic impacts to the surrounding area. Specifically, the report provides information on the following:

- Study Area
- Proposed Development
- Existing Traffic Conditions
- Projected Traffic Conditions

This TIA has been conducted for two purposes. First, it has been conducted to comply with the documentation requirements of the City of Richland Public Works Standards. Second, this TIA will be used to provide input to the formal SEPA environmental impact documentation for the proposed project. This TIA follows the requirements described in the City of Richland standards.

# 2.0 Reference Documents

The following documents are the citywide planning and standards documents that provide the area-specific information used as reference.

- Richland Comprehensive Plan. City of Richland. 2017.
- Comprehensive Plan Supporting Analysis. City of Richland. 2017.
- Development Traffic Impact Analysis (TIA) Criteria. City of Richland. 2023.
- Traffic Impact Analysis (TIA) Requirements. City of Richland. 2023.

The following documents are used as the guidelines for the traffic analysis.

- Highway Capacity Manual (HCM), 6<sup>th</sup> Edition. Transportation Research Board (TRB). 2016.
- A Policy on Geometric Design of Highways and Streets. American Association of State Highway and Transportation Officials (AASHTO). 2011.
- Trip Generation Manual, 11<sup>th</sup> Edition. Institute of Transportation Engineers (ITE). 2021.

The following document is used as the reference for the details of the proposed project.

- Project Description. HDR. 2024.

## 3.0 Methodology

Traffic analyses for signalized and unsignalized intersections are conducted using Synchro 11 and SimTraffic 11 software. These are used to evaluate the Measures of Effectiveness (MOEs) of the study intersections in terms of vehicle to capacity (V/C) ratio, vehicle delay, level of service (LOS), and vehicle queue lengths. Guidelines for the analysis methods are documented in the HCM 6<sup>th</sup> Edition, published by the TRB.

### 3.2 V/C, Delay, LOS

As described in the HCM, the volume-to-capacity (V/C) ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A V/C ratio less than 0.85 generally indicates that adequate capacity is available, and vehicles are not expected to experience significant queues and delays. As the V/C ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur. Once the demand exceeds the capacity (a V/C ratio greater than 1.0), traffic flow is unstable and excessive delay and queuing is expected. Under these conditions, vehicles may require more than one signal cycle to pass through the intersection (known as a cycle failure).

LOS is a letter-grade scale to assess the quality of peak hour traffic operations, ranging from A (best) to F (worst). For an intersection, LOS is assigned based on the average delay experienced by the vehicles traveling through it during a given peak hour. The peak hour delay thresholds differ between signalized and unsignalized intersections, as shown in Table 1. Intersection LOS for a signalized intersection is based on the weighted average of all delays, whereas the intersection LOS for an unsignalized intersection is based on the worst approach delay. When the intersection or the movement operates with V/C ratio exceeding 1.0, it is assigned an LOS F.

**Table 1. Level of Service Definition**

LOS	Characteristics	Average Delay Range (seconds/vehicle)		V/C Ratio
		Signalized	Unsignalized*	
A	No congestion; nearly all drivers experience little to no delay	0 to 10.0	0 to 10.0	
B	No congestion; most drivers experience little to no delay	10.1 to 20.0	10.1 to 15.0	
C	Light congestion; most drivers experience minor delay	20.1 to 35.0	15.1 to 25.0	
D	Moderate congestion; individual movements with high delay	35.1 to 55.0	25.1 to 35.0	
E	Heavy congestion, with high delays on multiple movements	55.1 to 80.0	35.1 to 50.0	
F	Extensive delays due to cycle failures at signals or sparse opportunities to make desired movements at stop signs	80.1 or more	50.1 or more	> 1.0

Source: HCM 6<sup>th</sup> Edition

### 3.3 Queue Length

Vehicle queue lengths reported in this TIA are the average queues and the 95<sup>th</sup> percentile queues from the SimTraffic simulation. The average queues are based on the 50<sup>th</sup> percentile volume, which is equal to the volume entered in the Synchro model and shown in this report. A 95<sup>th</sup> percentile queues are based on the 95<sup>th</sup> percentile volume.

### 3.4 City Requirements

The City's TIA Requirement states that the analysis must demonstrate that the intersection and intersection movements can operate at LOS D or better. If failures to individual movements are caused by delay, then exceptions may be considered by demonstrating a volume to capacity ratio of 0.95 or less for left-turn movements while demonstrating a volume to capacity ratio of 0.85 or less for through movements, while still meeting an overall LOS D for the intersection. The analysis must also demonstrate that 95<sup>th</sup> percentile queue lengths will not interfere with adjacent intersections and major driveways (those serving more than 1,000 vehicles per day) and will not block access to left-turn lanes or create blockages to through lanes based on left-turn phase failures. Exceptions may be considered if the traffic engineer determines all reasonable mitigations have been applied and the criteria still cannot be met.



## **4.0 Study Area**

### **4.1 Project Vicinity**

The project is in the 260 acre Northwest Advanced Clean Energy Park, City of Richland, Benton County, Washington, at latitude 46°21'16.1"N and longitude 119°17'18.7"W. The plant would be built on approximately 130 acres in the southern portion of the industrial park. The project site fronts Horn Rapids Road to the south. Stevens Drive runs north-south along the east of the project site. To the west of the site, Kingsgate Way also runs north-south, handling less traffic compared to Stevens Drive. The closest major highway is the State Route 240 (SR 240) that runs northwest-southeast. SR 240 intersects with Kingsgate Way and Stevens Drive. The project vicinity map is shown in Figure 1.

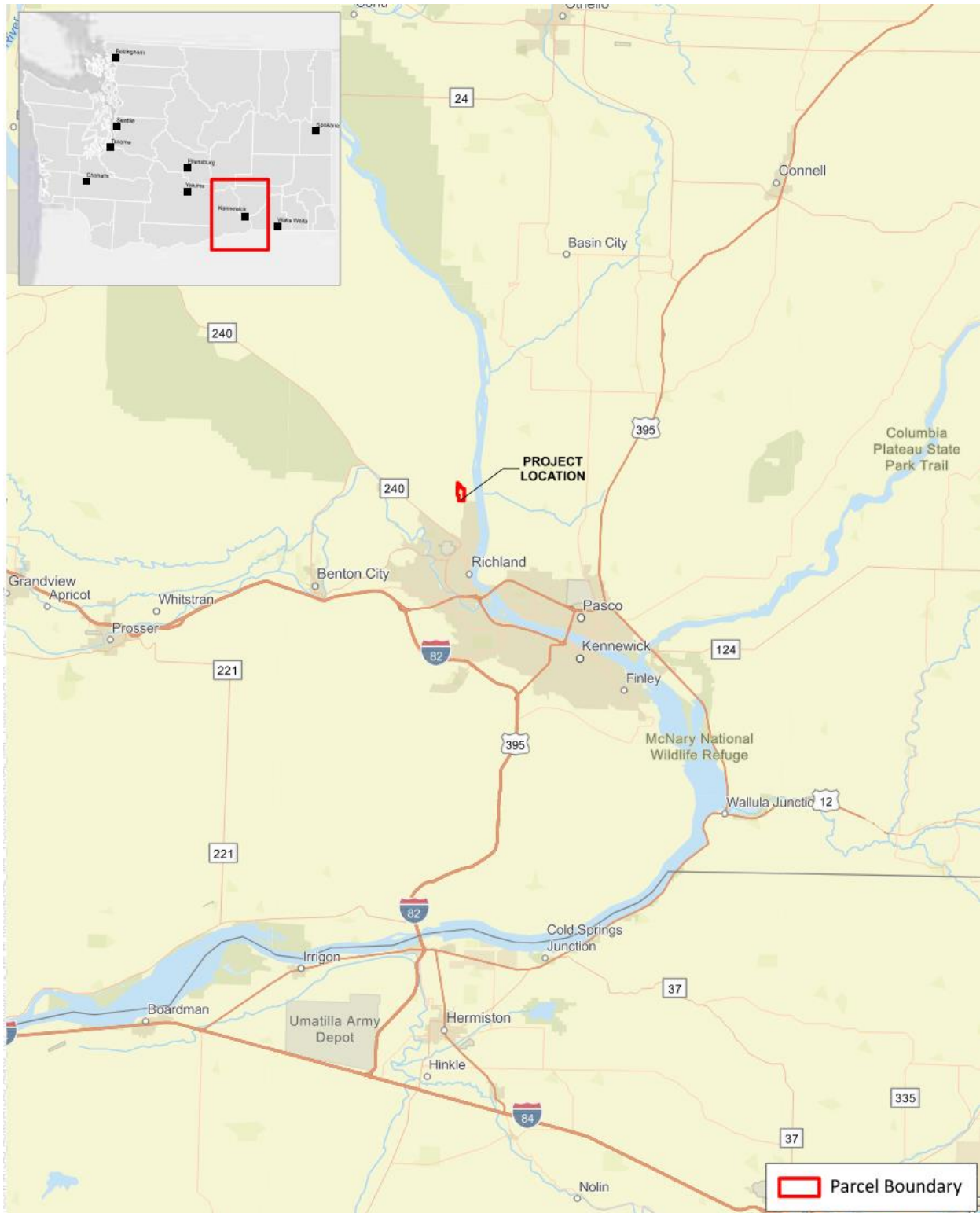
### **4.2 Land Uses**

As shown in the Land Use Element of the Comprehensive Plan, land use for the project site is industrial. Land uses in the surrounding area include commercial, residential, public facility, and developed open space.

### **4.3 Adjacent Projects**

As confirmed by the City, there are no other adjacent projects within the project vicinity that should be included in this study.

Figure 1. Project vicinity



## 4.4 Area Accessibility

### 4.4.1 Existing Road System

This section describes the existing roadways within the project vicinity. The functional classifications of the roadways are provided from the Richland Comprehensive Plan Supporting Analysis document.

#### **Horn Rapids Road**

Horn Rapids Road is classified as Minor Arterial. It is a paved, two-lane roadway with unpaved shoulders. There are no curbs or sidewalk. Dedicated turn lanes are provided for the eastbound left turn and right turn at Stevens Road intersection, as well as for the westbound left turn at Kingsgate Way. The posted speed limit is 50 mph.

#### **Stevens Drive**

Stevens Drive is classified as Principal Arterial. It is a paved, six-lane roadway a wide striped median and paved shoulders. Non-motorized facility is provided only between SR 240 and Smartpark Street either as sidewalk or separated pathway. Dedicated turn lanes are provided for left turn and right turn on northbound and southbound approaches at Horn Rapids Road intersection. Turn lanes are similarly provided at the SR 240 intersection, except that the left turn lanes are provided as dual lanes. The posted speed limit is 55 mph.

#### **Kingsgate Way**

Kingsgate Way is classified as Minor Arterial. It is a paved, three-lane roadway with a center two-way left-turn lane. Shoulders are unpaved. Sidewalk is provided only between SR 240 and Logan Street. Dedicated turn lanes are provided for left turn and right turn on northbound and southbound approaches at SR 240 intersection. At Horn Rapids Road intersection, a dedicated northbound left turn lane is provided. The posted speed limit is 40 mph.

### 4.4.2 Transit Facilities

Transit services are provided by Ben Franklin Transit. The current transit maps show no transit routes directly on the roadways described above. The closest transit route is Route 26 that runs along George Washington Way, which runs parallel with Stevens Drive to the east.

## 4.5 Programmed Improvements

There are no programmed roadway improvements within the project vicinity at this time. Therefore, the roadway conditions are assumed to be the same between existing year and project completion year.

## 4.6 Study Intersections

With concurrence from the City, the following five intersections are selected for the traffic operations analysis. These intersections are shown on a map in Figure 3. For the future year with project scenario, the two proposed driveway intersections will be added to the analysis.

1. SR 240 & Kingsgate Way
2. Kingsgate Way & Battelle Boulevard
3. Horn Rapids Road & Kingsgate Way
4. Stevens Drive & Horn Rapids Road
5. SR 240/Jadwin Avenue & Stevens Drive

## 5.0 Proposed Development

### 5.1 Site Plan

This section provides a summary of the proposed development. The current site plan is included in Appendix A. For more details of the development, refer to the Project Description document. The anticipated project completion and operation year is 2027.

The plant would include the following elements: process units for hydrogen, ammonia and nitric acid production, water system including raw water, demineralized water, fire water, boiler water, and cooling water, air separation units, flare, check point entrances for security, administration building, fire station, equipment rooms, central control and laboratory room, storage buildings, truck loading station, rail unloading station, wastewater treatment facility, internal access roads, stormwater pond, and parking.

### 5.2 Site Access

Two driveway access are proposed off Horn Rapids Road, about 1,500 feet and 2,000 feet west of the Stevens Drive intersection. The western driveway will be the main access, and the eastern driveway will be the truck access. Both driveway approaches will be stop controlled.

### 5.3 Sight Distance

Sight distance is the length of the roadway that is visible to the driver. The field-observed sight distances are compared with the standard guidelines of Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD) as described in A Policy on Geometric Design of Highways and Streets (AASHTO).

#### 5.3.1 Design Speed

One of the site condition parameters used to determine the recommended SSD and ISD is the design speed of the roadway. As described in the AASHTO guideline, an accepted practice is to assume design speed as 5 mph higher than the posted speed. With this assumption, the design speed for Horn Rapids Road is 55 mph.

#### 5.3.2 SSD Standards

SSD is the length of the roadway for a driver to react to the obstruction ahead, apply the brakes, and come to a full stop. Based on the AASHTO guidelines, the design SSD for Horn Rapids Road is 495 feet.

### **5.3.3 ISD Standards**

ISD is the length of the main road visible from the stopped minor road approach. This distance allows the driver to safely depart from the stopped approach and enter the main road. Based on the AASHTO guidelines, the design ISD for vehicles turning left and turning right on Horn Rapids Road are as follows:

- Passenger cars: 610 feet (turning left), 530 feet (turning right)
- Heavy trucks: 940 feet (turning left), 850 feet (turning right)

### **5.3.4 Field Observation**

On August 8, 2023, a field observation was done at the proposed site driveway to evaluate the sight distances physically available. Figure 2 shows the photos taken from the proposed site driveway access point, looking left and right on Horn Rapids Road. The roadway is straight and on a flat grade without any tree lines, providing unobstructed view looking left (east) and right (west) from both driveways.

**Figure 2. Sight lines from proposed site driveways**



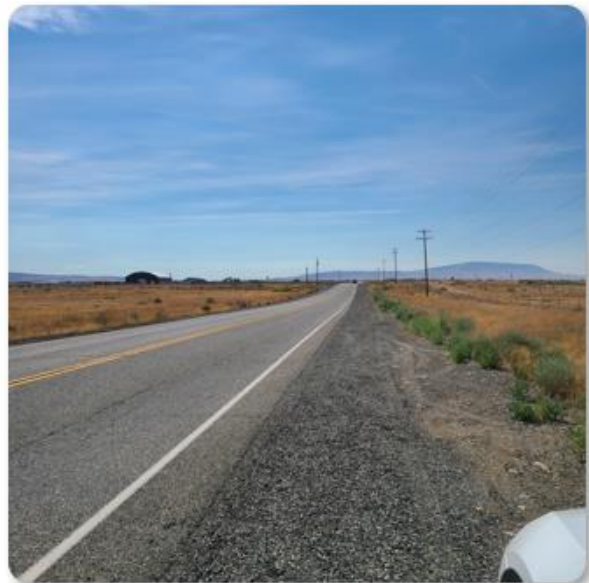
East Driveway Looking Left (East)



East Driveway Looking Right (West)



West Driveway Looking Left (East)



West Driveway Looking Right (West)

### 5.3.5 Summary

Table 2 shows the available sight distances observed at the proposed site driveways compared with the recommended SSD and ISD design values. The available sight distances satisfy the recommended values. An aerial map showing the sight distances is included in Appendix B.

**Table 2: Sight distance summary**

Stopping Sight Distance for Vehicles on Horn Rapids Road Approaching Site Driveways			Intersection Sight Distance for Vehicles Leaving from Site Driveway (passenger car/heavy vehicle)		
	Recommended <sup>1</sup>	Available		Recommended <sup>1</sup>	Available
Eastbound	495	1,000+	Turning Left	610/940	1,000+
Westbound	495	1,000+	Turning Right	530/850	1,000+

Note: All distances are in feet.

<sup>1</sup> A Policy on Geometric Design of Highways and Streets (2011), Section 3.2.2

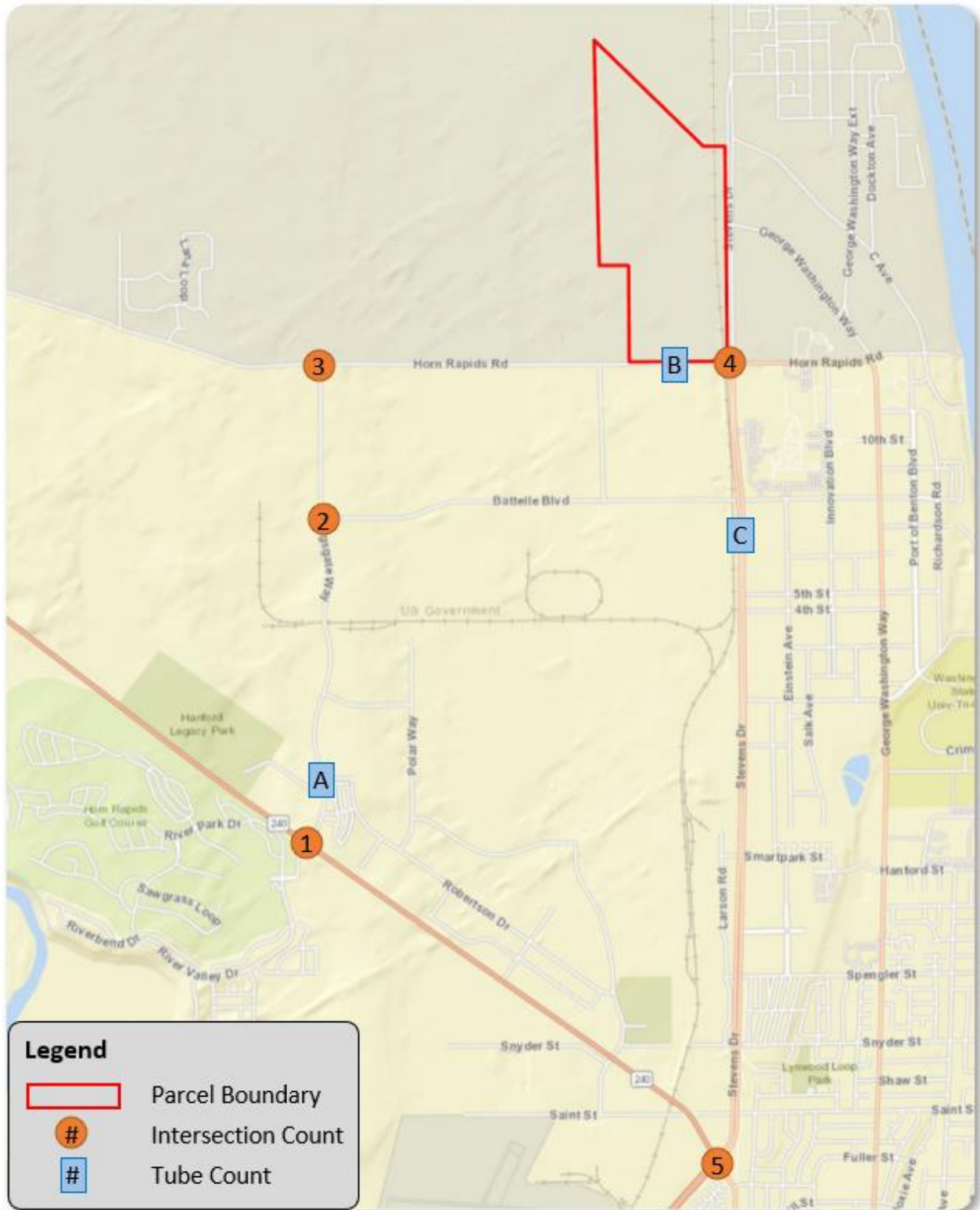
## 6.0 Existing Traffic Conditions

### 6.1 Existing Traffic Volumes

Intersection turning movement counts were performed at the five study intersections on Tuesday, August 8, 2023 from 4 to 8 a.m. and from 2 to 6 p.m. Directional tube counts were performed at three locations from Tuesday, August 8, 2023 to Thursday, August 10, 2023. Due to the tube equipment getting dislodged at two locations, the counts were taken again in the following week from the 15th to the 17th. Figure 3 shows the map of the count locations. Raw traffic count data are included in Appendix C.

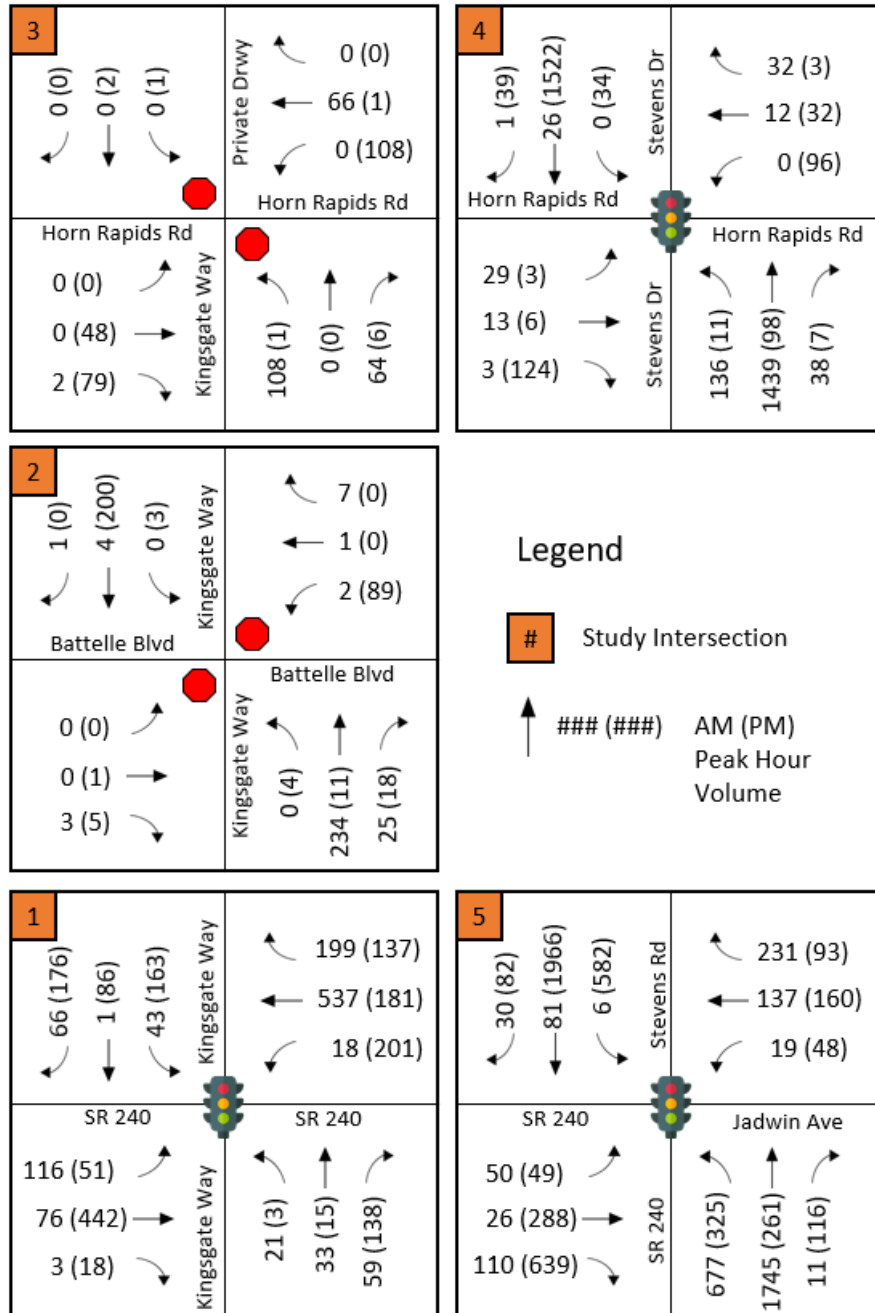


Figure 3. Traffic count locations



Out of the three tube count locations, the average daily traffic (ADT) was the highest on Stevens Drive at 12,005 vehicle per day (vpd), followed by Kingsgate Way at 4,985 vpd, and the lowest on Horn Rapids Road at 2,292 vpd. Analyzing the turning movement counts across the five intersections, the peak traffic demand occurred from 5 a.m. to 6 a.m. and from 4:15 p.m. to 5:15 p.m. Figure 4 shows the 2023 existing year peak hour intersection turning movement volumes.

**Figure 4. Existing 2023 peak hour turning movement volumes**



## 6.2 Existing Traffic Measures of Effectiveness

Table 3 shows the V/C ratio, delay, and LOS for the study intersections during the existing year peak hours. All intersections operate at LOS D or better, with some individual approaches operating at LOS E (shown in red text). At Stevens Drive and Horn Rapids Road intersection and at SR 240 and Stevens Drive intersection, the eastbound and westbound approaches experience longer delays, some of them over one minute. However, the overall intersection LOS is still D or better because the intersection LOS is determined based on the weighted average of all movements. Compared to the side street eastbound and westbound movements, the heavy-demand northbound and southbound movements experience less delays.

**Table 3. Existing 2023 volume to capacity, delay, level of service**

	Intersections	Control	AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS
1	SR 240 & Kingsgate Way	Signal	0.91	19.9	B	0.91	25.0	C
	<i>Eastbound Approach</i>		<i>0.78</i>	<i>20.5</i>	<i>C</i>	<i>0.91</i>	<i>28.0</i>	<i>C</i>
	<i>Westbound Approach</i>		<i>0.91</i>	<i>18.3</i>	<i>B</i>	<i>0.83</i>	<i>21.5</i>	<i>C</i>
	<i>Northbound Approach</i>		<i>0.56</i>	<i>25.1</i>	<i>C</i>	<i>0.77</i>	<i>31.4</i>	<i>C</i>
	<i>Southbound Approach</i>		<i>0.57</i>	<i>24.5</i>	<i>C</i>	<i>0.52</i>	<i>23.4</i>	<i>C</i>
2	Kingsgate Way & Battelle Blvd	TWSC	0.02	11.5	B	0.17	11.8	B
	<i>Eastbound Approach</i>	<i>Stop</i>	<i>0.006</i>	<i>9.0</i>	<i>A</i>	<i>0.01</i>	<i>9.8</i>	<i>A</i>
	<i>Westbound Approach</i>	<i>Stop</i>	<i>0.022</i>	<i>11.5</i>	<i>B</i>	<i>0.173</i>	<i>11.8</i>	<i>B</i>
	<i>Northbound Approach</i>	<i>Free</i>	<i>-</i>	<i>0.0</i>	<i>A</i>	<i>0.004</i>	<i>0.9</i>	<i>A</i>
	<i>Southbound Approach</i>	<i>Free</i>	<i>-</i>	<i>0.0</i>	<i>A</i>	<i>0.002</i>	<i>0.1</i>	<i>A</i>
3	Horn Rapids Rd & Kingsgate Way	TWSC	0.24	9.9	A	0.15	14.6	B
	<i>Eastbound Approach</i>	<i>Free</i>	<i>-</i>	<i>0.0</i>	<i>A</i>	<i>-</i>	<i>0.0</i>	<i>A</i>
	<i>Westbound Approach</i>	<i>Free</i>	<i>-</i>	<i>0.0</i>	<i>A</i>	<i>0.145</i>	<i>8.1</i>	<i>A</i>
	<i>Northbound Approach</i>	<i>Stop</i>	<i>0.24</i>	<i>9.9</i>	<i>A</i>	<i>0.015</i>	<i>9.7</i>	<i>A</i>
	<i>Southbound Approach</i>	<i>Stop</i>	<i>-</i>	<i>0.0</i>	<i>A</i>	<i>0.014</i>	<i>14.6</i>	<i>B</i>
4	Stevens Dr & Horn Rapids Rd	Signal	0.82	14.2	B	0.82	21.6	C
	<i>Eastbound Approach</i>		<i>0.60</i>	<i>72.4</i>	<i>E</i>	<i>0.82</i>	<i>48.7</i>	<i>D</i>
	<i>Westbound Approach</i>		<i>0.62</i>	<i>73.8</i>	<i>E</i>	<i>0.63</i>	<i>67.7</i>	<i>E</i>
	<i>Northbound Approach</i>		<i>0.82</i>	<i>11.1</i>	<i>B</i>	<i>0.40</i>	<i>14.2</i>	<i>B</i>
	<i>Southbound Approach</i>		<i>0.01</i>	<i>7.6</i>	<i>A</i>	<i>0.70</i>	<i>16.1</i>	<i>B</i>
5	SR 240 & Stevens Dr	Signal	0.90	30.6	C	0.98	49.9	D
	<i>Eastbound Approach</i>		<i>0.32</i>	<i>41.2</i>	<i>D</i>	<i>0.72</i>	<i>44.8</i>	<i>D</i>
	<i>Westbound Approach</i>		<i>0.65</i>	<i>72.5</i>	<i>E</i>	<i>0.66</i>	<i>57.8</i>	<i>E</i>
	<i>Northbound Approach</i>		<i>0.90</i>	<i>27.3</i>	<i>C</i>	<i>0.98</i>	<i>66.8</i>	<i>E</i>
	<i>Southbound Approach</i>		<i>0.07</i>	<i>26.9</i>	<i>C</i>	<i>0.92</i>	<i>46.7</i>	<i>D</i>

Source: Analysis with Synchro 11

Table 4 shows the average and 95<sup>th</sup> percentile vehicle queue lengths for the existing year. The storage lengths shown across the bottom row of each intersection are either the lengths of the dedicated turn lanes or the distance to the adjacent intersection. Any queues longer than the storage are shown in red text.

At SR 240 & Stevens Drive intersection, the southbound left turn traffic during the PM peak hour shows the 95<sup>th</sup> percentile queue of 487 feet, extending past the dedicated turn lane of 400 feet. This would be about 4 vehicles at the back of the queue that are spilling out into the through lane.

Details of analysis results are included in Appendix D.

**Table 4. Existing 2023 average and 95<sup>th</sup> percentile queues**

Intersections	Category	AM / PM												
		Eastbound			Westbound			Northbound			Southbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
1	SR 240 & Kingsgate Way	Average	44/54	23/236	1/4	8/75	174/53	96/26	12/1	20/10	17/40	25/66	1/27	23/31
		95th	86/146	52/397	11/15	27/143	350/105	207/50	34/9	49/33	37/71	60/111	10/71	56/62
		Storage	150	9240	150	300	7286	150	250	518	518	250	600	600
2	Kingsgate Way & Battelle Blvd	Average	-	1/5	-	6/33	6/0	-	-	-	-	-	-	-
		95th	-	10/25	-	38/49	26/0	-	-	-	-	-	-	-
		Storage	180	1050	-	225	1470	-	150	950	-	150	650	-
3	Horn Rapids Rd & Kingsgate Way	Average	-	0/3	-	0/15	-	-	31/0	23/4	-	-	0/2	-
		95th	-	0/16	-	0/41	-	-	47/0	41/18	-	-	0/15	-
		Storage	-	2940	-	230	2850	-	170	1800	-	-	50	-
4	Stevens Dr & Horn Rapids Rd	Average	23/2	16/7	3/56	0/78	21/17	-	130/8	45/11	3/0	0/24	5/132	0/3
		95th	57/12	40/32	15/104	0/140	59/45	-	229/28	113/32	13/5	0/54	22/230	0/17
		Storage	275	2370	275	375	520	-	275	2520	500	150	5440	225
5	SR 240 & Stevens Dr	Average	32/38	7/115	1/189	11/41	57/53	-	256/207	173/65	4/42	2/308	53/479	15/27
		95th	75/79	32/174	12/285	33/95	92/103	-	377/304	251/113	18/79	9/487	123/717	39/56
		Storage	340	2740	400	300	500	400	600	4300	300	400	890	550

Source: Analysis with SimTraffic 11

Note: Storage length shown is either the length of the dedicated turn lane or the distance to the adjacent intersection.

## **7.0 Future Traffic Conditions**

### **7.1 Background Traffic Growth**

The historic traffic volumes were reviewed for Horn Rapids Road (west of Stevens Drive) and Stevens Drive (south of Battelle Boulevard). With the new traffic count performed as part of this study, as well as the previous count data provided by the City, the two locations had daily traffic volume data for 2023, 2020, and 2018. The best fit trendline across the three years' data points showed -0.5% growth for Horn Rapids Road and -1.3% growth for Stevens Drive.

The historic annual average daily traffic (AADT) for SR 240 south of Jadwin Avenue were reviewed. The data were obtained from WSDOT's traffic portal. The best fit trendline across ten years' data points (2013 to 2022) showed 0.8% growth.

Based on the above findings, and with concurrence from the City, an annual compound growth rate of 1.0% is selected for this analysis. The details of the findings are shown in Appendix E.

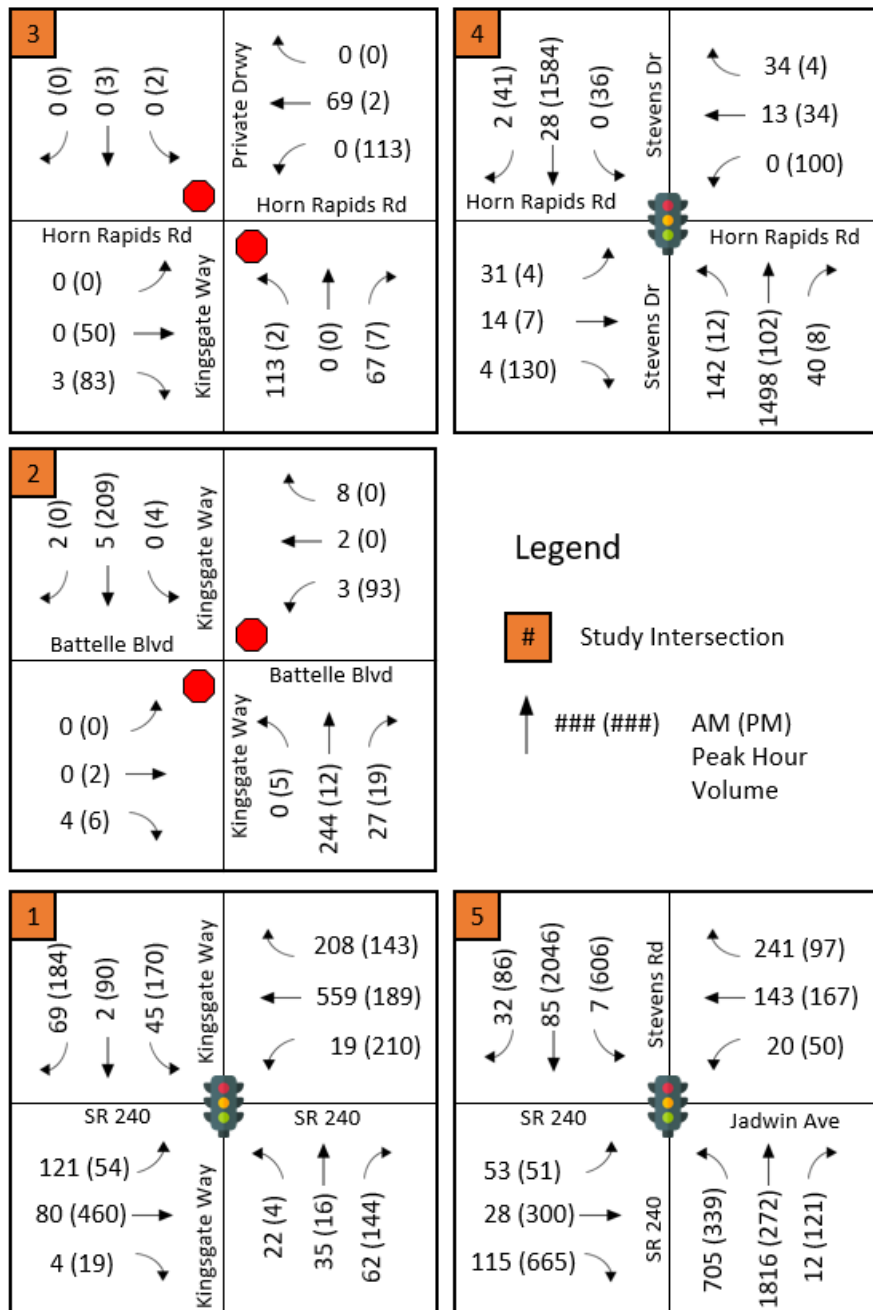
### **7.2 Adjacent Project Traffic**

As confirmed from the City, there are no other ongoing development project in the study area.

### **7.3 Future Without Project Traffic Volumes**

Based on the existing 2023 traffic count volumes and the 1.0% annual growth, the projected 2027 traffic volumes without project are shown in Figure 5.

Figure 5. Future 2027 without project peak hour turning movement volumes



## 7.4 Trip Generation

Atlas Agro has provided their estimate on the anticipated number of employees for the proposed fertilizer plant. There will be a total of 245 full time employees reporting to work each day. The employees consist of managers, supervisors, operators, admin, etc. The plant will be operational 24 hours a day, and the work shifts will be split into day shift, swing shift, and graveyard shift, with 8 hours for each shift. The day shift will include 124 employees, while swing shift and graveyard shift will each include 42 employees. For the purposes of analysis, each employee is assumed to

be driving a single-occupant passenger vehicle. The shift changeover for the graveyard shift and the day shift is assumed to occur during the AM peak hour, and the changeover for the day shift and the swing shift is assumed to occur during the PM peak hour.

In addition to the employee trips, a regular traffic of heavy trucks is anticipated to haul materials in and out of the plant. Atlas Agro has provided that based on their delivery schedule, 90 truck trips are expected on a given day, spread evenly over 10 hours, which makes it 9 truck trips per hour. Therefore, this analysis will assume 9 truck trips for the AM peak hour and the PM peak hour.

Based on the above assumptions, the trip generation of the proposed project is shown in Table 5.

**Table 5. Trip generation**

Vehicle Class	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Passenger Car	124	42	166	42	124	166
Heavy Truck	4	5	9	5	4	9
<b>Total</b>	<b>128</b>	<b>47</b>	<b>175</b>	<b>47</b>	<b>128</b>	<b>175</b>

## 7.5 Trip Distribution/Trip Assignment

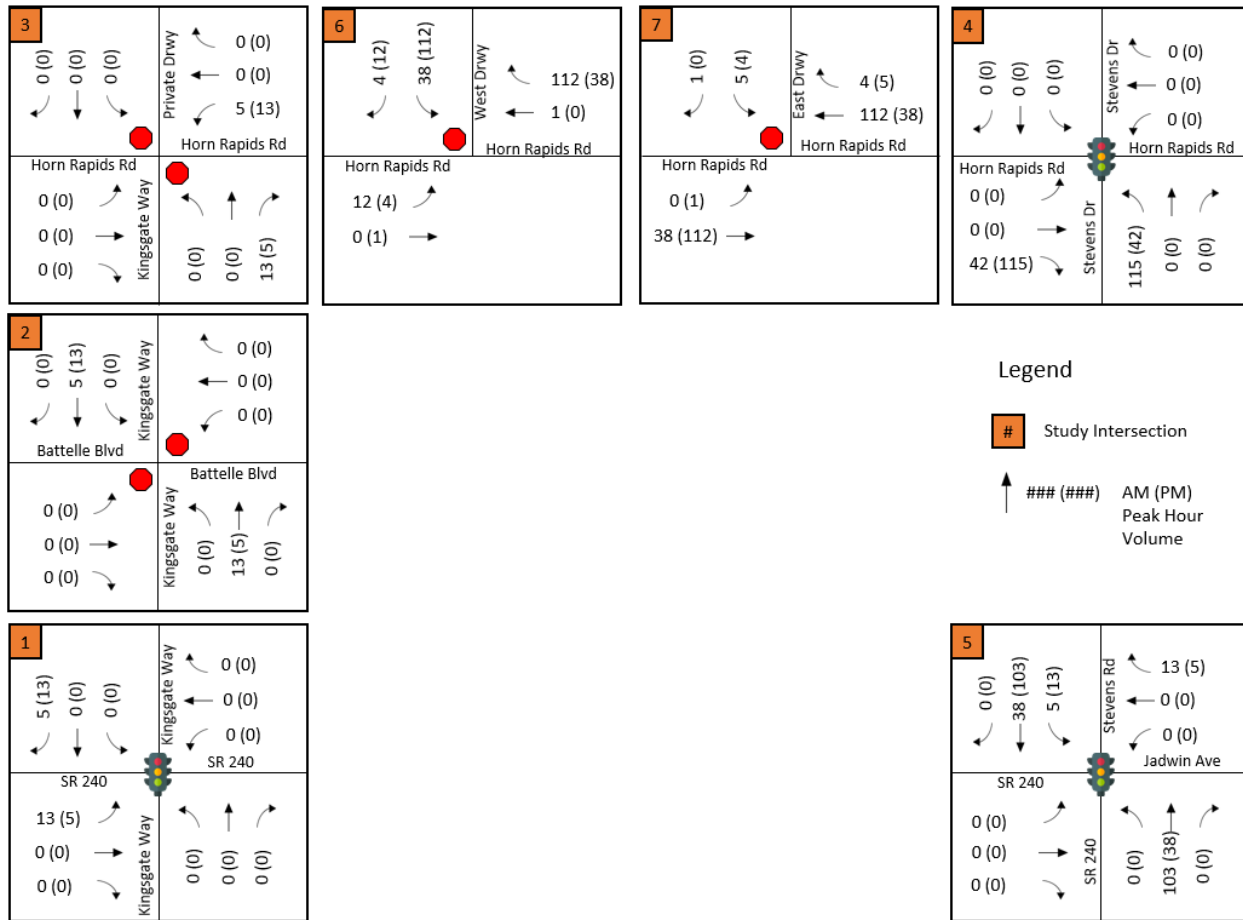
The trip distribution has been developed based on the review of the traffic patterns within the study area. The 2022 AADT on SR 240 was 6,400 vehicles per day (vpd) to the west of Kingsgate Way and 30,000 vpd to the south of Jadwin Avenue. About 80% of traffic is shown to be coming from/going to the south of the study area, while the rest is distributed evenly to the east and west. No trips are distributed to the north because it is a private roadway with no connection to other roads. The above trip distribution assumptions have been approved by the City. Figure 6 shows the project trip distribution. Figure 7 shows the peak hour trip assignment.

Figure 6. Trip distribution





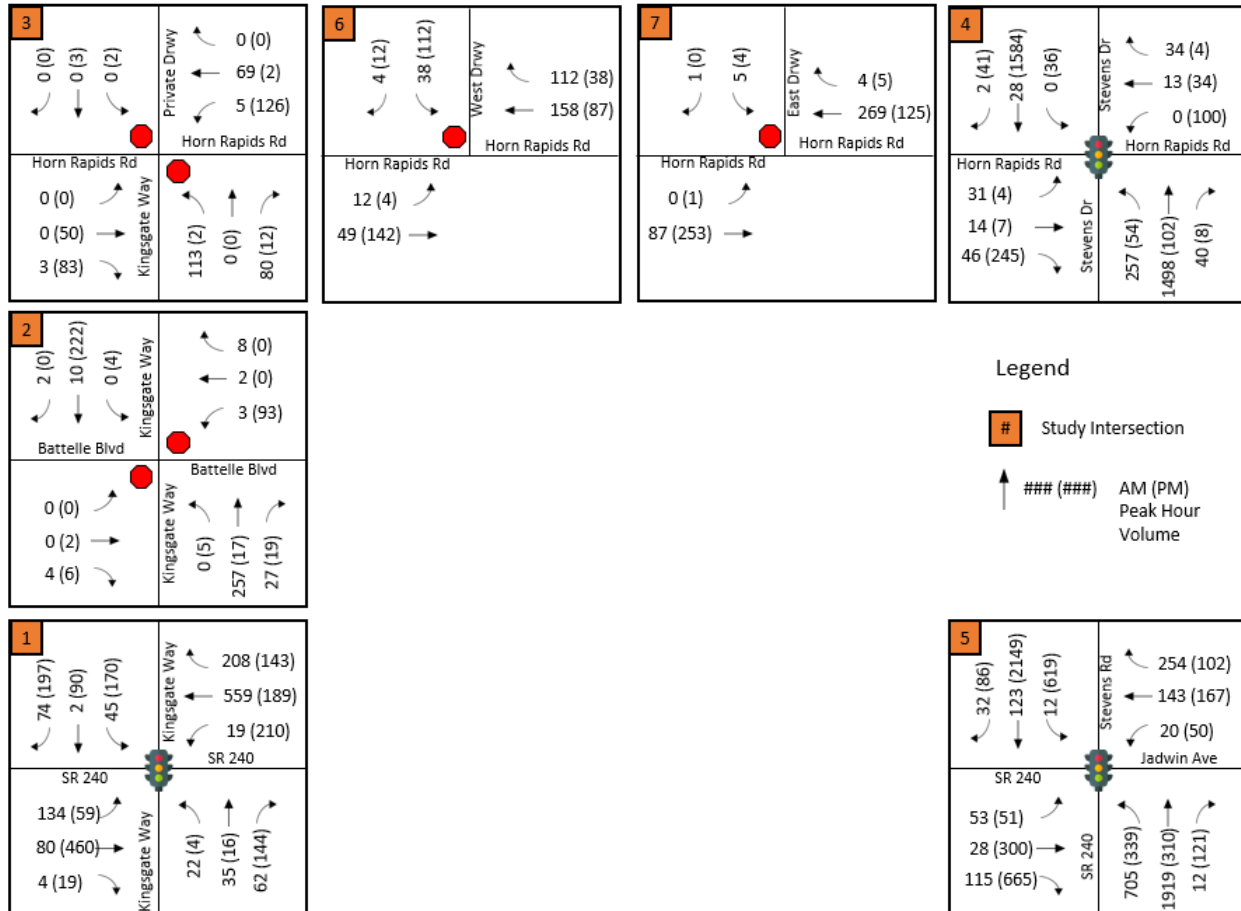
Figure 7. Trip assignment



## 7.6 Future With Project Traffic Volumes

The 2027 future with Project traffic volumes are shown in Figure 8. The trip assignment volumes are added to the without-project volumes. The proposed driveway intersection volumes are also added.

Figure 8. Future 2027 with project peak hour turning movement volumes



## 7.7 Future Traffic Measures of Effectiveness

Table 6 shows the delay and LOS for the study intersections during the future year peak hours. The without-project and with-project scenarios are shown side by side. For the future year models, the peak hour factors (PHF) for all intersections are adjusted to a uniform value of 0.93, consistent with the guidelines from the City's TIA Requirements. For the future year models, signal timing splits are adjusted as needed to optimize the overall intersection LOS.

All intersections operate at LOS D or better with or without project, with some individual approaches operating at LOS E (shown in red text). At Stevens Drive and Horn Rapids Road intersection and at SR 240 and Stevens Drive intersection, similar to the existing year, the eastbound and westbound side street movements continue to experience long delays.

The signal timing optimization between the without-project and with-project scenarios are slightly different, because the project-generated trips only add to certain movements of the intersection, making the turn distributions different from the without-project. Because of this, the change in delay and LOS from the without-project to with-project may not appear intuitive, with some approaches actually performing better with project. The overall intersection LOS clearly shows that the added traffic under the with-project scenario worsens the traffic operation of the intersection as a whole, but still maintaining LOS D or better.

At both the proposed driveway intersections, the delays for the southbound driveway approaches are up to 13 seconds with LOS B.

**Table 6. Future 2027 volume to capacity, delay, level of service**

Intersections	Control	AM Peak Hour						PM Peak Hour						
		Without Project			With Project			Without Project			With Project			
		V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	
1 SR 240 & Kingsgate Way	Signal	0.91	20.0	B	0.92	20.9	C	0.92	26.6	C	0.92	27.6	C	
	Eastbound Approach	0.78	20.5	C	0.79	21.2	C	0.92	29.7	C	0.92	30.7	C	
	Westbound Approach	0.91	18.5	B	0.92	19.1	B	0.85	22.7	C	0.85	23.5	C	
	Northbound Approach	0.56	25.4	C	0.58	26.4	C	0.80	34.0	C	0.80	35.3	D	
	Southbound Approach	0.52	24.4	C	0.63	26.1	C	0.54	25.1	C	0.59	26.0	C	
2 Kingsgate Way & Battelle Blvd	TWSC	0.02	10.1	B	0.02	10.6	B	0.15	11.2	B	0.15	11.6	B	
	Eastbound Approach	Stop	0.0	8.3	A	0.01	9.1	A	0.01	9.8	A	0.01	9.9	A
	Westbound Approach	Stop	0.02	10.1	B	0.02	10.6	B	0.15	11.2	B	0.15	11.6	B
	Northbound Approach	Free	-	0.0	A	-	0.0	A	0.0	1.1	A	0.0	0.9	A
	Southbound Approach	Free	-	0.0	A	-	0.0	A	0.0	0.1	A	0.0	0.1	A
3 Horn Rapids Rd & Kingsgate Way	TWSC	0.13	9.1	A	0.14	9.2	A	0.08	11.7	B	0.09	12.0	B	
	Eastbound Approach	Free	-	0.0	A	-	0.0	A	-	0.0	A	-	0.0	A
	Westbound Approach	Free	-	0.0	A	0.01	0.5	A	0.08	7.6	A	0.09	7.7	A
	Northbound Approach	Stop	0.13	9.1	A	0.14	9.2	A	0.01	9.3	A	0.02	9.2	A
	Southbound Approach	Stop	-	0.0	A	-	0.0	A	0.01	11.7	B	0.01	12.0	B
4 Stevens Dr & Horn Rapids Rd	Signal	0.82	14.6	B	0.90	19.1	B	0.81	21.2	C	0.85	30.3	C	
	Eastbound Approach	0.61	71.6	E	0.61	52.5	D	0.81	49.0	D	0.85	40.7	D	
	Westbound Approach	0.64	73.6	E	0.61	72.9	E	0.62	67.7	E	0.62	65.5	E	
	Northbound Approach	0.82	11.5	B	0.90	16.2	B	0.40	14.2	B	0.69	31.4	C	
	Southbound Approach	0.01	8.0	A	0.01	11.9	B	0.68	15.5	B	0.78	25.6	C	
5 SR 240 & Stevens Dr	Signal	0.89	30.0	C	0.89	29.9	C	0.95	47.8	D	1.00	54.8	D	
	Eastbound Approach	0.30	42.5	D	0.31	42.3	D	0.70	45.5	D	0.73	44.9	D	
	Westbound Approach	0.63	72.4	E	0.63	72.9	E	0.66	58.5	E	0.66	57.6	E	
	Northbound Approach	0.89	26.6	C	0.89	26.5	C	0.95	63.5	E	1.00	69.0	E	
	Southbound Approach	0.08	25.2	C	0.12	26.7	C	0.89	43.5	D	0.99	54.2	D	
6 Horn Rapids Rd & West Drwy	TWSC	N/A			0.07	10.6	B	N/A			0.18	11.0	B	
	Eastbound Approach	N/A			0.01	1.5	A	N/A			0.01	7.5	A	
	Westbound Approach	N/A			-	0.0	A	N/A			-	0.0	A	
	Southbound Approach	N/A			0.07	10.6	B	N/A			0.18	11.0	B	
7 Horn Rapids Rd & East Drwy	TWSC	N/A			0.02	12.6	B	N/A			0.01	13.1	B	
	Eastbound Approach	N/A			0.0	0.0	A	N/A			0.0	8.6	A	
	Westbound Approach	N/A			-	0.0	A	N/A			-	0.0	A	
	Southbound Approach	N/A			0.02	12.6	B	N/A			0.01	13.1	B	

Source: Analysis with Synchro 11

Table 7 shows the average and 95<sup>th</sup> percentile vehicle queue lengths for the future year without-project scenario. The storage lengths shown across the bottom row of each intersection are either the lengths of the dedicated turn lanes or the distance to the adjacent intersection. Any queues longer than the storage are shown in red text.

At SR 240 and Kingsgate Way intersection, the eastbound left turn traffic during the PM peak hour and the westbound right turn traffic during the AM peak hour show the 95<sup>th</sup> percentile queues of 183 feet and 210 feet respectively, extending past their dedicated turn lanes of 150 feet each. This would be about 2 or 3 vehicles at the back of the queue that are spilling out into the through lane.

At SR 240 and Stevens Drive intersection, the southbound left turn traffic during the PM peak hour shows the 95<sup>th</sup> percentile queue of 460 feet, extending past the dedicated turn lane of 400 feet. This would be about 3 vehicles at the back of the queue that are spilling out into the through lane.

Details of analysis results are included in Appendix D.

**Table 7. Future 2027 without project average and 95th percentile queues**

Intersections	Category	AM / PM											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1 SR 240 & Kingsgate Way	Average	46/69	15/233	1/4	25/91	213/62	92/19	12/5	20/11	19/35	28/72	2/33	18/29
	95th	80/183	35/374	6/14	123/148	417/109	210/39	35/21	51/33	38/64	58/123	11/71	42/48
	Storage	150	9240	150	300	7286	150	250	518	518	250	600	600
2 Kingsgate Way & Battelle Blvd	Average	-	5/8	-	1/33	6/	-	0/1	-	-	-	-	-
	95th	-	24/29	-	10/52	26/	-	0/10	-	-	-	-	-
	Storage	180	1050	-	225	1470	-	150	950	-	150	650	-
3 Horn Rapids Rd & Kingsgate Way	Average	-	-	-	0/6	-	-	31/1	29/7	-	-	0/4	-
	95th	-	-	-	0/25	-	-	39/9	41/26	-	-	0/22	-
	Storage	-	2940	-	230	2850	-	170	1800	-	-	50	-
4 Stevens Dr & Horn Rapids Rd	Average	29/1	19/7	1/52	0/65	26/25	-	145/9	55/17	2/1	0/44	5/139	2/8
	95th	73/8	51/26	10/103	0/134	62/63	-	224/29	146/57	10/8	0/93	22/249	11/29
	Storage	275	2370	275	375	520	-	275	2520	500	150	5440	225
5 SR 240 & Stevens Dr	Average	26/27	12/104	0/185	12/39	59/52	-	240/248	180/73	5/55	3/337	43/440	17/23
	95th	71/57	40/164	0/263	36/86	103/86	-	319/318	262/131	22/105	16/460	84/625	44/45
	Storage	340	2740	400	300	500	400	600	4300	300	400	890	550

Source: Analysis with SimTraffic 11

Note: Storage length shown is either the length of the dedicated turn lane or the distance to the adjacent intersection.

Table 8 shows the average and 95th percentile vehicle queue lengths for the future year with project scenario. Overall, the queues are similar to the without-project scenario with slightly increased queue lengths.

At SR 240 and Kingsgate Way intersection, the eastbound left turn traffic during the PM peak hour and the westbound right turn traffic during the AM peak hour show the 95<sup>th</sup> percentile queues of 211 feet and 228 feet respectively. Compared with the without-project scenario, the eastbound left queue increased by 28 feet, and the westbound right queue increased by 18 feet. Between these two movements, only the eastbound left movement has the project-generated trips assigned to it, so it could be suggested that the proposed project would add about 1 more vehicle to the queue that is already extending past the available storage.

At SR 240 and Stevens Drive intersection, the southbound left turn and the southbound through traffic during the PM peak hour show the 95th percentile queue of 538 feet and 1,112 feet respectively. The left turn queue would extend past the dedicated left turn lane of 400 feet, and the through queue would extend past the adjacent intersection at Saint Street which is 890 feet upstream. Compared with the without-project scenario, the southbound left queue increased by 80 feet, and the southbound through queue increased by 487 feet. The southbound through movement has the project-generated trips assigned to it, so it could be suggested that the proposed project would add about 21 more vehicles to the queue and cause the spillover past the adjacent intersection. The southbound left turn movement shows added queue even though there are no project-generated trips assigned to it. This is due to the green time for this movement being reallocated to other movements.

At both the proposed driveway intersections, the vehicle queues on the city street are minimal.

Details of analysis results are included in Appendix D.

**Table 8. Future 2027 with project average and 95th percentile queues**

Intersections	Category	AM / PM											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1 SR 240 & Kingsgate Way	Average	59/98	25/284	1/5	16/81	290/63	117/34	13/3	19/10	19/46	34/60	0/34	33/33
	95th	112/211	64/493	11/16	44/130	634/112	228/65	39/17	50/33	39/83	75/95	0/63	63/58
	Storage	150	9240	150	300	7286	150	250	518	518	250	600	600
2 Kingsgate Way & Battelle Blvd	Average	-	0/6	-	6/31	11/0	-	0/1	-	-	-	-	-
	95th	-	0/27	-	35/46	34/0	-	0/9	-	-	-	-	-
	Storage	180	1050	-	225	1470	-	150	950	-	150	650	-
3 Horn Rapids Rd & Kingsgate Way	Average	-	-	-	0/11	-	-	29/0	27/9	-	-	0/6	-
	95th	-	-	-	0/35	-	-	38/0	43/30	-	-	0/25	-
	Storage	-	-	-	230	2850	-	170	1800	-	-	50	-
4 Stevens Dr & Horn Rapids Rd	Average	25/0	14/12	12/123	0/81	24/24	-	234/38	155/9	2/1	0/68	6/201	1/8
	95th	69/4	39/87	40/196	0/149	58/51	-	334/78	491/28	11/5	0/148	24/334	8/30
	Storage	275	2370	275	375	520	-	275	2520	500	150	5440	225
5 SR 240 & Stevens Dr	Average	33/42	12/105	0/185	16/42	50/52	0/4	244/221	218/98	3/48	3/379	54/978	15/242
	95th	79/87	55/166	0/309	55/97	97/101	0/41	375/336	302/142	17/93	15/538	113/1112	37/684
	Storage	340	2740	400	300	500	400	600	4300	300	400	890	550
6 Horn Rapids Rd & West Driveway	Average	-	6/0	-	-	-	-	-	-	-	23/38	-	-
	95th	-	32/0	-	-	-	-	-	-	-	49/56	-	-
	Storage	-	600	-	-	410	-	-	-	-	300	-	-
7 Horn Rapids Rd & East Driveway	Average	-	-	-	-	-	-	-	-	-	18/9	-	-
	95th	-	-	-	-	-	-	-	-	-	63/41	-	-
	Storage	-	-	-	-	1400	-	-	-	-	180	-	-

Source: Analysis with SimTraffic 11

Note: Storage length shown is either the length of the dedicated turn lane or the distance to the adjacent intersection.

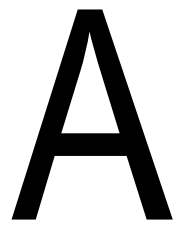
## 8.0 Conclusions and Recommendations

The existing intersection of Stevens Drive and Horn Rapids Road, as well as the intersection of SR 240 and Stevens Drive, are expected to operate at overall LOS D or better with or without project. The eastbound/westbound side street approaches at these intersections are currently operating at LOS E and are expected to maintain LOS E with or without project. The northbound/southbound main street approaches are operating with somewhat less delay, but at SR 240 and Stevens Drive intersection during the PM peak hour, LOS E is shown in the existing year and through the future year with or without project. Other intersections including the proposed driveway intersections are expected to operate at LOS C or better with or without project. For the stop-controlled intersections, no further evaluation such as signal warrant analysis is recommended as their traffic operation levels are adequate.

The 2027 without-project scenario shows three areas where the 95<sup>th</sup> percentile queue is expected to extend past the available storage. The 2027 with-project scenario further increases these queues slightly and adds one more area where the 95<sup>th</sup> percentile queue extends past the adjacent intersection.

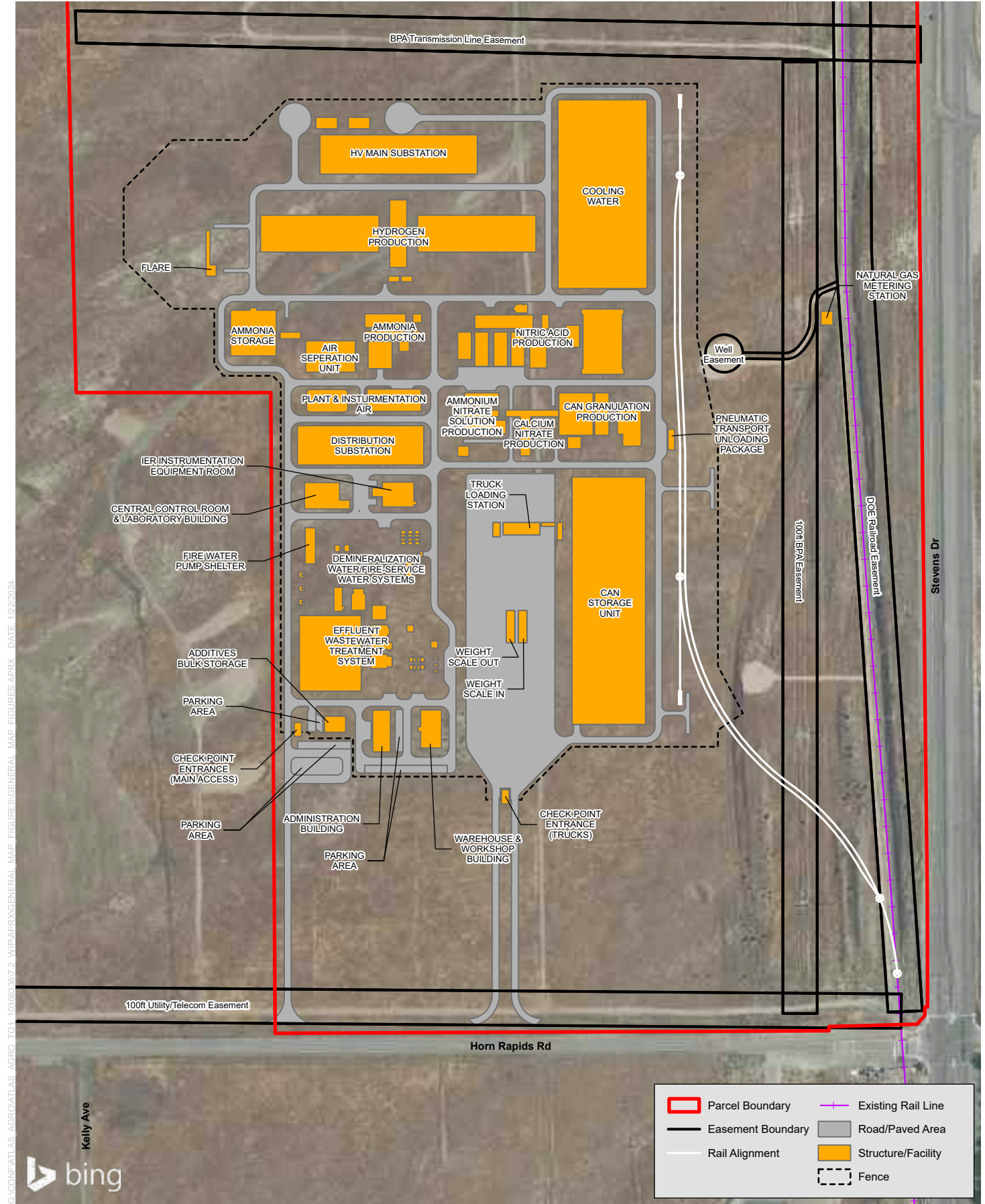
In terms of traffic operation and queueing per City's standards, most of the areas of concern are being shown from the existing conditions, and the proposed project slightly adds to existing areas of concern while introducing some new areas of concern. Further coordination is recommended between the applicant and the City to determine whether any traffic mitigation and/or impact fees may be applied.



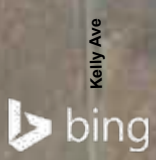


A

Site Plan



G:\CONTRACTS\AGRO\ATLAS\_AGRD\_T01-1038653817\_2\_WIP\APR\GENERAL\_MAP\_FIGURES\GENERAL\_MAP\_FIGURES.APRX DATE: 1/22/2024

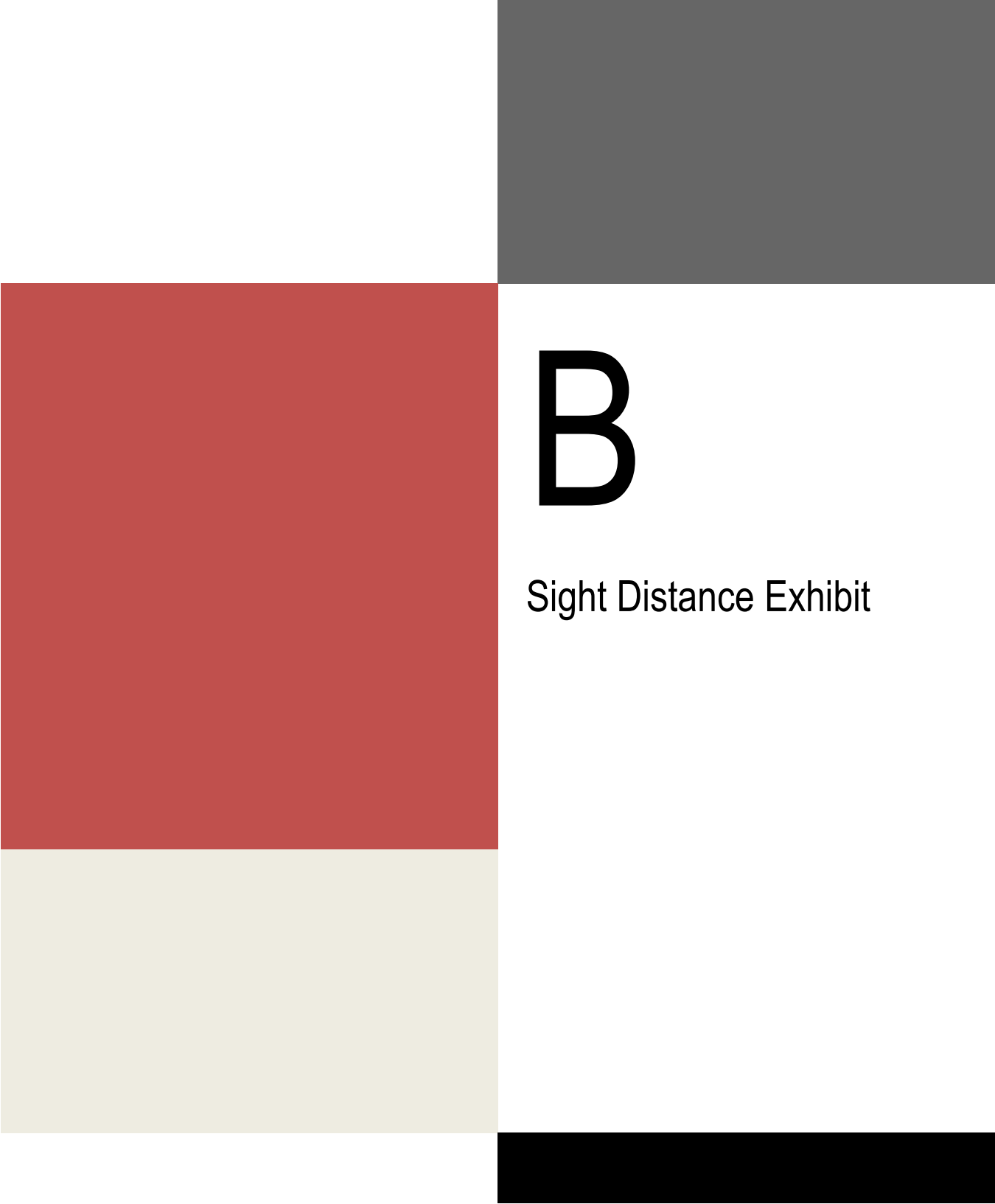


Kelly Ave



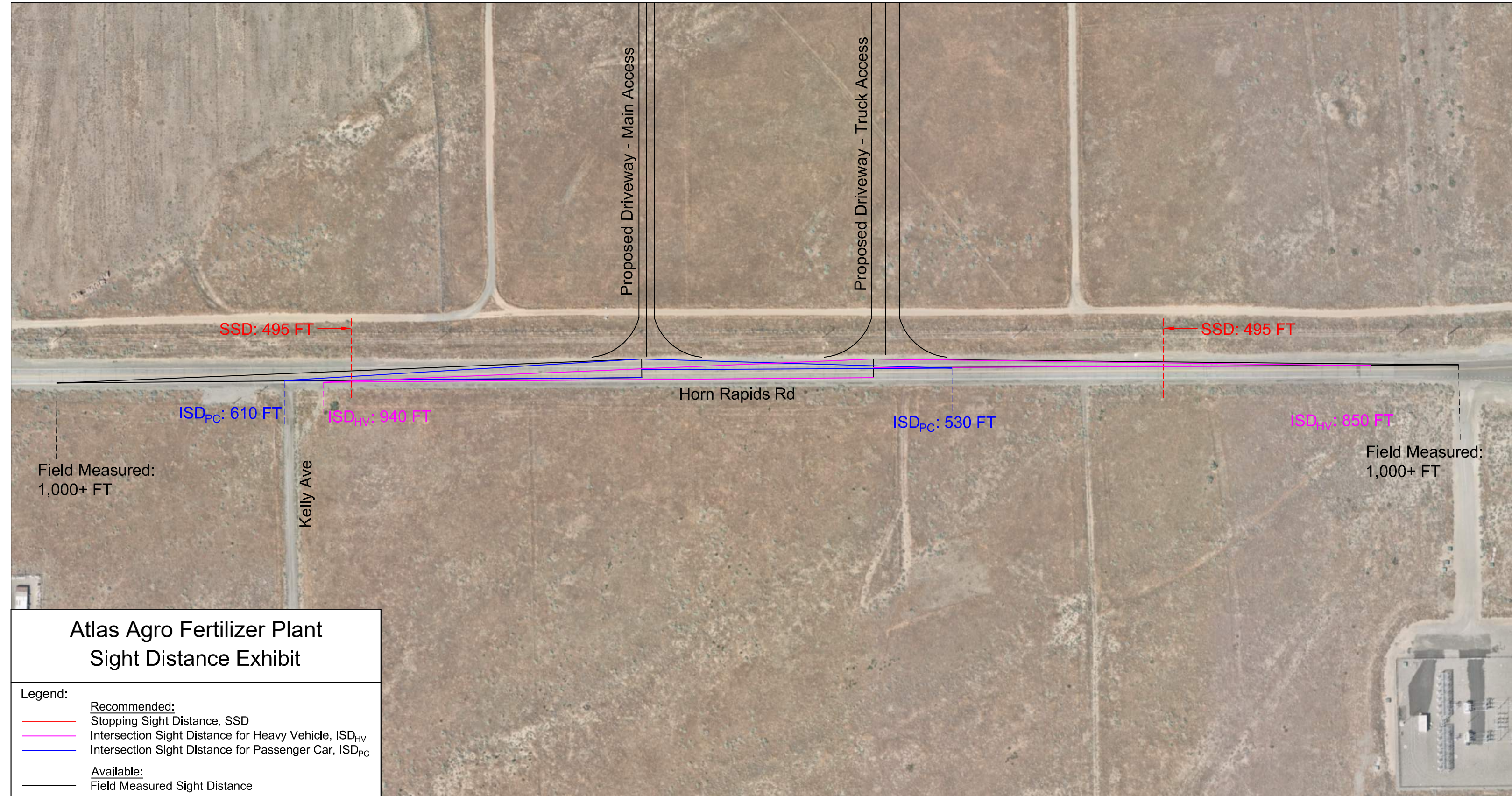
	Parcel Boundary		Existing Rail Line
	Easement Boundary		Road/Paved Area
	Rail Alignment		Structure/Facility
	Fence		

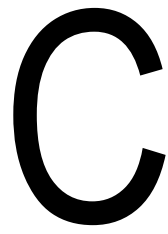
**SITE PLAN**



**B**

Sight Distance Exhibit





C

Traffic Count Data



Four-Hour Count Summaries																			
Interval Start	SR 240				SR 240				Kingsgate Way				Kingsgate Way				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 AM	0	0	2	0	0	1	15	4	0	1	4	2	0	7	0	4	40	0	
4:15 AM	0	5	5	0	0	0	36	6	0	2	2	4	0	3	0	8	71	0	
4:30 AM	0	12	4	0	0	2	57	20	0	3	2	6	0	4	1	16	127	0	
4:45 AM	0	11	9	0	0	1	93	27	0	2	6	5	0	8	0	13	175	413	
5:00 AM	0	12	13	1	0	3	159	22	0	7	8	10	0	10	0	22	267	640	
5:15 AM	0	19	13	1	0	5	178	49	0	3	3	11	0	7	1	19	309	878	
5:30 AM	0	37	22	1	0	5	129	59	0	6	8	23	0	13	0	16	319	1,070	
5:45 AM	0	48	28	0	0	5	71	69	0	5	14	15	0	13	0	9	277	1,172	
6:00 AM	0	32	25	0	0	3	58	61	0	0	4	19	0	24	1	11	238	1,143	
6:15 AM	0	26	26	2	0	4	47	40	0	1	7	24	0	7	2	16	202	1,036	
6:30 AM	0	17	26	0	0	8	25	26	0	0	10	26	0	27	1	8	174	891	
6:45 AM	0	25	30	1	0	11	22	35	0	0	12	24	0	14	2	7	183	797	
7:00 AM	0	20	28	0	0	8	23	21	0	0	16	30	0	27	1	8	182	741	
7:15 AM	0	18	35	2	0	18	29	31	0	2	11	29	0	30	4	13	222	761	
7:30 AM	0	15	33	0	0	8	30	20	0	2	17	49	0	35	2	8	219	806	
7:45 AM	0	20	32	2	0	12	27	20	0	0	8	37	0	19	3	6	186	809	
Count Total	0	317	331	10	0	94	999	510	0	34	132	314	0	248	18	184	3,191	0	
Peak Hour	All	0	116	76	3	0	18	537	199	0	21	33	59	0	43	1	66	1,172	0
	HV	0	4	5	1	0	0	12	3	0	0	0	2	0	6	0	9	42	0
	HV%	-	3%	7%	33%	-	0%	2%	2%	-	0%	0%	3%	-	14%	0%	14%	4%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 AM	2	2	0	3	7	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	4	0	3	7	0	0	0	0	0	0	0	0	0	0
4:30 AM	2	6	0	3	11	0	0	0	0	0	0	0	0	0	0
4:45 AM	1	5	0	1	7	0	0	0	0	0	0	0	0	0	0
5:00 AM	5	3	1	3	12	0	0	0	0	0	0	0	0	1	1
5:15 AM	1	3	1	5	10	0	0	0	0	0	0	0	0	0	0
5:30 AM	1	4	0	5	10	0	0	1	0	1	0	0	0	0	0
5:45 AM	3	5	0	2	10	0	0	0	0	0	0	0	0	0	0
6:00 AM	8	7	1	2	18	1	0	0	0	1	0	0	0	0	0
6:15 AM	7	6	0	0	13	0	1	0	0	1	0	0	0	0	0
6:30 AM	2	4	0	3	9	0	0	0	0	0	0	0	0	0	0
6:45 AM	7	5	0	7	19	0	0	0	0	0	0	0	0	0	0
7:00 AM	3	8	0	2	13	0	0	1	0	1	0	0	0	0	0
7:15 AM	5	9	0	3	17	0	0	0	0	0	0	0	0	0	0
7:30 AM	3	12	1	1	17	0	0	0	0	0	2	0	0	0	2
7:45 AM	3	8	0	3	14	0	0	0	0	0	0	0	0	0	0
Count Total	53	91	4	46	194	1	1	2	0	4	2	0	0	1	3
Peak Hour	10	15	2	15	42	0	0	1	0	1	0	0	0	1	1

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	SR 240				SR 240				Kingsgate Way				Kingsgate Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	2	0	1	7	0
4:15 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	2	7	0
4:30 AM	0	2	0	0	0	0	5	1	0	0	0	0	0	1	0	2	11	0
4:45 AM	0	0	1	0	0	0	4	1	0	0	0	0	0	0	0	1	7	32
5:00 AM	0	1	3	1	0	0	2	1	0	0	0	1	0	0	0	3	12	37
5:15 AM	0	1	0	0	0	0	2	1	0	0	0	1	0	2	0	3	10	40
5:30 AM	0	1	0	0	0	0	3	1	0	0	0	0	0	3	0	2	10	39
5:45 AM	0	1	2	0	0	0	5	0	0	0	0	0	0	1	0	1	10	42
6:00 AM	0	1	7	0	0	0	6	1	0	0	0	1	0	1	0	1	18	48
6:15 AM	0	0	7	0	0	0	5	1	0	0	0	0	0	0	0	0	13	51
6:30 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	1	0	2	9	50
6:45 AM	0	1	6	0	0	0	3	2	0	0	0	0	0	4	0	3	19	59
7:00 AM	0	1	2	0	0	0	2	6	0	0	0	0	0	1	0	1	13	54
7:15 AM	0	0	4	1	0	0	7	2	0	0	0	0	0	0	0	3	17	58
7:30 AM	0	2	1	0	0	0	9	3	0	0	0	1	0	1	0	0	17	66
7:45 AM	0	0	3	0	0	0	6	2	0	0	0	0	0	2	0	1	14	61
Count Total	0	11	40	2	0	0	69	22	0	0	0	4	0	20	0	26	194	0
Peak Hour	0	4	5	1	0	0	12	3	0	0	0	2	0	6	0	9	42	0

Four-Hour Count Summaries - Bikes																	
Interval Start	SR 240			SR 240			Kingsgate Way			Kingsgate Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.





Four-Hour Count Summaries																			
Interval Start	SR 240				SR 240				Kingsgate Way				Kingsgate Way				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	15	40	0	0	34	33	29	0	2	7	30	0	28	5	7	230	0	
2:15 PM	0	8	42	1	0	30	29	24	0	0	8	25	0	34	5	9	215	0	
2:30 PM	0	7	54	1	0	33	29	28	0	2	4	39	0	45	7	22	271	0	
2:45 PM	0	11	57	2	0	23	35	28	0	1	5	36	0	36	3	8	245	961	
3:00 PM	0	8	56	3	0	49	30	20	0	1	2	31	0	54	2	27	283	1,014	
3:15 PM	0	13	60	0	0	39	49	29	0	0	4	34	0	45	7	21	301	1,100	
3:30 PM	0	16	68	0	0	54	38	29	0	0	3	34	0	42	7	32	323	1,152	
3:45 PM	0	8	73	2	0	45	39	25	0	2	2	32	0	52	23	32	335	1,242	
4:00 PM	0	12	77	4	0	29	39	28	0	0	4	24	0	45	18	41	321	1,280	
4:15 PM	0	6	100	5	0	54	48	23	0	0	4	36	0	55	15	42	388	1,367	
4:30 PM	0	12	100	6	0	47	46	34	0	2	2	38	0	46	26	58	417	1,461	
4:45 PM	0	23	136	4	0	39	40	37	0	1	8	27	0	31	22	42	410	1,536	
5:00 PM	0	10	106	3	0	61	47	43	0	0	1	37	0	31	23	34	396	1,611	
5:15 PM	0	27	118	1	0	49	56	39	0	2	3	28	0	21	15	26	385	1,608	
5:30 PM	0	5	70	3	0	54	44	45	0	3	4	32	0	30	24	18	332	1,523	
5:45 PM	0	4	36	3	0	42	46	38	0	0	5	14	0	8	11	23	230	1,343	
Count Total	0	185	1,193	38	0	682	648	499	0	16	66	497	0	603	213	442	5,082	0	
Peak Hour	All	0	51	442	18	0	201	181	137	0	3	15	138	0	163	86	176	1,611	0
	HV	0	5	18	0	0	1	9	8	0	0	0	2	0	5	0	3	51	0
	HV%	-	10%	4%	0%	-	0%	5%	6%	-	0%	0%	1%	-	3%	0%	2%	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	9	5	1	2	17	0	0	0	0	0	0	0	0	0	0
2:15 PM	2	5	1	5	13	0	0	0	0	0	0	0	0	0	0
2:30 PM	7	5	0	5	17	0	0	0	0	0	0	0	0	0	0
2:45 PM	8	7	2	6	23	0	0	1	0	1	0	0	0	0	0
3:00 PM	9	5	0	1	15	0	0	0	0	0	0	0	0	0	0
3:15 PM	12	4	1	5	22	0	1	0	0	1	0	0	0	0	0
3:30 PM	13	3	1	5	22	0	0	1	1	2	0	0	0	0	0
3:45 PM	13	5	2	5	25	0	0	0	0	0	0	0	0	0	0
4:00 PM	10	4	1	1	16	0	0	0	0	0	0	0	0	0	0
4:15 PM	7	4	0	2	13	0	0	0	0	0	0	0	0	0	0
4:30 PM	3	4	0	3	10	0	0	0	0	0	0	0	0	1	1
4:45 PM	7	4	1	3	15	0	0	0	0	0	0	0	0	0	0
5:00 PM	6	6	1	0	13	0	0	0	1	1	0	0	0	0	0
5:15 PM	6	3	0	3	12	0	0	0	0	0	0	0	0	0	0
5:30 PM	5	2	0	4	11	0	0	0	0	0	0	0	0	0	0
5:45 PM	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0
Count Total	120	66	11	53	250	0	1	2	2	5	0	0	0	1	1
Peak Hour	23	18	2	8	51	0	0	0	1	1	0	0	0	1	1

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	SR 240				SR 240				Kingsgate Way				Kingsgate Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	2	7	0	0	1	2	2	0	0	0	1	0	2	0	0	17	0
2:15 PM	0	0	2	0	0	0	3	2	0	0	1	0	0	3	0	2	13	0
2:30 PM	0	3	4	0	0	0	2	3	0	0	0	0	0	5	0	0	17	0
2:45 PM	0	2	6	0	0	1	4	2	0	0	0	2	0	4	1	1	23	70
3:00 PM	0	2	7	0	0	0	4	1	0	0	0	0	0	1	0	0	15	68
3:15 PM	0	2	10	0	0	1	3	0	0	0	0	1	0	4	0	1	22	77
3:30 PM	0	6	7	0	0	0	1	2	0	0	0	1	0	3	0	2	22	82
3:45 PM	0	2	11	0	0	1	2	2	0	0	0	2	0	4	1	0	25	84
4:00 PM	0	2	8	0	0	1	2	1	0	0	0	1	0	0	0	1	16	85
4:15 PM	0	0	7	0	0	0	4	0	0	0	0	0	0	1	0	1	13	76
4:30 PM	0	1	2	0	0	1	0	3	0	0	0	0	0	2	0	1	10	64
4:45 PM	0	3	4	0	0	0	2	2	0	0	0	1	0	2	0	1	15	54
5:00 PM	0	1	5	0	0	0	3	3	0	0	0	1	0	0	0	0	13	51
5:15 PM	0	1	5	0	0	0	2	1	0	0	0	0	0	0	0	3	12	50
5:30 PM	0	1	4	0	0	0	2	0	0	0	0	0	0	2	0	2	11	51
5:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	2	6	42
Count Total	0	28	92	0	0	6	36	24	0	0	1	10	0	34	2	17	250	0
Peak Hour	0	5	18	0	0	1	9	8	0	0	0	2	0	5	0	3	51	0

Four-Hour Count Summaries - Bikes																		
Interval Start	SR 240			SR 240			Kingsgate Way			Kingsgate Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	4
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	1	0	0	0	2	0	2	0	0	0	5	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0

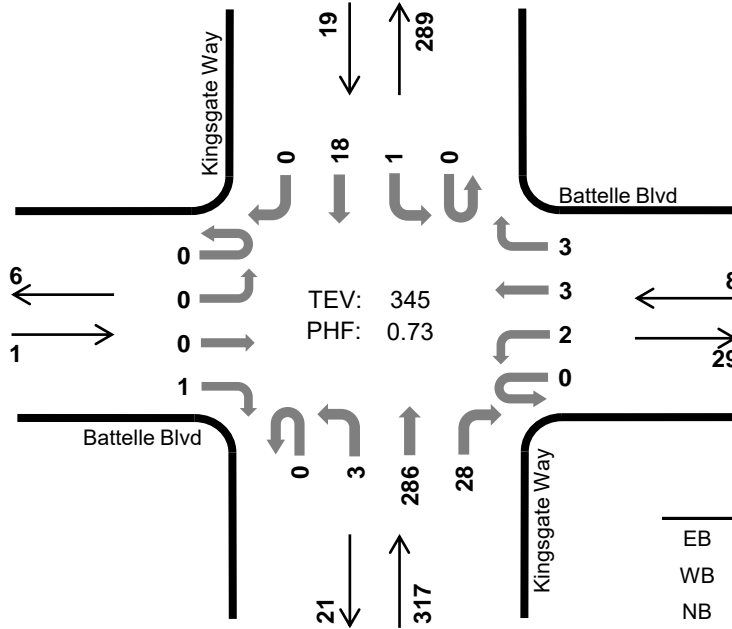
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# Kingsgate Way Battelle Blvd

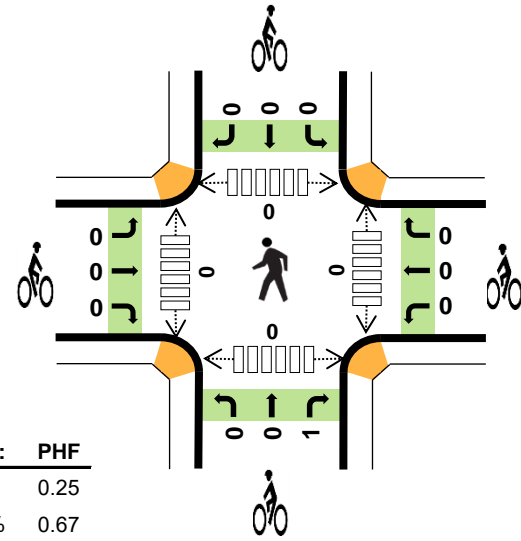


Peak Hour

Date: 08/08/2023  
Count Period: 4:00 AM to 8:00 AM  
Peak Hour: 5:30 AM to 6:30 AM



TEV: 345  
PHF: 0.73



	HV %:	PHF
EB	0.0%	0.25
WB	25.0%	0.67
NB	0.9%	0.70
SB	0.0%	0.43
TOTAL	1.4%	0.73

## Four-Hour Count Summaries

Interval Start	Battelle Blvd				Battelle Blvd				Kingsgate Way				Kingsgate Way				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
5:30 AM	0	0	0	0	0	0	0	1	0	0	79	3	0	0	1	0	84	0	
5:45 AM	0	0	0	0	0	1	1	0	0	0	98	16	0	0	2	0	118	0	
6:00 AM	0	0	0	1	0	1	1	1	0	2	56	7	0	1	10	0	80	0	
6:15 AM	0	0	0	0	0	0	1	1	0	1	53	2	0	0	5	0	63	345	
Peak Hour	All	0	0	0	1	0	2	3	3	0	3	286	28	0	1	18	0	345	0
	HV	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	5	0
	HV%	-	-	-	0%	-	100%	0%	0%	-	0%	1%	0%	-	0%	0%	-	1%	0

Note: For all three-hour count summary, see next page.

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

Four-Hour Count Summaries																			
Interval Start	Battelle Blvd				Battelle Blvd				Kingsgate Way				Kingsgate Way				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 AM	0	0	0	1	0	0	0	0	0	1	2	1	0	0	0	0	5	0	
4:15 AM	0	0	0	2	0	0	0	0	0	0	7	0	0	0	0	0	9	0	
4:30 AM	0	0	0	0	0	1	0	0	0	2	9	5	0	0	0	0	17	0	
4:45 AM	0	0	0	1	0	2	0	0	0	2	20	3	0	0	1	0	29	60	
5:00 AM	0	0	0	0	0	1	0	2	0	0	23	2	0	0	0	0	28	83	
5:15 AM	0	0	0	3	0	0	0	4	0	0	34	4	0	0	1	1	47	121	
5:30 AM	0	0	0	0	0	0	0	1	0	0	79	3	0	0	1	0	84	188	
5:45 AM	0	0	0	0	0	1	1	0	0	0	98	16	0	0	2	0	118	277	
6:00 AM	0	0	0	1	0	1	1	1	0	2	56	7	0	1	10	0	80	329	
6:15 AM	0	0	0	0	0	0	1	1	0	1	53	2	0	0	5	0	63	345	
6:30 AM	0	1	0	1	0	2	1	0	0	1	24	5	0	0	3	0	38	299	
6:45 AM	0	0	0	0	0	1	0	1	0	0	42	13	0	0	2	0	59	240	
7:00 AM	0	0	0	5	0	0	0	1	0	1	22	19	0	0	1	0	49	209	
7:15 AM	0	0	1	0	0	3	0	0	0	1	18	18	0	0	2	0	43	189	
7:30 AM	0	0	0	0	0	3	0	0	0	1	25	12	0	0	4	0	45	196	
7:45 AM	0	0	1	2	0	1	0	1	0	1	20	20	0	1	2	0	49	186	
Count Total	0	1	2	16	0	16	4	12	0	13	532	130	0	2	34	1	763	0	
Peak Hour	All	0	0	0	1	0	2	3	3	0	3	286	28	0	1	18	0	345	0
	HV	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	5	0
	HV%	-	-	-	0%	-	100%	0%	0%	-	0%	1%	0%	-	0%	0%	-	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
4:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
5:15 AM	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	1	2	0	3	0	0	1	0	1	0	0	0	0	0
6:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	0	4	1	7	0	0	0	0	0	0	0	0	0	0
Count Total	7	6	17	3	33	0	0	1	0	1	0	0	0	0	0
Peak Hour	0	2	3	0	5	0	0	1	0	1	0	0	0	0	0

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Battelle Blvd				Battelle Blvd				Kingsgate Way				Kingsgate Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0
4:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	5
5:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	5
5:15 AM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	4	8
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:45 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3	9
6:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
6:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
6:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
6:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	5
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	6
7:15 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3	8
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	9
7:45 AM	0	0	0	2	0	0	0	0	0	1	2	1	0	0	1	0	7	14
Count Total	0	0	0	7	0	6	0	0	0	5	9	3	0	0	3	0	33	0
Peak Hour	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	5	0

Four-Hour Count Summaries - Bikes																	
Interval Start	Battelle Blvd			Battelle Blvd			Kingsgate Way			Kingsgate Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0

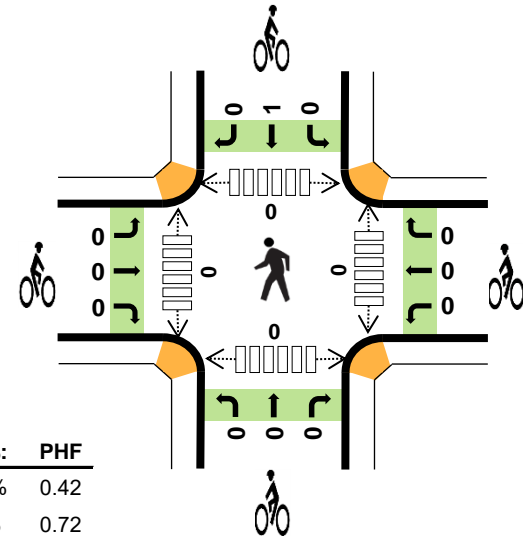
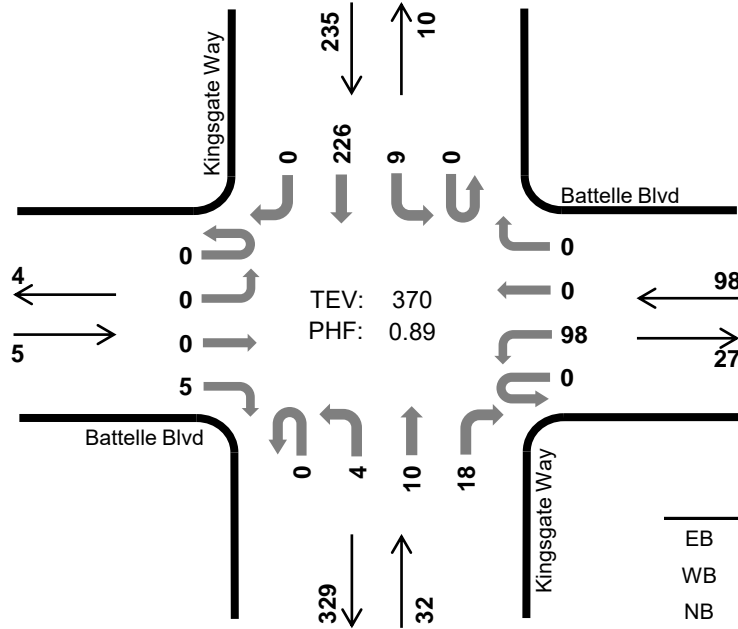
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# Kingsgate Way Battelle Blvd



Peak Hour

Date: 08/08/2023  
Count Period: 2:00 PM to 6:00 PM  
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	20.0%	0.42
WB	3.1%	0.72
NB	34.4%	0.57
SB	1.3%	0.79
TOTAL	4.9%	0.89

## Four-Hour Count Summaries

Interval Start	Battelle Blvd				Battelle Blvd				Kingsgate Way				Kingsgate Way				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	23	0	0	0	1	3	2	0	7	54	0	90	0	
4:15 PM	0	0	0	3	0	16	0	0	0	0	3	1	0	1	73	0	97	0	
4:30 PM	0	0	0	0	0	34	0	0	0	1	2	5	0	0	62	0	104	0	
4:45 PM	0	0	0	2	0	25	0	0	0	2	2	10	0	1	37	0	79	370	
Peak Hour	All	0	0	0	5	0	98	0	0	0	4	10	18	0	9	226	0	370	0
	HV	0	0	0	1	0	3	0	0	0	4	2	5	0	0	3	0	18	0
	HV%	-	-	-	20%	-	3%	-	-	-	100%	20%	28%	-	0%	1%	-	5%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	4	2	6	0	0	0	1	1	0	0	0	0	0
4:45 PM	0	3	4	1	8	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	3	11	3	18	0	0	0	1	1	0	0	0	0	0

Four-Hour Count Summaries																			
Interval Start	Battelle Blvd				Battelle Blvd				Kingsgate Way				Kingsgate Way				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	0	0	0	0	8	0	0	0	1	5	3	0	0	13	0	30	0	
2:15 PM	0	0	0	0	1	6	0	0	0	3	9	4	0	2	17	0	42	0	
2:30 PM	0	0	0	0	0	8	0	0	0	1	4	3	0	0	24	0	40	0	
2:45 PM	0	0	0	3	0	2	0	0	0	0	9	10	0	0	16	0	40	152	
3:00 PM	0	0	1	2	0	6	0	0	0	2	3	1	0	0	33	0	48	170	
3:15 PM	0	0	1	5	0	10	0	0	0	0	8	2	0	0	39	0	65	193	
3:30 PM	0	0	0	1	0	7	0	1	0	1	2	2	0	1	43	0	58	211	
3:45 PM	0	0	0	0	0	12	0	0	0	1	1	3	0	0	49	1	67	238	
4:00 PM	0	0	0	0	0	23	0	0	0	1	3	2	0	7	54	0	90	280	
4:15 PM	0	0	0	3	0	16	0	0	0	0	3	1	0	1	73	0	97	312	
4:30 PM	0	0	0	0	0	34	0	0	0	1	2	5	0	0	62	0	104	358	
4:45 PM	0	0	0	2	0	25	0	0	0	2	2	10	0	1	37	0	79	370	
5:00 PM	0	0	1	0	0	14	0	0	0	1	4	2	0	1	28	0	51	331	
5:15 PM	0	0	0	0	0	19	0	2	0	0	6	2	0	1	16	0	46	280	
5:30 PM	0	0	0	1	0	9	0	1	0	1	2	3	0	0	17	0	34	210	
5:45 PM	0	0	0	2	0	11	0	0	0	1	2	1	0	0	13	0	30	161	
Count Total	0	0	3	19	1	210	0	4	0	16	65	54	0	14	534	1	921	0	
Peak Hour	All	0	0	0	5	0	98	0	0	0	4	10	18	0	9	226	0	370	0
	HV	0	0	0	1	0	3	0	0	0	4	2	5	0	0	3	0	18	0
	HV%	-	-	-	20%	-	3%	-	-	-	100%	20%	28%	-	0%	1%	-	5%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	3	2	4	9	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0
2:45 PM	3	0	4	1	8	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
3:15 PM	2	0	1	2	5	0	1	0	0	1	0	0	0	0	0
3:30 PM	1	1	3	1	6	0	0	1	0	1	0	0	0	0	0
3:45 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	4	2	6	0	0	0	1	1	0	0	0	0	0
4:45 PM	0	3	4	1	8	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	3	1	5	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	9	11	32	15	67	0	1	1	1	3	0	0	0	0	0
Peak Hour	1	3	11	3	18	0	0	0	1	1	0	0	0	0	0



Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Battelle Blvd				Battelle Blvd				Kingsgate Way				Kingsgate Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0
2:15 PM	0	0	0	0	0	3	0	0	0	1	1	0	0	0	4	0	9	0
2:30 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0
2:45 PM	0	0	0	3	0	0	0	0	0	0	2	2	0	0	1	0	8	22
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	22
3:15 PM	0	0	1	1	0	0	0	0	0	0	1	0	0	0	2	0	5	18
3:30 PM	0	0	0	1	0	1	0	0	0	1	1	1	0	1	0	0	6	21
3:45 PM	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	4	17
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	16
4:15 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	14
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	3	0	0	2	0	6	14
4:45 PM	0	0	0	0	0	3	0	0	0	2	0	2	0	0	1	0	8	18
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	3	18
5:30 PM	0	0	0	1	0	0	0	0	0	1	0	2	0	0	1	0	5	17
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	10
Count Total	0	0	2	7	0	11	0	0	0	11	9	12	0	1	14	0	67	0
Peak Hour	0	0	0	1	0	3	0	0	0	4	2	5	0	0	3	0	18	0

Four-Hour Count Summaries - Bikes																		
Interval Start	Battelle Blvd			Battelle Blvd			Kingsgate Way			Kingsgate Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	3	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

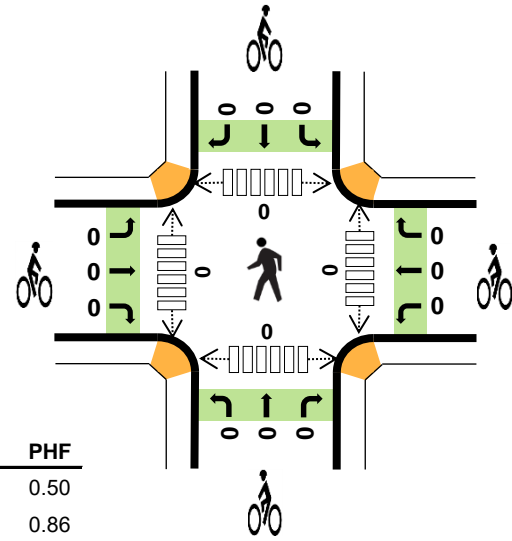
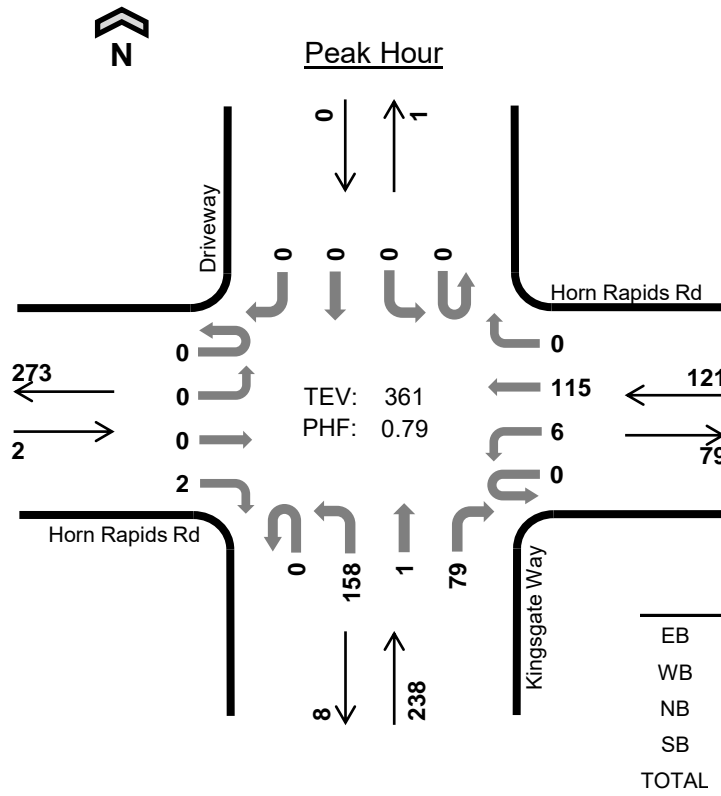
# Kingsgate Way Horn Rapids Rd



Date: 08/08/2023

Count Period: 4:00 AM to 8:00 AM

Peak Hour: 5:30 AM to 6:30 AM



	HV %:	PHF
EB	0.0%	0.50
WB	0.0%	0.86
NB	0.0%	0.76
SB	-	-
TOTAL	0.0%	0.79

### Four-Hour Count Summaries

Interval Start	Horn Rapids Rd				Horn Rapids Rd				Kingsgate Way				Driveway				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
5:30 AM	0	0	0	1	0	0	19	0	0	30	0	23	0	0	0	0	73	0	
5:45 AM	0	0	0	1	0	0	35	0	0	57	0	21	0	0	0	0	114	0	
6:00 AM	0	0	0	0	0	2	30	0	0	36	0	17	0	0	0	0	85	0	
6:15 AM	0	0	0	0	0	4	31	0	0	35	1	18	0	0	0	0	89	361	
Peak Hour	All	0	0	0	2	0	6	115	0	0	158	1	79	0	0	0	0	361	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	-	0%	-	0%	0%	-	-	0%	0%	0%	-	-	-	-	0%	0

Note: For all three-hour count summary, see next page.

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

Four-Hour Count Summaries																			
Interval Start	Horn Rapids Rd				Horn Rapids Rd				Kingsgate Way				Driveway				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0	
4:15 AM	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	0	
4:30 AM	0	0	0	0	0	0	1	0	0	5	0	3	0	0	0	0	9	0	
4:45 AM	0	0	0	0	0	0	5	0	0	7	0	3	0	0	0	0	15	34	
5:00 AM	0	0	0	0	0	0	5	0	0	9	0	9	0	0	0	0	23	55	
5:15 AM	0	0	0	0	0	0	7	0	0	12	0	11	0	0	0	0	30	77	
5:30 AM	0	0	0	1	0	0	19	0	0	30	0	23	0	0	0	0	73	141	
5:45 AM	0	0	0	1	0	0	35	0	0	57	0	21	0	0	0	0	114	240	
6:00 AM	0	0	0	0	0	2	30	0	0	36	0	17	0	0	0	0	85	302	
6:15 AM	0	0	0	0	0	4	31	0	0	35	1	18	0	0	0	0	89	361	
6:30 AM	0	0	3	0	0	2	14	0	0	7	0	14	0	0	0	0	40	328	
6:45 AM	0	0	5	0	0	1	15	0	0	17	0	18	0	0	0	0	56	270	
7:00 AM	0	0	2	0	0	2	3	0	0	4	0	10	0	0	0	0	21	206	
7:15 AM	1	0	5	0	0	0	2	0	0	6	0	8	0	0	0	0	22	139	
7:30 AM	0	0	5	1	0	1	4	1	0	8	0	16	0	0	0	0	36	135	
7:45 AM	0	0	2	2	0	2	2	0	0	7	0	10	0	0	0	0	25	104	
Count Total	1	0	22	5	0	14	174	1	0	241	1	189	0	0	0	0	648	0	
Peak Hour	All	0	0	0	2	0	6	115	0	0	158	1	79	0	0	0	0	361	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	-	0%	-	0%	0%	-	-	0%	0%	0%	-	-	-	-	0%	0

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

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

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Horn Rapids Rd				Horn Rapids Rd				Kingsgate Way				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	
7:45 AM	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	4	6	
Count Total	0	0	0	2	0	0	2	0	0	2	0	1	0	0	0	7	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Four-Hour Count Summaries - Bikes																
Interval Start	Horn Rapids Rd			Horn Rapids Rd			Kingsgate Way			Driveway			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Four-Hour Count Summaries																			
Interval Start	Horn Rapids Rd				Horn Rapids Rd				Kingsgate Way				Driveway				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	0	10	7	0	5	2	0	0	1	0	2	0	0	0	0	27	0	
2:15 PM	0	0	9	7	0	3	5	3	1	2	0	3	0	0	0	0	33	0	
2:30 PM	0	0	22	15	0	10	1	2	0	0	0	3	0	1	0	0	54	0	
2:45 PM	0	0	10	12	0	3	1	0	0	2	0	5	0	0	0	0	33	147	
3:00 PM	0	0	23	16	0	9	4	0	0	1	0	2	0	3	1	0	59	179	
3:15 PM	0	0	17	22	0	8	3	0	0	6	0	2	0	0	1	0	59	205	
3:30 PM	0	0	9	11	0	21	2	1	0	0	0	1	0	0	0	0	45	196	
3:45 PM	0	0	16	25	0	18	0	1	0	1	0	1	0	0	0	0	62	225	
4:00 PM	0	0	16	19	0	50	1	0	0	3	0	0	0	0	0	0	89	255	
4:15 PM	0	0	28	44	0	31	1	0	0	1	0	2	0	1	1	0	109	305	
4:30 PM	0	0	15	22	0	29	0	0	0	0	0	0	0	0	1	0	67	327	
4:45 PM	0	0	3	8	0	26	0	0	0	0	0	1	0	0	0	0	38	303	
5:00 PM	0	0	2	5	0	22	0	0	0	0	0	3	0	0	0	0	32	246	
5:15 PM	0	0	2	3	0	12	0	0	0	0	0	3	0	0	0	0	20	157	
5:30 PM	0	0	0	3	0	10	1	0	0	0	0	0	0	0	0	0	14	104	
5:45 PM	0	0	4	3	0	10	0	0	0	0	0	0	0	0	0	0	17	83	
Count Total	0	0	186	222	0	267	21	7	1	17	0	28	0	5	4	0	758	0	
Peak Hour	All	0	0	75	110	0	128	2	1	0	5	0	3	0	1	2	0	327	0
	HV	0	0	0	0	0	3	0	0	0	0	0	1	0	1	0	0	5	0
	HV%	-	-	0%	0%	-	2%	0%	0%	-	0%	-	33%	-	100%	0%	-	2%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
Count Total	1	9	5	1	16	0	0	3	0	3	0	0	0	0	0
Peak Hour	0	3	1	1	5	0	0	0	0	0	0	0	0	0	0

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Horn Rapids Rd				Horn Rapids Rd				Kingsgate Way				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
3:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	3	
4:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	1	0	0	8	1	0	0	0	0	5	0	1	0	0	16	
Peak Hour	0	0	0	0	0	3	0	0	0	0	0	1	0	1	0	0	5	

Four-Hour Count Summaries - Bikes																
Interval Start	Horn Rapids Rd			Horn Rapids Rd			Kingsgate Way			Driveway			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

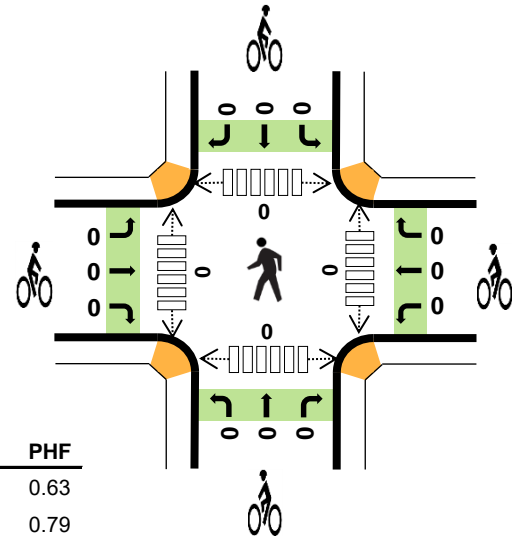
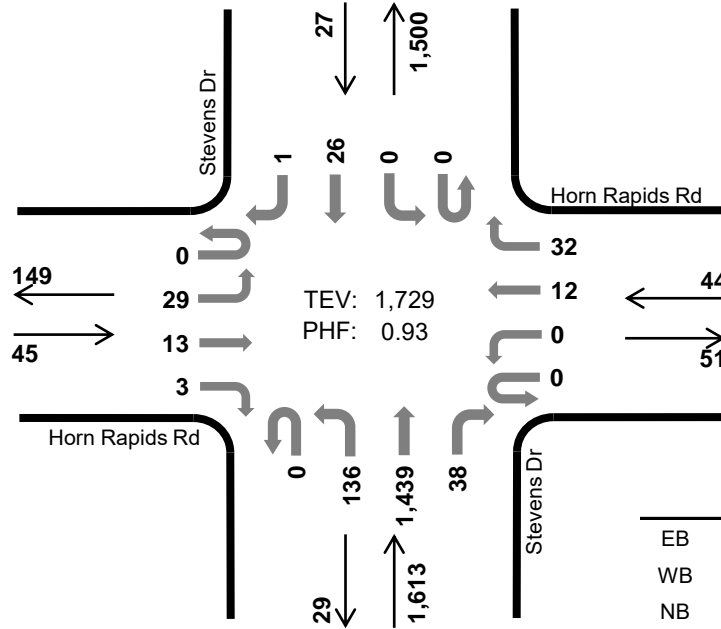
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# Stevens Dr Horn Rapids Rd



Peak Hour

Date: 08/08/2023  
Count Period: 4:00 AM to 8:00 AM  
Peak Hour: 5:00 AM to 6:00 AM



	HV %:	PHF
EB	2.2%	0.63
WB	0.0%	0.79
NB	0.2%	0.92
SB	0.0%	0.42
TOTAL	0.2%	0.93

### Four-Hour Count Summaries

Interval Start	Horn Rapids Rd Eastbound				Horn Rapids Rd Westbound				Stevens Dr Northbound				Stevens Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	5:00 AM	0	6	1	0	0	0	2	12	0	8	430	2	0	0	3			0
5:15 AM	0	5	1	0	0	0	4	9	0	18	408	4	0	0	3	0	452	0	
5:30 AM	0	9	3	2	0	0	5	5	0	35	321	10	0	0	5	0	395	0	
5:45 AM	0	9	8	1	0	0	1	6	0	75	280	22	0	0	15	1	418	1,729	
Peak Hour	All	0	29	13	3	0	0	12	32	0	136	1,439	38	0	0	26	1	1,729	0
	HV	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0
	HV%	-	0%	8%	0%	-	-	0%	0%	-	0%	0%	0%	-	-	0%	0%	0%	0

Note: For all three-hour count summary, see next page.

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



Four-Hour Count Summaries																			
Interval Start	Horn Rapids Rd				Horn Rapids Rd				Stevens Dr				Stevens Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 AM	0	1	0	0	0	0	0	2	0	2	60	0	0	0	3	0	68	0	
4:15 AM	0	2	0	0	0	1	1	3	0	9	120	0	0	0	26	0	162	0	
4:30 AM	0	4	0	0	0	0	0	2	0	15	200	0	0	0	1	0	222	0	
4:45 AM	0	2	1	0	0	0	2	13	0	18	341	2	0	0	1	0	380	832	
<b>5:00 AM</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>430</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>464</b>	1,228	
5:15 AM	0	5	1	0	0	0	4	9	0	18	408	4	0	0	3	0	452	1,518	
5:30 AM	0	9	3	2	0	0	5	5	0	35	321	10	0	0	5	0	395	1,691	
5:45 AM	0	9	8	1	0	0	1	6	0	75	280	22	0	0	15	1	418	1,729	
6:00 AM	0	7	1	1	0	0	4	5	0	38	206	8	0	0	21	10	301	1,566	
6:15 AM	0	6	2	2	0	2	3	2	0	58	156	5	0	1	39	9	285	1,399	
6:30 AM	0	13	0	8	0	2	2	3	0	43	130	19	0	0	15	6	241	1,245	
6:45 AM	0	4	10	6	0	1	1	0	0	43	86	28	0	0	18	6	203	1,030	
7:00 AM	0	4	4	3	0	0	2	0	0	24	54	36	0	0	8	3	138	867	
7:15 AM	0	10	4	17	0	1	0	0	0	18	64	29	0	0	21	2	166	748	
7:30 AM	0	7	5	3	0	0	2	1	0	18	48	40	1	0	12	5	142	649	
7:45 AM	0	2	5	3	0	4	2	7	0	5	27	30	0	1	6	1	93	539	
Count Total	0	91	45	46	0	11	31	70	0	427	2,931	235	1	2	197	43	4,130	0	
Peak Hour	All	0	29	13	3	0	0	12	32	0	136	1,439	38	0	0	26	1	1,729	0
	HV	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0
	HV%	-	0%	8%	0%	-	-	0%	0%	-	0%	0%	0%	-	-	0%	0%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
<b>5:00 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:45 AM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	0	2	2	5	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	6	4	10	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	3	2	5	0	0	1	0	1	0	0	0	0	0
Count Total	2	1	22	11	36	0	0	1	0	1	0	0	0	0	0
Peak Hour	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Horn Rapids Rd				Horn Rapids Rd				Stevens Dr				Stevens Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
<b>5:00 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
5:45 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	4	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
6:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	8	
6:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	10	
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	11	
7:00 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	16	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
7:30 AM	0	0	0	0	0	0	0	0	0	2	3	1	0	0	3	1	19	
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	1	20	
Count Total	0	0	1	1	0	1	0	0	0	2	17	3	0	0	8	3	36	
Peak Hour	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	

Four-Hour Count Summaries - Bikes																
Interval Start	Horn Rapids Rd			Horn Rapids Rd			Stevens Dr			Stevens Dr			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>5:00 AM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

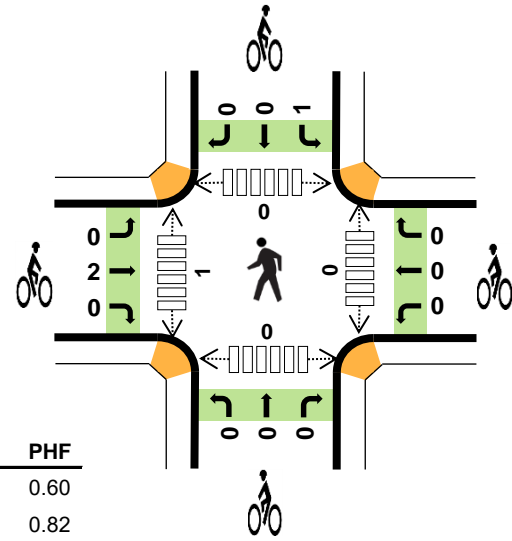
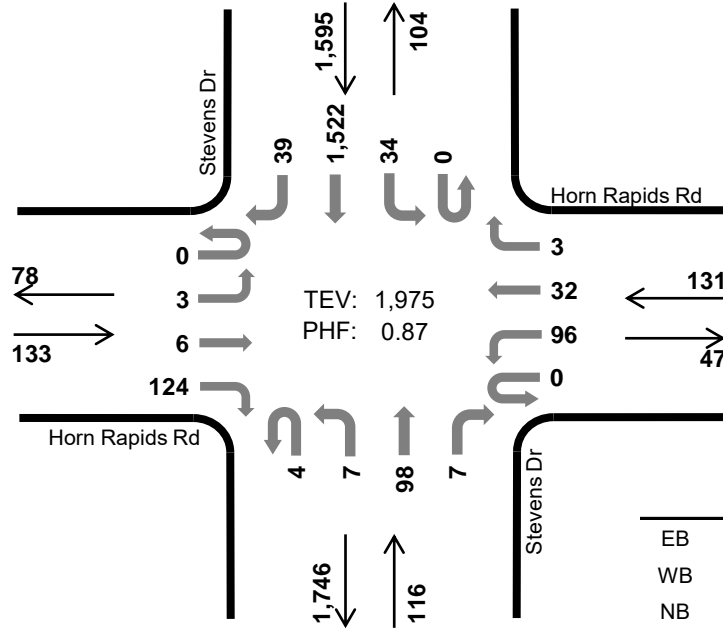
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

# Stevens Dr Horn Rapids Rd



Peak Hour

Date: 08/08/2023  
Count Period: 2:00 PM to 6:00 PM  
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.8%	0.60
WB	2.3%	0.82
NB	0.0%	0.71
SB	0.3%	0.83
TOTAL	0.5%	0.87

### Four-Hour Count Summaries

Interval Start	Horn Rapids Rd Eastbound				Horn Rapids Rd Westbound				Stevens Dr Northbound				Stevens Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	4:15 PM	0	1	1	53	0	33	7	0	1	2	22	0	0	11	334			13
4:30 PM	0	0	3	44	0	23	9	1	3	3	11	3	0	12	384	10	506	0	
4:45 PM	0	0	1	13	0	17	10	2	0	1	38	2	0	7	465	9	565	0	
5:00 PM	0	2	1	14	0	23	6	0	0	1	27	2	0	4	339	7	426	1,975	
Peak Hour	All	0	3	6	124	0	96	32	3	4	7	98	7	0	34	1,522	39	1,975	0
	HV	0	1	0	0	0	2	1	0	0	0	0	0	0	0	4	1	9	0
	HV%	-	33%	0%	0%	-	2%	3%	0%	0%	0%	0%	0%	-	0%	0%	3%	0%	0

Note: For all three-hour count summary, see next page.

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

Four-Hour Count Summaries																			
Interval Start	Horn Rapids Rd				Horn Rapids Rd				Stevens Dr				Stevens Dr				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	4	3	11	0	6	1	1	2	6	14	10	0	1	34	2	95	0	
2:15 PM	0	4	2	16	0	8	2	1	0	4	10	7	0	5	46	8	113	0	
2:30 PM	0	4	1	60	0	5	3	1	0	5	5	5	0	4	48	2	143	0	
2:45 PM	0	3	3	15	0	16	1	1	0	6	10	3	0	6	54	4	122	473	
3:00 PM	0	4	3	38	0	15	3	0	0	2	9	8	0	0	77	4	163	541	
3:15 PM	0	3	2	39	0	10	4	3	0	2	5	1	0	3	130	3	205	633	
3:30 PM	0	0	6	52	0	20	4	2	0	3	11	5	0	2	136	11	252	742	
3:45 PM	0	3	3	37	0	16	6	1	0	2	10	2	0	4	216	7	307	927	
4:00 PM	0	1	1	30	0	36	16	1	1	2	7	0	0	3	244	7	349	1,113	
4:15 PM	0	1	1	53	0	33	7	0	1	2	22	0	0	11	334	13	478	1,386	
4:30 PM	0	0	3	44	0	23	9	1	3	3	11	3	0	12	384	10	506	1,640	
4:45 PM	0	0	1	13	0	17	10	2	0	1	38	2	0	7	465	9	565	1,898	
5:00 PM	0	2	1	14	0	23	6	0	0	1	27	2	0	4	339	7	426	1,975	
5:15 PM	0	1	1	11	0	17	3	1	0	1	28	0	0	1	253	7	324	1,821	
5:30 PM	0	0	3	13	0	23	2	1	0	3	13	3	0	3	167	7	238	1,553	
5:45 PM	0	0	1	10	0	10	6	0	0	1	6	5	1	0	87	4	131	1,119	
Count Total	0	30	35	456	0	278	83	16	7	44	226	56	1	66	3,014	105	4,417	0	
Peak Hour	All	0	3	6	124	0	96	32	3	4	7	98	7	0	34	1,522	39	1,975	0
	HV	0	1	0	0	0	2	1	0	0	0	0	0	0	0	4	1	9	0
	HV%	-	33%	0%	0%	-	2%	3%	0%	0%	0%	0%	0%	-	0%	0%	3%	0%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	2	0	2	2	6	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	2	1	2	5	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	0	0	2	3	0	1	0	0	1	0	0	0	0	0
2:45 PM	2	1	2	2	7	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	2	1	3	6	0	0	0	0	0	0	0	0	0	0
3:15 PM	1	1	0	2	4	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	2	3	0	0	0	1	1	0	0	0	0	0
4:15 PM	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	3	0	1	4	2	0	0	0	2	0	0	0	0	0
4:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1
5:15 PM	0	1	0	1	2	1	0	0	0	1	0	0	0	0	0
5:30 PM	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Count Total	10	13	6	27	56	3	1	0	2	6	0	1	0	0	1
Peak Hour	1	3	0	5	9	2	0	0	1	3	0	1	0	0	1

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Horn Rapids Rd				Horn Rapids Rd				Stevens Dr				Stevens Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	1	1	0	0	0	0	0	0	2	0	0	0	2	0	6	0
2:15 PM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	1	5	0
2:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	3	0
2:45 PM	0	0	2	0	0	1	0	0	0	0	2	0	0	0	2	0	7	21
3:00 PM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	2	1	6	21
3:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	4	20
3:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	3	20
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	17
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3	14
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	13
4:30 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	4	14
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	8
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6
Count Total	0	2	5	3	0	4	7	2	0	0	6	0	0	0	24	3	56	0
Peak Hour	0	1	0	0	0	2	1	0	0	0	0	0	0	0	4	1	9	0

Four-Hour Count Summaries - Bikes																		
Interval Start	Horn Rapids Rd			Horn Rapids Rd			Stevens Dr			Stevens Dr			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	2	1	1	0	0	0	0	0	0	0	2	0	0	0	0	6	0
Peak Hour	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0

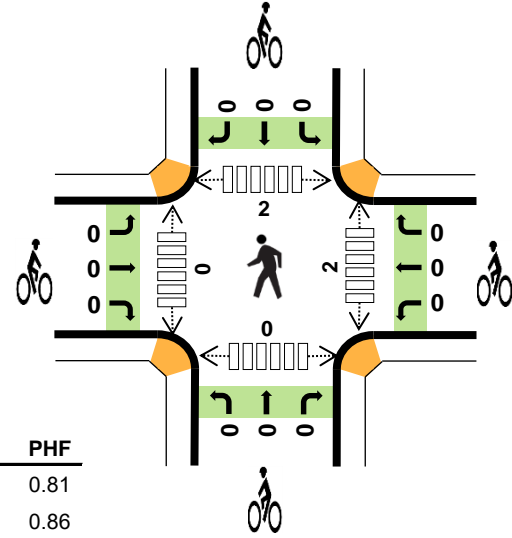
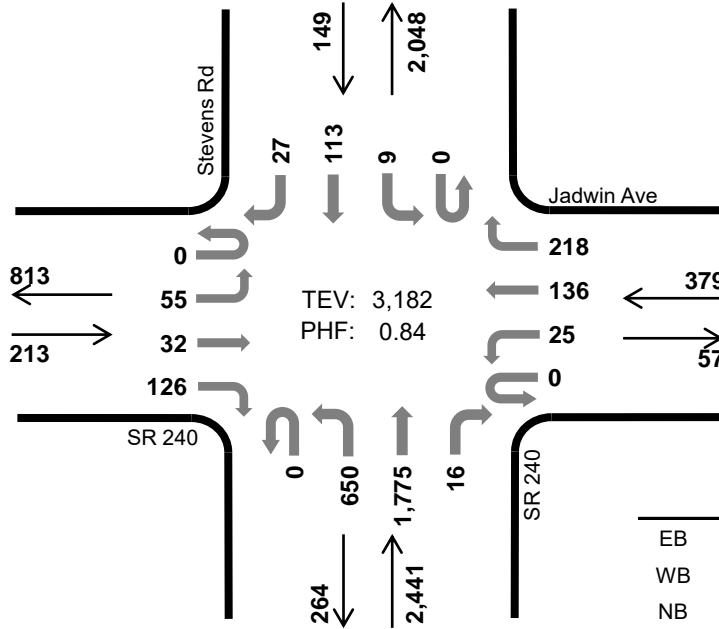
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

### SR 240 Stevens Rd



Peak Hour

Date: 08/08/2023  
Count Period: 4:00 AM to 8:00 AM  
Peak Hour: 5:15 AM to 6:15 AM



	HV %:	PHF
EB	16.4%	0.81
WB	1.1%	0.86
NB	1.8%	0.83
SB	14.1%	0.78
TOTAL	3.3%	0.84

#### Four-Hour Count Summaries

Interval Start	SR 240				Jadwin Ave				SR 240				Stevens Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
5:15 AM	0	7	5	20	0	5	44	61	0	189	412	2	0	1	19	8	773	0	
5:30 AM	0	11	4	35	0	4	30	53	0	177	397	2	0	2	16	10	741	0	
5:45 AM	0	25	12	29	0	8	31	60	0	163	566	5	0	2	38	5	944	0	
6:00 AM	0	12	11	42	0	8	31	44	0	121	400	7	0	4	40	4	724	3,182	
Peak Hour	All	0	55	32	126	0	25	136	218	0	650	1,775	16	0	9	113	27	3,182	0
	HV	0	0	1	34	0	2	0	2	0	29	16	0	0	1	18	2	105	0
	HV%	-	0%	3%	27%	-	8%	0%	1%	-	4%	1%	0%	-	11%	16%	7%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
5:15 AM	5	0	6	2	13	0	0	0	0	0	0	0	0	0	0
5:30 AM	9	0	12	5	26	0	0	0	0	0	1	0	1	0	2
5:45 AM	9	4	14	8	35	0	0	0	0	0	1	0	1	0	2
6:00 AM	12	0	13	6	31	0	0	0	0	0	0	0	0	0	0
Peak Hour	35	4	45	21	105	0	0	0	0	0	2	0	2	0	4

Four-Hour Count Summaries																			
Interval Start	SR 240				Jadwin Ave				SR 240				Stevens Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 AM	0	2	1	17	0	1	2	8	0	25	59	1	0	0	17	1	134	0	
4:15 AM	0	1	3	6	0	1	5	12	0	50	109	1	0	5	20	0	213	0	
4:30 AM	0	6	2	18	0	6	13	21	0	64	229	2	0	2	12	5	380	0	
4:45 AM	0	4	3	17	0	2	19	50	0	101	339	2	0	0	13	7	557	1,284	
5:00 AM	0	7	5	26	0	2	32	57	0	148	370	2	0	1	8	7	665	1,815	
5:15 AM	0	7	5	20	0	5	44	61	0	189	412	2	0	1	19	8	773	2,375	
5:30 AM	0	11	4	35	0	4	30	53	0	177	397	2	0	2	16	10	741	2,736	
5:45 AM	0	25	12	29	0	8	31	60	0	163	566	5	0	2	38	5	944	3,123	
6:00 AM	0	12	11	42	0	8	31	44	0	121	400	7	0	4	40	4	724	3,182	
6:15 AM	0	15	12	64	0	7	16	41	0	101	295	7	0	4	67	12	641	3,050	
6:30 AM	0	6	16	56	0	9	16	32	0	108	222	6	0	4	48	4	527	2,836	
6:45 AM	0	10	19	44	0	16	33	42	0	164	281	8	0	14	54	9	694	2,586	
7:00 AM	0	12	21	71	0	12	17	17	0	86	218	6	0	3	24	6	493	2,355	
7:15 AM	0	8	28	87	0	14	16	28	0	109	218	11	0	6	50	9	584	2,298	
7:30 AM	0	12	25	93	0	18	16	21	1	86	172	6	0	9	36	10	505	2,276	
7:45 AM	0	12	40	72	0	11	19	23	0	100	235	10	0	6	46	12	586	2,168	
Count Total	0	150	207	697	0	124	340	570	1	1,792	4,522	78	0	63	508	109	9,161	0	
Peak Hour	All	0	55	32	126	0	25	136	218	0	650	1,775	16	0	9	113	27	3,182	0
	HV	0	0	1	34	0	2	0	2	0	29	16	0	0	1	18	2	105	0
	HV%	-	0%	3%	27%	-	8%	0%	1%	-	4%	1%	0%	-	11%	16%	7%	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 AM	6	0	7	4	17	0	0	0	0	0	0	0	0	0	0
4:15 AM	3	0	13	0	16	0	0	0	0	0	0	0	0	0	0
4:30 AM	5	2	7	1	15	0	0	0	0	0	1	0	0	0	1
4:45 AM	5	0	12	2	19	0	0	0	0	0	0	0	0	0	0
5:00 AM	5	0	11	1	17	0	0	0	0	0	0	0	0	0	0
5:15 AM	5	0	6	2	13	0	0	0	0	0	0	0	0	0	0
5:30 AM	9	0	12	5	26	0	0	0	0	0	1	0	1	0	2
5:45 AM	9	4	14	8	35	0	0	0	0	0	1	0	1	0	2
6:00 AM	12	0	13	6	31	0	0	0	0	0	0	0	0	0	0
6:15 AM	22	1	22	3	48	1	0	1	0	2	0	0	0	0	0
6:30 AM	9	4	17	9	39	0	0	0	0	0	0	0	0	0	0
6:45 AM	16	2	13	5	36	0	0	0	0	0	0	0	0	0	0
7:00 AM	15	3	28	5	51	0	0	0	0	0	0	0	0	0	0
7:15 AM	11	3	13	2	29	0	0	0	0	0	2	0	1	0	3
7:30 AM	10	1	24	4	39	0	0	0	0	0	1	0	0	0	1
7:45 AM	13	1	19	8	41	0	0	0	0	0	0	0	0	0	0
Count Total	155	21	231	65	472	1	0	1	0	2	6	0	3	0	9
Peak Hour	35	4	45	21	105	0	0	0	0	0	2	0	2	0	4

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	SR 240				Jadwin Ave				SR 240				Stevens Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 AM	0	1	0	5	0	0	0	0	0	5	2	0	0	0	4	0	17	0
4:15 AM	0	0	0	3	0	0	0	0	0	12	1	0	0	0	0	0	16	0
4:30 AM	0	0	0	5	0	0	2	0	0	5	2	0	0	0	1	0	15	0
4:45 AM	0	0	0	5	0	0	0	0	0	9	3	0	0	0	2	0	19	67
5:00 AM	0	1	0	4	0	0	0	0	0	9	2	0	0	0	0	1	17	67
5:15 AM	0	0	0	5	0	0	0	0	0	3	3	0	0	0	1	1	13	64
5:30 AM	0	0	0	9	0	0	0	0	0	7	5	0	0	0	4	1	26	75
5:45 AM	0	0	1	8	0	2	0	2	0	8	6	0	0	0	8	0	35	91
6:00 AM	0	0	0	12	0	0	0	0	0	11	2	0	0	1	5	0	31	105
6:15 AM	0	2	0	20	0	0	0	1	0	17	5	0	0	0	3	0	48	140
6:30 AM	0	0	0	9	0	3	1	0	0	12	5	0	0	3	6	0	39	153
6:45 AM	0	0	2	14	0	1	0	1	0	10	3	0	0	1	4	0	36	154
7:00 AM	0	0	1	14	0	2	1	0	0	16	12	0	0	1	4	0	51	174
7:15 AM	0	0	0	11	0	1	1	1	0	11	2	0	0	0	2	0	29	155
7:30 AM	0	1	0	9	0	0	1	0	0	20	2	2	0	1	3	0	39	155
7:45 AM	0	2	1	10	0	0	0	1	0	12	7	0	0	0	8	0	41	160
Count Total	0	7	5	143	0	9	6	6	0	167	62	2	0	7	55	3	472	0
Peak Hour	0	0	1	34	0	2	0	2	0	29	16	0	0	1	18	2	105	0

Four-Hour Count Summaries - Bikes																		
Interval Start	SR 240			Jadwin Ave			SR 240			Stevens Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	2
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

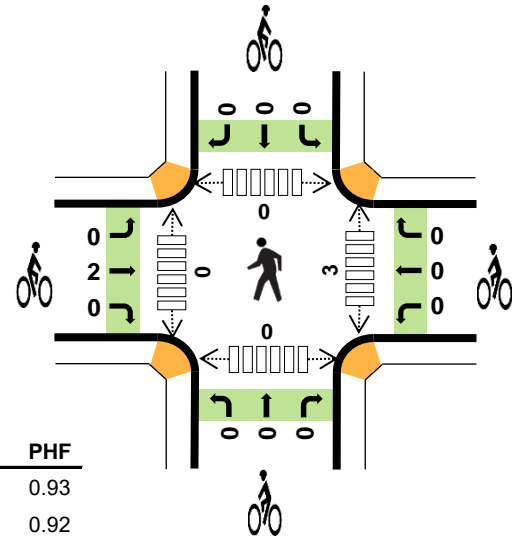
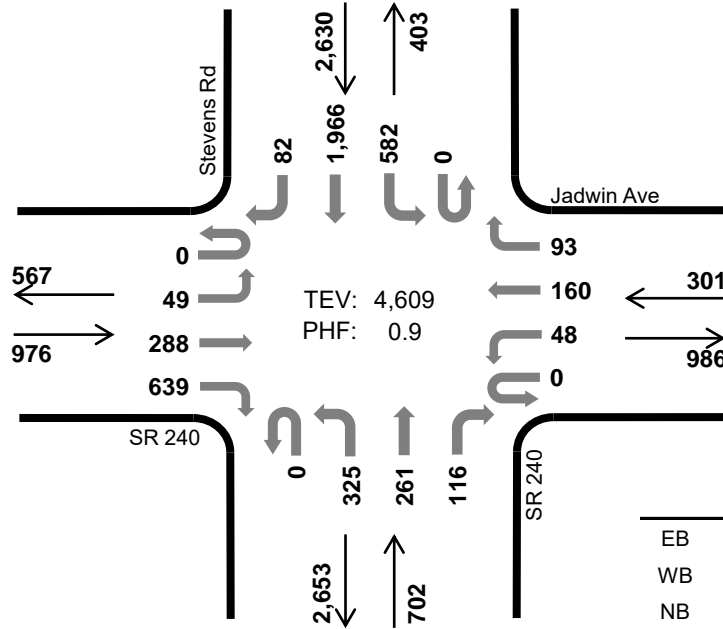


# SR 240 Stevens Rd



Peak Hour

Date: 08/08/2023  
Count Period: 2:00 PM to 6:00 PM  
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	5.4%	0.93
WB	2.0%	0.92
NB	7.3%	0.81
SB	0.6%	0.89
TOTAL	2.7%	0.90

### Four-Hour Count Summaries

Interval Start	SR 240 Eastbound				Jadwin Ave Westbound				SR 240 Northbound				Stevens Rd Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:15 PM	0	16	56	153	0	12	41	20	0	79	65	28	0	100	434	20	1,024	0	
4:30 PM	0	8	80	173	0	12	39	22	0	84	52	18	0	119	520	19	1,146	0	
4:45 PM	0	13	74	152	0	14	38	21	0	60	72	28	0	169	492	21	1,154	0	
5:00 PM	0	12	78	161	0	10	42	30	0	102	72	42	0	194	520	22	1,285	4,609	
Peak Hour	All	0	49	288	639	0	48	160	93	0	325	261	116	0	582	1,966	82	4,609	0
	HV	0	0	3	50	0	0	2	4	0	39	9	3	0	3	13	0	126	0
	HV%	-	0%	1%	8%	-	0%	1%	4%	-	12%	3%	3%	-	1%	1%	0%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	14	1	12	6	33	1	0	0	0	1	1	0	0	0	1
4:30 PM	13	1	13	5	32	0	0	0	0	0	1	0	0	0	1
4:45 PM	14	3	15	1	33	0	0	0	0	0	0	0	0	0	0
5:00 PM	12	1	11	4	28	1	0	0	0	1	1	0	0	0	1
Peak Hour	53	6	51	16	126	2	0	0	0	2	3	0	0	0	3

Four-Hour Count Summaries																			
Interval Start	SR 240				Jadwin Ave				SR 240				Stevens Rd				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
2:00 PM	0	12	30	81	0	15	41	17	0	69	63	18	0	21	105	11	483	0	
2:15 PM	0	5	30	92	0	7	37	30	0	76	56	12	0	23	73	9	450	0	
2:30 PM	0	6	45	126	0	18	37	14	0	61	50	12	0	29	149	14	561	0	
2:45 PM	0	9	59	111	0	5	28	22	0	64	73	15	0	30	117	16	549	2,043	
3:00 PM	0	13	44	136	0	8	41	20	0	61	52	20	0	34	146	14	589	2,149	
3:15 PM	0	14	51	118	0	6	47	19	0	83	42	19	0	50	201	10	660	2,359	
3:30 PM	0	11	40	140	0	13	48	24	0	94	55	17	0	70	254	16	782	2,580	
3:45 PM	0	11	39	139	0	15	50	23	0	86	48	24	0	65	275	25	800	2,831	
4:00 PM	0	12	52	193	0	9	27	12	0	63	50	19	0	92	375	22	926	3,168	
4:15 PM	0	16	56	153	0	12	41	20	0	79	65	28	0	100	434	20	1,024	3,532	
4:30 PM	0	8	80	173	0	12	39	22	0	84	52	18	0	119	520	19	1,146	3,896	
4:45 PM	0	13	74	152	0	14	38	21	0	60	72	28	0	169	492	21	1,154	4,250	
5:00 PM	0	12	78	161	0	10	42	30	0	102	72	42	0	194	520	22	1,285	4,609	
5:15 PM	0	17	46	122	0	15	51	20	0	85	82	33	0	92	345	17	925	4,510	
5:30 PM	0	18	58	130	0	11	44	19	0	101	65	22	0	71	289	17	845	4,209	
5:45 PM	0	2	42	110	0	7	46	20	0	99	65	25	0	33	172	22	643	3,698	
Count Total	0	179	824	2,137	0	177	657	333	0	1,267	962	352	0	1,192	4,467	275	12,822	0	
Peak Hour	All	0	49	288	639	0	48	160	93	0	325	261	116	0	582	1,966	82	4,609	0
	HV	0	0	3	50	0	0	2	4	0	39	9	3	0	3	13	0	126	0
	HV%	-	0%	1%	8%	-	0%	1%	4%	-	12%	3%	3%	-	1%	1%	0%	3%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	13	5	16	10	44	0	0	0	0	0	0	0	0	0	0
2:15 PM	15	4	20	11	50	0	0	0	0	0	0	0	0	0	0
2:30 PM	20	4	17	10	51	0	0	0	0	0	2	0	0	0	2
2:45 PM	17	4	25	10	56	0	0	0	0	0	0	0	0	0	0
3:00 PM	20	5	19	5	49	0	0	0	0	0	1	0	0	0	1
3:15 PM	20	1	13	8	42	0	0	0	0	0	0	0	0	0	0
3:30 PM	21	4	21	8	54	0	0	0	0	0	0	0	0	0	0
3:45 PM	16	4	12	5	37	0	0	0	0	0	0	0	0	0	0
4:00 PM	19	1	20	7	47	0	0	0	0	0	1	0	1	0	2
4:15 PM	14	1	12	6	33	1	0	0	0	1	1	0	0	0	1
4:30 PM	13	1	13	5	32	0	0	0	0	0	1	0	0	0	1
4:45 PM	14	3	15	1	33	0	0	0	0	0	0	0	0	0	0
5:00 PM	12	1	11	4	28	1	0	0	0	1	1	0	0	0	1
5:15 PM	6	1	12	3	22	0	0	0	0	0	0	0	0	0	0
5:30 PM	9	0	7	7	23	0	0	0	0	0	1	0	0	0	1
5:45 PM	13	4	11	2	30	0	0	0	0	0	0	0	0	0	0
Count Total	242	43	244	102	631	2	0	0	0	2	8	0	1	0	9
Peak Hour	53	6	51	16	126	2	0	0	0	2	3	0	0	0	3

Four-Hour Count Summaries - Heavy Vehicles																		
Interval Start	SR 240				Jadwin Ave				SR 240				Stevens Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	1	0	12	0	1	3	1	0	8	7	1	0	3	6	1	44	0
2:15 PM	0	1	1	13	0	0	1	3	0	14	6	0	0	1	9	1	50	0
2:30 PM	0	0	0	20	0	2	0	2	0	11	6	0	0	2	6	2	51	0
2:45 PM	0	1	1	15	0	0	0	4	0	13	10	2	0	3	5	2	56	201
3:00 PM	0	0	0	20	0	3	1	1	0	11	7	1	0	2	3	0	49	206
3:15 PM	0	2	2	16	0	0	0	1	0	8	3	2	0	1	7	0	42	198
3:30 PM	0	1	1	19	0	1	0	3	0	18	3	0	0	2	6	0	54	201
3:45 PM	0	1	0	15	0	0	1	3	0	9	3	0	0	1	3	1	37	182
4:00 PM	0	0	0	19	0	0	1	0	0	12	7	1	0	1	6	0	47	180
4:15 PM	0	0	1	13	0	0	0	1	0	8	4	0	0	1	5	0	33	171
4:30 PM	0	0	1	12	0	0	0	1	0	10	2	1	0	1	4	0	32	149
4:45 PM	0	0	0	14	0	0	1	2	0	11	2	2	0	0	1	0	33	145
5:00 PM	0	0	1	11	0	0	1	0	0	10	1	0	0	1	3	0	28	126
5:15 PM	0	0	0	6	0	0	0	1	0	8	4	0	0	0	3	0	22	115
5:30 PM	0	0	0	9	0	0	0	0	0	5	2	0	0	1	5	1	23	106
5:45 PM	0	1	0	12	0	0	2	2	0	10	0	1	0	0	2	0	30	103
Count Total	0	8	8	226	0	7	11	25	0	166	67	11	0	20	74	8	631	0
Peak Hour	0	0	3	50	0	0	2	4	0	39	9	3	0	3	13	0	126	0

Four-Hour Count Summaries - Bikes																		
Interval Start	SR 240			Jadwin Ave			SR 240			Stevens Rd			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

## Vehicle Classification Report Summary

**Location:** Kingsgate Way N/O SR 240  
**Count Direction:** Northbound / Southbound  
**Date Range:** 8/15/2023 to 8/17/2023  
**Site Code:** 01

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Northbound	90	4,511	1,374	37	441	75	0	1	259	120	0	0	35	6,943
	1.3%	65.0%	19.8%	0.5%	6.4%	1.1%	0.0%	0.0%	3.7%	1.7%	0.0%	0.0%	0.5%	
Southbound	165	4,880	1,529	61	666	146	0	4	192	61	0	0	73	7,777
	2.1%	62.7%	19.7%	0.8%	8.6%	1.9%	0.0%	0.1%	2.5%	0.8%	0.0%	0.0%	0.9%	
Total	255	9,391	2,903	98	1,107	221	0	5	451	181	0	0	108	14,720
	1.7%	63.8%	19.7%	0.7%	7.5%	1.5%	0.0%	0.0%	3.1%	1.2%	0.0%	0.0%	0.7%	

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

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



Tuesday, August 15, 2023  
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
1:00 AM	1	3	1	0	0	1	0	0	1	0	0	0	0	7
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	3	2	0	1	0	0	0	4	3	0	0	0	13
4:00 AM	1	40	17	0	4	1	0	0	2	1	0	0	0	66
5:00 AM	5	198	62	0	18	0	0	0	3	2	0	0	0	288
6:00 AM	3	181	52	0	13	1	0	0	2	1	0	0	0	253
7:00 AM	2	126	35	0	6	1	0	0	4	3	0	0	0	177
8:00 AM	3	93	18	1	6	2	0	0	9	4	0	0	1	137
9:00 AM	3	69	26	3	10	5	0	0	6	1	0	0	1	124
10:00 AM	3	59	22	0	10	4	0	0	8	2	0	0	1	109
11:00 AM	1	88	27	2	8	3	0	0	8	4	0	0	2	143
12:00 PM	3	67	32	0	12	7	0	0	2	2	0	0	1	126
1:00 PM	0	55	16	1	6	0	0	0	5	2	0	0	0	85
2:00 PM	3	61	25	2	13	0	0	0	4	4	0	0	1	113
3:00 PM	1	65	12	4	6	0	0	0	2	7	0	0	0	97
4:00 PM	0	65	21	0	6	0	0	0	7	3	0	0	0	102
5:00 PM	0	115	26	0	6	1	0	0	2	2	0	0	0	152
6:00 PM	1	66	14	0	4	0	0	0	1	1	0	0	1	88
7:00 PM	2	40	7	0	4	1	0	0	2	1	0	0	0	57
8:00 PM	0	36	2	0	2	0	0	0	5	1	0	0	0	46
9:00 PM	0	34	7	0	1	0	0	0	2	1	0	0	0	45
10:00 PM	1	34	5	0	2	0	0	0	0	0	0	0	0	42
11:00 PM	0	16	3	0	0	0	0	0	2	0	0	0	0	21
<b>Total</b>	<b>33</b>	<b>1,526</b>	<b>434</b>	<b>13</b>	<b>139</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2,306</b>
	1.4%	66.2%	18.8%	0.6%	6.0%	1.2%	0.0%	0.0%	3.5%	2.0%	0.0%	0.0%	0.3%	

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



Tuesday, August 15, 2023  
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	10	0	0	0	0	0	0	3	1	0	0	0	14
1:00 AM	1	0	0	0	0	2	0	0	2	0	0	0	0	5
2:00 AM	1	8	0	0	0	1	0	0	2	0	0	0	0	12
3:00 AM	1	7	0	0	2	0	0	0	1	2	0	0	0	13
4:00 AM	0	22	1	0	3	1	0	0	0	1	0	0	2	30
5:00 AM	2	25	6	0	6	2	0	0	4	4	0	0	3	52
6:00 AM	0	47	18	1	9	0	0	0	5	1	0	0	3	84
7:00 AM	4	77	25	1	5	1	0	0	1	1	0	0	0	115
8:00 AM	3	64	19	1	8	9	0	0	5	2	0	0	1	112
9:00 AM	5	63	31	3	9	7	0	0	8	3	0	0	1	130
10:00 AM	5	49	24	1	17	6	0	0	3	0	0	0	1	106
11:00 AM	2	107	42	1	11	6	0	0	5	2	0	0	2	178
12:00 PM	2	81	37	3	15	7	0	0	4	1	0	0	0	150
1:00 PM	0	60	25	1	10	0	0	0	4	2	0	0	2	104
2:00 PM	5	92	35	1	11	4	0	0	4	1	0	0	2	155
3:00 PM	8	192	52	2	20	4	0	0	1	1	0	0	0	280
4:00 PM	8	255	82	1	30	5	0	0	0	0	0	0	0	381
5:00 PM	3	145	32	0	13	2	0	0	4	0	0	0	1	200
6:00 PM	0	81	19	1	6	1	0	0	0	0	0	0	0	108
7:00 PM	0	42	8	0	3	0	0	0	1	0	0	0	0	54
8:00 PM	1	36	3	1	1	0	0	0	1	1	0	0	0	44
9:00 PM	0	15	2	0	0	0	0	0	2	0	0	0	0	19
10:00 PM	0	13	0	0	2	0	0	0	1	0	0	0	0	16
11:00 PM	0	18	8	0	0	0	0	0	1	0	0	0	0	27
Total	51	1,509	469	18	181	58	0	0	62	23	0	0	18	2,389
	2.1%	63.2%	19.6%	0.8%	7.6%	2.4%	0.0%	0.0%	2.6%	1.0%	0.0%	0.0%	0.8%	

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



Wednesday, August 16, 2023  
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	3	1	0	0	0	0	0	3	0	0	0	0	7
2:00 AM	0	4	1	0	0	0	0	0	1	0	0	0	0	6
3:00 AM	0	7	2	0	1	0	0	0	2	4	0	0	0	16
4:00 AM	0	38	17	0	7	0	0	0	1	1	0	0	0	64
5:00 AM	5	180	70	0	16	0	0	0	2	2	0	0	0	275
6:00 AM	3	197	57	0	14	2	0	0	6	2	0	0	1	282
7:00 AM	2	116	34	0	8	2	0	0	4	5	0	0	1	172
8:00 AM	1	95	24	0	16	3	0	0	9	0	0	0	2	150
9:00 AM	1	63	22	1	10	1	0	0	9	2	0	0	2	111
10:00 AM	2	57	23	0	6	4	0	0	8	2	0	0	2	104
11:00 AM	4	111	30	0	13	0	0	0	4	2	0	0	1	165
12:00 PM	1	60	31	1	16	4	0	0	4	0	0	0	1	118
1:00 PM	1	64	25	3	9	4	0	0	7	11	0	0	0	124
2:00 PM	2	51	26	3	7	2	0	0	8	7	0	0	1	107
3:00 PM	1	49	21	1	10	1	0	0	9	8	0	0	1	101
4:00 PM	1	77	19	0	4	0	0	0	4	1	0	0	3	109
5:00 PM	0	119	27	1	7	0	0	0	4	2	0	0	0	160
6:00 PM	3	79	16	0	6	0	0	0	1	0	0	0	0	105
7:00 PM	0	49	13	0	2	2	0	0	1	2	0	0	0	69
8:00 PM	0	39	8	1	1	0	0	0	0	0	0	0	0	49
9:00 PM	0	30	6	0	1	0	0	0	1	0	0	0	0	38
10:00 PM	1	28	4	0	1	0	0	0	1	1	0	0	0	36
11:00 PM	1	7	1	0	0	0	0	0	0	0	0	0	0	9
Total	29	1,531	479	11	155	25	0	0	89	52	0	0	15	2,386
	1.2%	64.2%	20.1%	0.5%	6.5%	1.0%	0.0%	0.0%	3.7%	2.2%	0.0%	0.0%	0.6%	

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



Wednesday, August 16, 2023  
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	5	3	0	0	0	0	0	2	1	0	0	0	11
1:00 AM	0	2	1	0	0	1	0	0	1	0	0	0	0	5
2:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	1	14
3:00 AM	0	7	0	0	2	0	0	0	2	3	0	0	0	14
4:00 AM	0	20	2	0	3	0	0	0	2	1	0	0	5	33
5:00 AM	1	32	13	1	8	3	0	0	3	2	0	0	5	68
6:00 AM	2	50	19	0	8	1	0	0	0	2	0	0	5	87
7:00 AM	4	81	30	2	9	2	0	0	3	1	0	0	1	133
8:00 AM	3	48	23	2	15	2	0	0	3	3	0	0	3	102
9:00 AM	2	57	23	4	12	8	0	0	4	4	0	0	0	114
10:00 AM	2	82	31	1	16	5	0	0	3	0	0	0	2	142
11:00 AM	2	110	43	3	21	2	0	0	5	3	0	0	1	190
12:00 PM	2	73	30	2	19	5	0	0	3	1	0	0	2	137
1:00 PM	2	56	24	0	16	6	0	0	1	0	0	0	0	105
2:00 PM	4	95	31	4	18	0	0	0	6	0	0	0	0	158
3:00 PM	5	172	64	0	29	3	0	0	8	1	0	0	1	283
4:00 PM	6	405	109	2	44	5	0	1	3	0	0	0	1	576
5:00 PM	25	124	26	0	6	4	0	0	1	0	0	0	0	186
6:00 PM	3	90	29	0	7	0	0	0	3	0	0	0	0	132
7:00 PM	0	50	10	0	6	0	0	0	3	1	0	0	0	70
8:00 PM	1	18	8	0	2	1	0	0	2	1	0	0	0	33
9:00 PM	0	18	2	1	0	0	0	0	2	0	0	0	1	24
10:00 PM	1	7	2	0	0	1	0	0	2	0	0	0	0	13
11:00 PM	0	13	8	0	0	0	0	0	2	1	0	0	0	24
<b>Total</b>	<b>65</b>	<b>1,628</b>	<b>531</b>	<b>22</b>	<b>241</b>	<b>49</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>2,654</b>
	2.4%	61.3%	20.0%	0.8%	9.1%	1.8%	0.0%	0.0%	2.4%	0.9%	0.0%	0.0%	1.1%	



Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



Thursday, August 17, 2023  
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	1	0	0	0	0	0	2	0	0	0	0	15
1:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
2:00 AM	0	5	0	0	1	0	0	0	1	0	0	0	1	8
3:00 AM	0	12	4	0	0	1	0	0	3	1	0	0	1	22
4:00 AM	0	36	16	0	3	0	0	0	1	0	0	0	0	56
5:00 AM	5	197	52	0	21	0	0	0	4	0	0	0	0	279
6:00 AM	5	165	63	0	11	1	0	0	2	1	0	0	0	248
7:00 AM	1	130	30	1	13	1	0	0	4	1	0	0	0	181
8:00 AM	2	81	31	0	15	1	0	0	6	2	0	0	1	139
9:00 AM	0	63	20	5	8	4	0	0	4	3	0	0	1	108
10:00 AM	2	52	24	0	5	2	0	0	8	1	0	0	3	97
11:00 AM	3	86	30	1	8	2	0	0	7	1	0	0	0	138
12:00 PM	4	67	25	1	7	3	0	0	8	2	0	0	0	117
1:00 PM	0	59	25	1	10	2	0	0	9	0	0	0	3	109
2:00 PM	1	58	26	1	13	2	0	0	10	0	0	0	1	112
3:00 PM	0	59	16	1	7	1	0	1	3	4	0	0	0	92
4:00 PM	0	67	19	1	3	2	0	0	3	3	0	0	1	99
5:00 PM	1	93	28	0	7	0	0	0	5	2	0	0	0	136
6:00 PM	1	61	19	0	7	0	0	0	2	1	0	0	0	91
7:00 PM	2	55	6	1	4	0	0	0	0	1	0	0	0	69
8:00 PM	1	39	6	0	0	0	0	0	0	0	0	0	0	46
9:00 PM	0	27	8	0	2	0	0	0	2	0	0	0	0	39
10:00 PM	0	21	10	0	2	1	0	0	3	0	0	0	0	37
11:00 PM	0	8	2	0	0	0	0	0	1	0	0	0	0	11
Total	28	1,454	461	13	147	23	0	1	89	23	0	0	12	2,251
	1.2%	64.6%	20.5%	0.6%	6.5%	1.0%	0.0%	0.0%	4.0%	1.0%	0.0%	0.0%	0.5%	

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



Thursday, August 17, 2023  
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	1	0	1	0	0	0	3	1	0	0	0	15
1:00 AM	0	3	0	0	0	0	0	1	1	0	0	0	0	5
2:00 AM	0	9	1	0	1	1	0	0	0	0	0	0	1	13
3:00 AM	1	7	1	0	2	1	0	0	3	0	0	0	1	16
4:00 AM	0	18	1	0	3	0	0	0	1	1	0	0	6	30
5:00 AM	1	37	13	0	4	1	0	0	3	0	0	0	3	62
6:00 AM	0	52	22	1	8	1	0	0	4	0	0	0	3	91
7:00 AM	2	74	27	5	10	1	0	0	4	1	0	0	1	125
8:00 AM	2	45	23	0	14	3	0	0	5	2	0	0	2	96
9:00 AM	0	53	20	3	14	2	0	0	2	1	0	0	1	96
10:00 AM	4	82	33	1	14	5	0	0	6	1	0	0	1	147
11:00 AM	3	97	39	1	20	5	0	0	10	2	0	0	3	180
12:00 PM	3	82	30	2	15	2	0	0	1	1	0	0	0	136
1:00 PM	1	95	37	0	20	3	0	0	3	0	0	0	0	159
2:00 PM	5	138	50	2	23	4	0	1	4	0	0	0	3	230
3:00 PM	5	207	56	1	17	2	0	1	4	1	0	0	0	294
4:00 PM	10	346	78	0	36	3	0	0	2	1	0	0	1	477
5:00 PM	6	179	47	1	22	3	0	0	1	1	0	0	0	260
6:00 PM	0	90	16	2	11	1	0	0	2	0	0	0	1	123
7:00 PM	1	60	9	1	4	0	0	0	4	0	0	0	0	79
8:00 PM	2	25	6	1	3	0	0	0	1	0	0	0	0	38
9:00 PM	0	15	5	0	2	0	0	0	1	0	0	0	0	23
10:00 PM	0	5	4	0	0	0	0	0	1	0	0	0	0	10
11:00 PM	3	15	10	0	0	1	0	0	0	0	0	0	0	29
Total	49	1,743	529	21	244	39	0	3	66	13	0	0	27	2,734
	1.8%	63.8%	19.3%	0.8%	8.9%	1.4%	0.0%	0.1%	2.4%	0.5%	0.0%	0.0%	1.0%	

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



**Total Study Average  
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	9	1	0	0	0	0	0	1	0	0	0	0	11
1:00 AM	0	2	1	0	0	0	0	0	2	0	0	0	0	5
2:00 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5
3:00 AM	0	7	3	0	1	0	0	0	3	3	0	0	0	17
4:00 AM	0	38	17	0	5	0	0	0	1	1	0	0	0	62
5:00 AM	5	192	61	0	18	0	0	0	3	1	0	0	0	280
6:00 AM	4	181	57	0	13	1	0	0	3	1	0	0	0	260
7:00 AM	2	124	33	0	9	1	0	0	4	3	0	0	0	176
8:00 AM	2	90	24	0	12	2	0	0	8	2	0	0	1	141
9:00 AM	1	65	23	3	9	3	0	0	6	2	0	0	1	113
10:00 AM	2	56	23	0	7	3	0	0	8	2	0	0	2	103
11:00 AM	3	95	29	1	10	2	0	0	6	2	0	0	1	149
12:00 PM	3	65	29	1	12	5	0	0	5	1	0	0	1	122
1:00 PM	0	59	22	2	8	2	0	0	7	4	0	0	1	105
2:00 PM	2	57	26	2	11	1	0	0	7	4	0	0	1	111
3:00 PM	1	58	16	2	8	1	0	0	5	6	0	0	0	97
4:00 PM	0	70	20	0	4	1	0	0	5	2	0	0	1	103
5:00 PM	0	109	27	0	7	0	0	0	4	2	0	0	0	149
6:00 PM	2	69	16	0	6	0	0	0	1	1	0	0	0	95
7:00 PM	1	48	9	0	3	1	0	0	1	1	0	0	0	64
8:00 PM	0	38	5	0	1	0	0	0	2	0	0	0	0	46
9:00 PM	0	30	7	0	1	0	0	0	2	0	0	0	0	40
10:00 PM	1	28	6	0	2	0	0	0	1	0	0	0	0	38
11:00 PM	0	10	2	0	0	0	0	0	1	0	0	0	0	13
Total	29	1,504	457	11	147	23	0	0	87	38	0	0	9	2,305
	1.3%	65.2%	19.8%	0.5%	6.4%	1.0%	0.0%	0.0%	3.8%	1.6%	0.0%	0.0%	0.4%	

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

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



**Total Study Average  
 Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	8	1	0	0	0	0	0	3	1	0	0	0	13
1:00 AM	0	2	0	0	0	1	0	0	1	0	0	0	0	4
2:00 AM	0	10	0	0	0	1	0	0	1	0	0	0	1	13
3:00 AM	1	7	0	0	2	0	0	0	2	2	0	0	0	14
4:00 AM	0	20	1	0	3	0	0	0	1	1	0	0	4	30
5:00 AM	1	31	11	0	6	2	0	0	3	2	0	0	4	60
6:00 AM	1	50	20	1	8	1	0	0	3	1	0	0	4	89
7:00 AM	3	77	27	3	8	1	0	0	3	1	0	0	1	124
8:00 AM	3	52	22	1	12	5	0	0	4	2	0	0	2	103
9:00 AM	2	58	25	3	12	6	0	0	5	3	0	0	1	115
10:00 AM	4	71	29	1	16	5	0	0	4	0	0	0	1	131
11:00 AM	2	105	41	2	17	4	0	0	7	2	0	0	2	182
12:00 PM	2	79	32	2	16	5	0	0	3	1	0	0	1	141
1:00 PM	1	70	29	0	15	3	0	0	3	1	0	0	1	123
2:00 PM	5	108	39	2	17	3	0	0	5	0	0	0	2	181
3:00 PM	6	190	57	1	22	3	0	0	4	1	0	0	0	284
4:00 PM	8	335	90	1	37	4	0	0	2	0	0	0	1	478
5:00 PM	11	149	35	0	14	3	0	0	2	0	0	0	0	214
6:00 PM	1	87	21	1	8	1	0	0	2	0	0	0	0	121
7:00 PM	0	51	9	0	4	0	0	0	3	0	0	0	0	67
8:00 PM	1	26	6	1	2	0	0	0	1	1	0	0	0	38
9:00 PM	0	16	3	0	1	0	0	0	2	0	0	0	0	22
10:00 PM	0	8	2	0	1	0	0	0	1	0	0	0	0	12
11:00 PM	1	15	9	0	0	0	0	0	1	0	0	0	0	26
<b>Total</b>	<b>53</b>	<b>1,625</b>	<b>509</b>	<b>19</b>	<b>221</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>2,585</b>
	<b>2.1%</b>	<b>62.9%</b>	<b>19.7%</b>	<b>0.7%</b>	<b>8.5%</b>	<b>1.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>2.6%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.0%</b>	

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

# Vehicle Speed Report Summary



**Location:** Kingsgate Way N/O SR 240  
**Direction:** Northbound / Southbound  
**Date Range:** 8/15/2023 to 8/17/2023  
**Site Code:** 01

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Northbound	15	98	458	562	1,460	2,404	1,613	284	35	11	2	0	1	0	0	0	0	6,943
	0.2%	1.4%	6.6%	8.1%	21.0%	34.6%	23.2%	4.1%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Southbound	18	54	307	1,240	1,920	1,894	1,745	516	70	12	1	0	0	0	0	0	0	7,777
	0.2%	0.7%	3.9%	15.9%	24.7%	24.4%	22.4%	6.6%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	33	152	765	1,802	3,380	4,298	3,358	800	105	23	3	0	1	0	0	0	0	14,720
	0.2%	1.0%	5.2%	12.2%	23.0%	29.2%	22.8%	5.4%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Total Study Percentile Speed Summary			Total Study Speed Statistics		
<b>Northbound</b>			<b>Northbound</b>		
50th Percentile (Median)	32.1	mph	Mean (Average) Speed	31.0	mph
85th Percentile	37.1	mph	10 mph Pace	27.6 - 37.6	mph
95th Percentile	39.9	mph	Percent in Pace	62.3	%
<b>Southbound</b>			<b>Southbound</b>		
50th Percentile (Median)	31.0	mph	Mean (Average) Speed	30.8	mph
85th Percentile	37.8	mph	10 mph Pace	27.8 - 37.8	mph
95th Percentile	41.3	mph	Percent in Pace	49.8	%

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



Tuesday, August 15, 2023  
 Northbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	3	1	3	4	0	0	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	0	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	1	2	1	5	2	1	1	0	0	0	0	0	0	0	0	0	13
4:00 AM	0	2	2	3	15	22	19	2	1	0	0	0	0	0	0	0	0	66
5:00 AM	0	3	2	11	31	111	105	22	1	2	0	0	0	0	0	0	0	288
6:00 AM	0	3	10	8	18	95	101	16	2	0	0	0	0	0	0	0	0	253
7:00 AM	3	2	13	1	25	70	53	10	0	0	0	0	0	0	0	0	0	177
8:00 AM	0	1	5	17	21	48	38	4	2	1	0	0	0	0	0	0	0	137
9:00 AM	0	3	6	12	20	48	33	2	0	0	0	0	0	0	0	0	0	124
10:00 AM	0	1	8	10	24	46	17	2	1	0	0	0	0	0	0	0	0	109
11:00 AM	1	2	25	14	32	48	19	2	0	0	0	0	0	0	0	0	0	143
12:00 PM	1	2	13	21	24	33	28	4	0	0	0	0	0	0	0	0	0	126
1:00 PM	0	1	9	8	22	31	12	2	0	0	0	0	0	0	0	0	0	85
2:00 PM	0	2	6	13	42	28	19	2	1	0	0	0	0	0	0	0	0	113
3:00 PM	1	0	1	13	33	34	12	2	1	0	0	0	0	0	0	0	0	97
4:00 PM	0	0	5	10	36	32	16	2	0	0	1	0	0	0	0	0	0	102
5:00 PM	0	1	9	14	37	63	24	4	0	0	0	0	0	0	0	0	0	152
6:00 PM	0	2	3	7	29	26	20	0	1	0	0	0	0	0	0	0	0	88
7:00 PM	1	0	5	10	22	14	4	0	0	1	0	0	0	0	0	0	0	57
8:00 PM	0	1	1	7	21	13	3	0	0	0	0	0	0	0	0	0	0	46
9:00 PM	0	1	6	6	16	9	5	2	0	0	0	0	0	0	0	0	0	45
10:00 PM	0	0	2	5	12	5	14	2	1	1	0	0	0	0	0	0	0	42
11:00 PM	0	1	7	2	7	2	1	1	0	0	0	0	0	0	0	0	0	21
Total	7	29	147	195	497	786	545	83	11	5	1	0	0	0	0	0	0	2,306
	0.3%	1.3%	6.4%	8.5%	21.6%	34.1%	23.6%	3.6%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	31.9 mph	Mean (Average) Speed	31.0 mph
85th Percentile	37.0 mph	10 mph Pace	28.1 - 38.1 mph
95th Percentile	39.7 mph	Percent in Pace	61.5 %

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



Tuesday, August 15, 2023  
 Southbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	1	6	3	1	3	0	0	0	0	0	0	0	0	0	0	14
1:00 AM	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	1	3	2	2	0	4	0	0	0	0	0	0	0	0	0	0	12
3:00 AM	0	0	0	3	5	2	3	0	0	0	0	0	0	0	0	0	0	13
4:00 AM	0	0	4	6	10	6	3	1	0	0	0	0	0	0	0	0	0	30
5:00 AM	0	0	3	16	17	13	3	0	0	0	0	0	0	0	0	0	0	52
6:00 AM	0	0	4	17	32	14	14	3	0	0	0	0	0	0	0	0	0	84
7:00 AM	2	0	2	22	32	23	18	11	5	0	0	0	0	0	0	0	0	115
8:00 AM	0	0	2	18	35	28	16	10	3	0	0	0	0	0	0	0	0	112
9:00 AM	2	3	7	34	43	24	13	2	2	0	0	0	0	0	0	0	0	130
10:00 AM	0	1	7	21	39	17	12	8	1	0	0	0	0	0	0	0	0	106
11:00 AM	0	1	11	48	46	41	22	5	4	0	0	0	0	0	0	0	0	178
12:00 PM	0	1	12	29	38	33	31	5	0	1	0	0	0	0	0	0	0	150
1:00 PM	0	0	6	20	29	21	25	3	0	0	0	0	0	0	0	0	0	104
2:00 PM	0	1	8	28	33	44	33	8	0	0	0	0	0	0	0	0	0	155
3:00 PM	0	1	8	32	57	69	82	29	2	0	0	0	0	0	0	0	0	280
4:00 PM	0	0	3	33	63	109	142	29	2	0	0	0	0	0	0	0	0	381
5:00 PM	0	0	11	18	51	46	61	12	1	0	0	0	0	0	0	0	0	200
6:00 PM	0	0	4	11	30	33	21	7	2	0	0	0	0	0	0	0	0	108
7:00 PM	0	0	0	6	22	9	13	3	1	0	0	0	0	0	0	0	0	54
8:00 PM	0	0	2	14	15	7	4	2	0	0	0	0	0	0	0	0	0	44
9:00 PM	0	0	2	3	7	7	0	0	0	0	0	0	0	0	0	0	0	19
10:00 PM	0	0	2	2	5	3	3	1	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	1	1	2	5	2	6	5	3	2	0	0	0	0	0	0	0	27
Total	4	10	103	392	621	553	533	144	26	3	0	0	0	0	0	0	0	2,389
	0.2%	0.4%	4.3%	16.4%	26.0%	23.1%	22.3%	6.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	30.5 mph	Mean (Average) Speed	30.7 mph
85th Percentile	37.8 mph	10 mph Pace	24.8 - 34.8 mph
95th Percentile	41.4 mph	Percent in Pace	49.18 %

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



Wednesday, August 16, 2023  
 Northbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	0	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	3	1	5	6	1	0	0	0	0	0	0	0	0	0	0	16
4:00 AM	0	2	5	1	7	24	21	4	0	0	0	0	0	0	0	0	0	64
5:00 AM	0	2	13	5	26	119	90	16	2	1	1	0	0	0	0	0	0	275
6:00 AM	0	1	16	11	33	108	91	17	4	1	0	0	0	0	0	0	0	282
7:00 AM	0	2	11	9	30	57	53	9	1	0	0	0	0	0	0	0	0	172
8:00 AM	0	1	11	14	29	55	33	6	1	0	0	0	0	0	0	0	0	150
9:00 AM	0	3	8	11	25	38	24	1	1	0	0	0	0	0	0	0	0	111
10:00 AM	0	3	11	15	24	28	19	3	1	0	0	0	0	0	0	0	0	104
11:00 AM	1	3	23	22	22	51	33	8	0	1	0	0	1	0	0	0	0	165
12:00 PM	0	1	11	7	27	48	22	2	0	0	0	0	0	0	0	0	0	118
1:00 PM	0	3	8	19	28	34	24	5	2	1	0	0	0	0	0	0	0	124
2:00 PM	0	4	10	8	23	35	26	1	0	0	0	0	0	0	0	0	0	107
3:00 PM	0	6	5	9	36	31	12	2	0	0	0	0	0	0	0	0	0	101
4:00 PM	2	1	8	17	43	29	9	0	0	0	0	0	0	0	0	0	0	109
5:00 PM	0	2	6	19	47	68	15	3	0	0	0	0	0	0	0	0	0	160
6:00 PM	0	0	7	8	41	40	8	1	0	0	0	0	0	0	0	0	0	105
7:00 PM	1	0	6	11	29	15	6	1	0	0	0	0	0	0	0	0	0	69
8:00 PM	0	0	0	13	21	12	3	0	0	0	0	0	0	0	0	0	0	49
9:00 PM	0	1	3	5	9	12	8	0	0	0	0	0	0	0	0	0	0	38
10:00 PM	0	0	3	5	9	8	8	2	1	0	0	0	0	0	0	0	0	36
11:00 PM	0	0	3	0	2	4	0	0	0	0	0	0	0	0	0	0	0	9
Total	4	35	172	212	526	828	509	81	13	4	1	0	1	0	0	0	0	2,386
	0.2%	1.5%	7.2%	8.9%	22.0%	34.7%	21.3%	3.4%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	31.7 mph	Mean (Average) Speed	30.7 mph
85th Percentile	36.8 mph	10 mph Pace	27.8 - 37.8 mph
95th Percentile	39.6 mph	Percent in Pace	62.5 %



Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



Wednesday, August 16, 2023  
 Southbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	0	3	3	2	2	1	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	1	2	2	5	4	0	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	0	0	6	7	1	0	0	0	0	0	0	0	0	0	0	0	14
4:00 AM	0	0	0	14	6	6	5	2	0	0	0	0	0	0	0	0	0	33
5:00 AM	0	0	2	15	25	20	3	1	2	0	0	0	0	0	0	0	0	68
6:00 AM	0	0	6	20	26	19	12	2	2	0	0	0	0	0	0	0	0	87
7:00 AM	0	1	7	33	30	36	13	12	0	1	0	0	0	0	0	0	0	133
8:00 AM	0	0	7	27	38	18	11	1	0	0	0	0	0	0	0	0	0	102
9:00 AM	1	0	6	39	34	21	12	1	0	0	0	0	0	0	0	0	0	114
10:00 AM	0	2	11	29	43	24	30	3	0	0	0	0	0	0	0	0	0	142
11:00 AM	1	3	4	46	48	38	41	7	2	0	0	0	0	0	0	0	0	190
12:00 PM	0	1	6	27	39	29	29	5	1	0	0	0	0	0	0	0	0	137
1:00 PM	0	0	0	13	31	29	24	7	0	1	0	0	0	0	0	0	0	105
2:00 PM	0	0	3	17	34	46	43	13	2	0	0	0	0	0	0	0	0	158
3:00 PM	0	1	8	37	67	72	67	29	2	0	0	0	0	0	0	0	0	283
4:00 PM	5	5	20	57	111	167	166	40	5	0	0	0	0	0	0	0	0	576
5:00 PM	1	12	27	27	34	40	28	16	1	0	0	0	0	0	0	0	0	186
6:00 PM	0	1	1	15	35	38	32	9	0	1	0	0	0	0	0	0	0	132
7:00 PM	0	0	0	15	15	22	14	3	1	0	0	0	0	0	0	0	0	70
8:00 PM	0	0	3	8	15	4	0	3	0	0	0	0	0	0	0	0	0	33
9:00 PM	0	0	0	8	7	5	4	0	0	0	0	0	0	0	0	0	0	24
10:00 PM	3	0	0	1	3	3	2	0	1	0	0	0	0	0	0	0	0	13
11:00 PM	0	0	1	4	6	2	5	4	2	0	0	0	0	0	0	0	0	24
Total	11	26	113	464	659	650	548	159	21	3	0	0	0	0	0	0	0	2,654
	0.4%	1.0%	4.3%	17.5%	24.8%	24.5%	20.6%	6.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	30.4	mph	Mean (Average) Speed	30.4	mph
85th Percentile	37.4	mph	10 mph Pace	27.3 - 37.3	mph
95th Percentile	40.9	mph	Percent in Pace	50.34	%

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



Thursday, August 17, 2023  
 Northbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	1	3	1	6	4	0	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	0	4	1	4	10	2	1	0	0	0	0	0	0	0	0	0	22
4:00 AM	0	1	6	2	4	24	17	1	0	1	0	0	0	0	0	0	0	56
5:00 AM	0	3	7	8	29	111	95	24	2	0	0	0	0	0	0	0	0	279
6:00 AM	0	4	7	4	15	90	101	24	2	1	0	0	0	0	0	0	0	248
7:00 AM	1	2	11	9	22	58	64	13	1	0	0	0	0	0	0	0	0	181
8:00 AM	1	2	9	9	21	48	42	7	0	0	0	0	0	0	0	0	0	139
9:00 AM	0	1	3	9	27	39	21	5	3	0	0	0	0	0	0	0	0	108
10:00 AM	0	2	11	6	15	37	22	3	1	0	0	0	0	0	0	0	0	97
11:00 AM	0	4	11	15	22	38	40	7	1	0	0	0	0	0	0	0	0	138
12:00 PM	0	3	9	11	35	34	19	6	0	0	0	0	0	0	0	0	0	117
1:00 PM	1	2	9	9	25	41	18	4	0	0	0	0	0	0	0	0	0	109
2:00 PM	0	1	15	9	23	35	26	2	1	0	0	0	0	0	0	0	0	112
3:00 PM	1	2	5	12	24	34	13	1	0	0	0	0	0	0	0	0	0	92
4:00 PM	0	2	6	10	30	40	8	3	0	0	0	0	0	0	0	0	0	99
5:00 PM	0	1	5	7	42	55	24	2	0	0	0	0	0	0	0	0	0	136
6:00 PM	0	0	4	6	24	36	14	7	0	0	0	0	0	0	0	0	0	91
7:00 PM	0	0	2	7	29	22	8	1	0	0	0	0	0	0	0	0	0	69
8:00 PM	0	1	1	3	17	12	8	4	0	0	0	0	0	0	0	0	0	46
9:00 PM	0	0	5	6	10	12	6	0	0	0	0	0	0	0	0	0	0	39
10:00 PM	0	0	1	6	8	9	8	5	0	0	0	0	0	0	0	0	0	37
11:00 PM	0	1	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	11
Total	4	34	139	155	437	790	559	120	11	2	0	0	0	0	0	0	0	2,251
	0.2%	1.5%	6.2%	6.9%	19.4%	35.1%	24.8%	5.3%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	32.7	mph	Mean (Average) Speed	31.4	mph
85th Percentile	37.4	mph	10 mph Pace	27.6 - 37.6	mph
95th Percentile	40.5	mph	Percent in Pace	63.0	%

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



Thursday, August 17, 2023  
 Southbound

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	1	3	4	4	3	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	1	4	4	2	2	0	0	0	0	0	0	0	0	0	0	13
3:00 AM	0	0	1	3	5	7	0	0	0	0	0	0	0	0	0	0	0	16
4:00 AM	0	0	5	6	8	7	0	2	0	1	1	0	0	0	0	0	0	30
5:00 AM	0	1	5	6	31	10	5	1	2	1	0	0	0	0	0	0	0	62
6:00 AM	0	0	4	14	37	23	12	1	0	0	0	0	0	0	0	0	0	91
7:00 AM	0	4	0	23	34	27	24	11	2	0	0	0	0	0	0	0	0	125
8:00 AM	0	1	3	19	37	21	10	5	0	0	0	0	0	0	0	0	0	96
9:00 AM	0	0	1	17	28	23	19	7	0	1	0	0	0	0	0	0	0	96
10:00 AM	0	0	6	26	40	31	34	8	1	1	0	0	0	0	0	0	0	147
11:00 AM	0	0	7	30	54	36	37	16	0	0	0	0	0	0	0	0	0	180
12:00 PM	0	1	2	27	27	47	26	4	2	0	0	0	0	0	0	0	0	136
1:00 PM	0	2	11	24	35	40	35	11	1	0	0	0	0	0	0	0	0	159
2:00 PM	0	0	1	26	37	61	71	31	3	0	0	0	0	0	0	0	0	230
3:00 PM	0	0	5	27	43	85	97	35	1	1	0	0	0	0	0	0	0	294
4:00 PM	3	6	14	54	93	122	149	34	2	0	0	0	0	0	0	0	0	477
5:00 PM	0	2	5	30	51	75	73	22	1	1	0	0	0	0	0	0	0	260
6:00 PM	0	0	2	12	31	29	36	11	2	0	0	0	0	0	0	0	0	123
7:00 PM	0	1	6	11	19	21	12	8	1	0	0	0	0	0	0	0	0	79
8:00 PM	0	0	4	9	10	7	7	1	0	0	0	0	0	0	0	0	0	38
9:00 PM	0	0	5	4	6	7	1	0	0	0	0	0	0	0	0	0	0	23
10:00 PM	0	0	2	2	0	2	3	1	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	0	0	6	6	2	6	4	5	0	0	0	0	0	0	0	0	29
Total	3	18	91	384	640	691	664	213	23	6	1	0	0	0	0	0	0	2,734
	0.1%	0.7%	3.3%	14.0%	23.4%	25.3%	24.3%	7.8%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	31.7 mph	Mean (Average) Speed	31.4 mph
85th Percentile	38.3 mph	10 mph Pace	28.3 - 38.3 mph
95th Percentile	41.5 mph	Percent in Pace	51.57 %

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



**Total Study Average  
Northbound**

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	2	1	4	3	1	0	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	1	0	3	1	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	3	1	5	6	1	1	0	0	0	0	0	0	0	0	0	17
4:00 AM	0	2	4	2	9	23	19	2	0	0	0	0	0	0	0	0	0	61
5:00 AM	0	3	7	8	29	114	97	21	2	1	0	0	0	0	0	0	0	282
6:00 AM	0	3	11	8	22	98	98	19	3	1	0	0	0	0	0	0	0	263
7:00 AM	1	2	12	6	26	62	57	11	1	0	0	0	0	0	0	0	0	178
8:00 AM	0	1	8	13	24	50	38	6	1	0	0	0	0	0	0	0	0	141
9:00 AM	0	2	6	11	24	42	26	3	1	0	0	0	0	0	0	0	0	115
10:00 AM	0	2	10	10	21	37	19	3	1	0	0	0	0	0	0	0	0	103
11:00 AM	1	3	20	17	25	46	31	6	0	0	0	0	0	0	0	0	0	149
12:00 PM	0	2	11	13	29	38	23	4	0	0	0	0	0	0	0	0	0	120
1:00 PM	0	2	9	12	25	35	18	4	1	0	0	0	0	0	0	0	0	106
2:00 PM	0	2	10	10	29	33	24	2	1	0	0	0	0	0	0	0	0	111
3:00 PM	1	3	4	11	31	33	12	2	0	0	0	0	0	0	0	0	0	97
4:00 PM	1	1	6	12	36	34	11	2	0	0	0	0	0	0	0	0	0	103
5:00 PM	0	1	7	13	42	62	21	3	0	0	0	0	0	0	0	0	0	149
6:00 PM	0	1	5	7	31	34	14	3	0	0	0	0	0	0	0	0	0	95
7:00 PM	1	0	4	9	27	17	6	1	0	0	0	0	0	0	0	0	0	65
8:00 PM	0	1	1	8	20	12	5	1	0	0	0	0	0	0	0	0	0	48
9:00 PM	0	1	5	6	12	11	6	1	0	0	0	0	0	0	0	0	0	42
10:00 PM	0	0	2	5	10	7	10	3	1	0	0	0	0	0	0	0	0	38
11:00 PM	0	1	5	2	3	2	0	0	0	0	0	0	0	0	0	0	0	13
Total	5	33	154	186	489	801	538	98	12	2	0	0	0	0	0	0	0	2,318
	0.2%	1.4%	6.6%	8.0%	21.1%	34.6%	23.2%	4.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	32.1 mph	Mean (Average) Speed	31.0 mph
85th Percentile	37.1 mph	10 mph Pace	27.6 - 37.6 mph
95th Percentile	39.9 mph	Percent in Pace	62.3 %

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 01



**Total Study Average  
 Southbound**

Time	Speed Range (mph)																Total Volume	
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85		85 +
12:00 AM	0	0	1	4	3	2	3	0	0	0	0	0	0	0	0	0	0	13
1:00 AM	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	2	3	3	2	3	0	0	0	0	0	0	0	0	0	0	13
3:00 AM	0	0	0	4	6	3	1	0	0	0	0	0	0	0	0	0	0	14
4:00 AM	0	0	3	9	8	6	3	2	0	0	0	0	0	0	0	0	0	31
5:00 AM	0	0	3	12	24	14	4	1	1	0	0	0	0	0	0	0	0	59
6:00 AM	0	0	5	17	32	19	13	2	1	0	0	0	0	0	0	0	0	89
7:00 AM	1	2	3	26	32	29	18	11	2	0	0	0	0	0	0	0	0	124
8:00 AM	0	0	4	21	37	22	12	5	1	0	0	0	0	0	0	0	0	102
9:00 AM	1	1	5	30	35	23	15	3	1	0	0	0	0	0	0	0	0	114
10:00 AM	0	1	8	25	41	24	25	6	1	0	0	0	0	0	0	0	0	131
11:00 AM	0	1	7	41	49	38	33	9	2	0	0	0	0	0	0	0	0	180
12:00 PM	0	1	7	28	35	36	29	5	1	0	0	0	0	0	0	0	0	142
1:00 PM	0	1	6	19	32	30	28	7	0	0	0	0	0	0	0	0	0	123
2:00 PM	0	0	4	24	35	50	49	17	2	0	0	0	0	0	0	0	0	181
3:00 PM	0	1	7	32	56	75	82	31	2	0	0	0	0	0	0	0	0	286
4:00 PM	3	4	12	48	89	133	152	34	3	0	0	0	0	0	0	0	0	478
5:00 PM	0	5	14	25	45	54	54	17	1	0	0	0	0	0	0	0	0	215
6:00 PM	0	0	2	13	32	33	30	9	1	0	0	0	0	0	0	0	0	120
7:00 PM	0	0	2	11	19	17	13	5	1	0	0	0	0	0	0	0	0	68
8:00 PM	0	0	3	10	13	6	4	2	0	0	0	0	0	0	0	0	0	38
9:00 PM	0	0	2	5	7	6	2	0	0	0	0	0	0	0	0	0	0	22
10:00 PM	1	0	1	2	3	3	3	1	0	0	0	0	0	0	0	0	0	14
11:00 PM	0	0	1	4	6	2	6	4	3	1	0	0	0	0	0	0	0	27
Total	6	17	102	414	643	629	583	171	23	1	0	0	0	0	0	0	0	2,589
	0.2%	0.7%	3.9%	16.0%	24.8%	24.3%	22.5%	6.6%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	31.0 mph	Mean (Average) Speed	30.8 mph
85th Percentile	37.8 mph	10 mph Pace	27.8 - 37.8 mph
95th Percentile	41.3 mph	Percent in Pace	49.8 %

Location: Kingsgate Way N/O SR 240  
 Date Range: 8/15/2023 - 8/21/2023  
 Site Code: 01

Time	Tuesday 8/15/2023			Wednesday 8/16/2023			Thursday 8/17/2023			Friday 8/18/2023			Saturday 8/19/2023			Sunday 8/20/2023			Monday 8/21/2023			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	11	14	25	9	11	20	15	15	30	-	-	-	-	-	-	-	-	-	12	13	25			
1:00 AM	7	5	12	7	5	12	2	5	7	-	-	-	-	-	-	-	-	-	5	5	10			
2:00 AM	4	12	16	6	14	20	8	13	21	-	-	-	-	-	-	-	-	-	6	13	19			
3:00 AM	13	13	26	16	14	30	22	16	38	-	-	-	-	-	-	-	-	-	17	14	31			
4:00 AM	66	30	96	64	33	97	56	30	86	-	-	-	-	-	-	-	-	-	62	31	93			
5:00 AM	288	52	340	275	68	343	279	62	341	-	-	-	-	-	-	-	-	-	281	61	341			
6:00 AM	253	84	337	282	87	369	248	91	339	-	-	-	-	-	-	-	-	-	261	87	348			
7:00 AM	177	115	292	172	133	305	181	125	306	-	-	-	-	-	-	-	-	-	177	124	301			
8:00 AM	137	112	249	150	102	252	139	96	235	-	-	-	-	-	-	-	-	-	142	103	245			
9:00 AM	124	130	254	111	114	225	108	96	204	-	-	-	-	-	-	-	-	-	114	113	228			
10:00 AM	109	106	215	104	142	246	97	147	244	-	-	-	-	-	-	-	-	-	103	132	235			
11:00 AM	143	178	321	165	190	355	138	180	318	-	-	-	-	-	-	-	-	-	149	183	331			
12:00 PM	126	150	276	118	137	255	117	136	253	-	-	-	-	-	-	-	-	-	120	141	261			
1:00 PM	85	104	189	124	105	229	109	159	268	-	-	-	-	-	-	-	-	-	106	123	229			
2:00 PM	113	155	268	107	158	265	112	230	342	-	-	-	-	-	-	-	-	-	111	181	292			
3:00 PM	97	280	377	101	283	384	92	294	386	-	-	-	-	-	-	-	-	-	97	286	382			
4:00 PM	102	381	483	109	576	685	99	477	576	-	-	-	-	-	-	-	-	-	103	478	581			
5:00 PM	152	200	352	160	186	346	136	260	396	-	-	-	-	-	-	-	-	-	149	215	365			
6:00 PM	88	108	196	105	132	237	91	123	214	-	-	-	-	-	-	-	-	-	95	121	216			
7:00 PM	57	54	111	69	70	139	69	79	148	-	-	-	-	-	-	-	-	-	65	68	133			
8:00 PM	46	44	90	49	33	82	46	38	84	-	-	-	-	-	-	-	-	-	47	38	85			
9:00 PM	45	19	64	38	24	62	39	23	62	-	-	-	-	-	-	-	-	-	41	22	63			
10:00 PM	42	16	58	36	13	49	37	10	47	-	-	-	-	-	-	-	-	-	38	13	51			
11:00 PM	21	27	48	9	24	33	11	29	40	-	-	-	-	-	-	-	-	-	14	27	40			
<b>Total</b>	<b>2,306</b>	<b>2,389</b>	<b>4,695</b>	<b>2,386</b>	<b>2,654</b>	<b>5,040</b>	<b>2,251</b>	<b>2,734</b>	<b>4,985</b>	-	-	-	-	-	-	-	-	-	<b>2,314</b>	<b>2,592</b>	<b>4,907</b>			
<b>Percent</b>	<b>49%</b>	<b>51%</b>		<b>47%</b>	<b>53%</b>		<b>45%</b>	<b>55%</b>		-	-	-	-	-	-	-	-	-	<b>47%</b>	<b>53%</b>				
AM Peak	05:00	11:00	05:00	06:00	11:00	06:00	05:00	11:00	05:00	-	-	-	-	-	-	-	-	-	05:00	11:00	06:00			
Vol.	288	178	340	282	190	369	279	180	341	-	-	-	-	-	-	-	-	-	281	183	348			
PM Peak	17:00	16:00	16:00	17:00	16:00	16:00	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00			
Vol.	152	381	483	160	576	685	136	477	576	-	-	-	-	-	-	-	-	-	149	478	581			

1. Mid-week average includes data between Tuesday and Thursday.

## Vehicle Classification Report Summary



**Location:** Horn Rapids Rd W/O Stevens Dr  
**Count Direction:** Eastbound / Westbound  
**Date Range:** 8/8/2023 to 8/10/2023  
**Site Code:** 02

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Eastbound	63	2,034	787	23	339	32	0	1	13	1	0	0	2	3,295
	1.9%	61.7%	23.9%	0.7%	10.3%	1.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.1%	
Westbound	77	2,380	754	23	262	37	0	1	20	4	0	0	1	3,559
	2.2%	66.9%	21.2%	0.6%	7.4%	1.0%	0.0%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	
Total	140	4,414	1,541	46	601	69	0	2	33	5	0	0	3	6,854
	2.0%	64.4%	22.5%	0.7%	8.8%	1.0%	0.0%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	

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

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



Tuesday, August 8, 2023  
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
1:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	5	4	0	1	0	0	0	0	0	0	0	0	10
5:00 AM	0	30	10	0	5	0	0	0	0	0	0	0	0	45
6:00 AM	0	40	15	0	5	0	0	0	0	0	0	0	0	60
7:00 AM	2	42	19	0	7	0	0	0	0	0	0	0	0	70
8:00 AM	0	34	8	3	3	1	0	0	0	0	0	0	0	49
9:00 AM	2	27	20	3	11	1	0	0	0	0	0	0	0	64
10:00 AM	0	30	16	3	6	0	0	0	0	0	0	0	0	55
11:00 AM	3	42	20	0	8	0	0	0	0	0	0	0	0	73
12:00 PM	0	26	18	1	10	0	0	0	0	0	0	0	0	55
1:00 PM	0	24	20	0	6	2	0	0	1	0	0	0	0	53
2:00 PM	3	65	37	0	15	2	0	1	2	0	0	0	0	125
3:00 PM	3	130	34	1	24	0	0	0	0	0	0	0	1	193
4:00 PM	2	112	26	0	11	0	0	0	0	0	0	0	0	151
5:00 PM	2	46	8	1	1	0	0	0	0	0	0	0	0	58
6:00 PM	1	22	3	0	1	0	0	0	0	0	0	0	0	27
7:00 PM	0	2	2	0	3	0	0	0	0	0	0	0	0	7
8:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	1	3	2	0	0	0	0	0	0	0	0	0	0	6
10:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
11:00 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
Total	21	710	267	12	119	6	0	1	3	0	0	0	1	1,140
	1.8%	62.3%	23.4%	1.1%	10.4%	0.5%	0.0%	0.1%	0.3%	0.0%	0.0%	0.0%	0.1%	



Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



Tuesday, August 8, 2023  
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	3	32	10	0	2	0	0	0	0	0	0	0	0	47
5:00 AM	3	106	29	0	8	0	0	0	0	0	0	0	0	146
6:00 AM	3	158	46	0	18	0	0	0	0	0	0	0	0	225
7:00 AM	3	55	20	2	5	1	0	0	0	0	0	0	0	86
8:00 AM	3	47	12	1	3	1	0	0	0	0	0	0	0	67
9:00 AM	1	19	18	3	5	1	0	0	1	0	0	0	0	48
10:00 AM	0	22	6	2	4	1	0	0	0	0	0	0	0	35
11:00 AM	1	80	15	0	3	1	0	0	0	0	0	0	0	100
12:00 PM	4	35	21	0	6	0	0	0	0	0	0	0	0	66
1:00 PM	0	26	18	0	4	1	0	0	1	0	0	0	0	50
2:00 PM	0	30	6	1	5	1	0	0	1	0	0	0	0	44
3:00 PM	0	29	14	1	6	0	0	0	1	0	0	0	0	51
4:00 PM	1	60	16	1	9	0	0	0	0	0	0	0	0	87
5:00 PM	0	36	6	0	3	1	0	0	1	0	0	0	0	47
6:00 PM	1	16	6	0	1	0	0	0	0	0	0	0	0	24
7:00 PM	1	4	0	0	0	0	0	0	0	0	0	0	0	5
8:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	1	0	1	0	1	0	0	0	0	0	0	0	0	3
10:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	1	4	2	0	0	0	0	0	1	0	0	0	0	8
Total	26	770	248	11	83	8	0	0	6	0	0	0	0	1,152
	2.3%	66.8%	21.5%	1.0%	7.2%	0.7%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



Wednesday, August 9, 2023  
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	7	1	0	1	0	0	0	0	0	0	0	0	10
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	11
5:00 AM	0	31	8	0	6	0	0	0	0	0	0	0	0	45
6:00 AM	1	43	13	0	9	0	0	0	0	0	0	0	0	66
7:00 AM	1	34	18	1	7	0	0	0	0	0	0	0	0	61
8:00 AM	0	32	16	0	8	3	0	0	0	0	0	0	0	59
9:00 AM	0	27	19	0	8	2	0	0	1	0	0	0	0	57
10:00 AM	2	31	15	0	7	2	0	0	1	0	0	0	0	58
11:00 AM	2	54	28	0	8	0	0	0	0	0	0	0	0	92
12:00 PM	1	29	18	1	12	1	0	0	1	0	0	0	0	63
1:00 PM	1	39	11	0	5	2	0	0	1	0	0	0	0	59
2:00 PM	3	65	36	2	11	0	0	0	0	0	0	0	0	117
3:00 PM	1	139	36	0	19	0	0	0	0	0	0	0	0	195
4:00 PM	4	95	23	1	10	0	0	0	0	0	0	0	0	133
5:00 PM	1	40	14	0	2	2	0	0	0	0	0	0	0	59
6:00 PM	2	14	5	0	1	0	0	0	0	0	0	0	0	22
7:00 PM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
8:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	4	2	0	0	0	0	0	1	0	0	0	0	7
10:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
Total	21	714	273	5	118	12	0	0	5	0	0	0	0	1,148
	1.8%	62.2%	23.8%	0.4%	10.3%	1.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



Wednesday, August 9, 2023  
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	3	28	7	0	1	0	0	0	0	0	0	0	0	39
5:00 AM	3	110	32	0	13	0	0	0	0	0	0	0	0	158
6:00 AM	4	153	46	0	15	0	0	0	0	0	0	0	0	218
7:00 AM	1	70	16	0	7	1	0	0	1	0	0	0	0	96
8:00 AM	4	44	22	1	7	4	0	0	0	0	0	0	1	83
9:00 AM	0	22	13	1	3	2	0	0	1	0	0	0	0	42
10:00 AM	0	16	9	0	4	2	0	0	1	1	0	0	0	33
11:00 AM	2	78	19	1	8	0	0	0	0	1	0	0	0	109
12:00 PM	0	23	18	0	5	2	0	0	1	0	0	0	0	49
1:00 PM	2	18	7	0	4	1	0	0	0	1	0	0	0	33
2:00 PM	1	19	5	3	3	1	0	0	1	0	0	0	0	33
3:00 PM	0	39	9	0	5	0	0	0	0	0	0	0	0	53
4:00 PM	1	103	41	0	11	1	0	0	0	0	0	0	0	157
5:00 PM	2	63	11	0	5	1	0	0	1	0	0	0	0	83
6:00 PM	0	17	4	0	1	0	0	0	0	0	0	0	0	22
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:00 PM	1	2	0	0	1	0	0	0	0	0	0	0	0	4
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	1	3	3	0	0	0	0	0	1	0	0	0	0	8
Total	25	822	264	6	93	15	0	0	7	3	0	0	1	1,236
	2.0%	66.5%	21.4%	0.5%	7.5%	1.2%	0.0%	0.0%	0.6%	0.2%	0.0%	0.0%	0.1%	

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



Thursday, August 10, 2023  
 Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	2	6	1	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	7	4	0	1	0	0	0	0	0	0	0	0	12
5:00 AM	0	28	9	0	4	0	0	0	0	0	0	0	0	41
6:00 AM	0	32	17	0	6	0	0	0	0	0	0	0	0	55
7:00 AM	3	33	15	0	8	1	0	0	0	0	0	0	0	60
8:00 AM	1	25	11	0	8	0	0	0	0	0	0	0	0	45
9:00 AM	0	21	15	4	5	1	0	0	0	1	0	0	0	47
10:00 AM	4	54	19	0	11	1	0	0	1	0	0	0	0	90
11:00 AM	0	42	22	1	5	2	0	0	0	0	0	0	0	72
12:00 PM	3	39	20	0	8	2	0	0	0	0	0	0	0	72
1:00 PM	1	41	17	0	10	2	0	0	1	0	0	0	1	73
2:00 PM	4	108	41	1	13	1	0	0	1	0	0	0	0	169
3:00 PM	1	88	23	0	11	2	0	0	1	0	0	0	0	126
4:00 PM	0	37	13	0	7	2	0	0	1	0	0	0	0	60
5:00 PM	1	18	8	0	2	0	0	0	0	0	0	0	0	29
6:00 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
7:00 PM	1	2	2	0	1	0	0	0	0	0	0	0	0	6
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
Total	21	610	247	6	102	14	0	0	5	1	0	0	1	1,007
	2.1%	60.6%	24.5%	0.6%	10.1%	1.4%	0.0%	0.0%	0.5%	0.1%	0.0%	0.0%	0.1%	

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



Thursday, August 10, 2023  
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	3	25	10	0	0	0	0	0	0	0	0	0	0	38
5:00 AM	2	95	32	0	8	0	0	0	0	0	0	0	0	137
6:00 AM	3	137	35	0	18	0	0	0	0	0	0	0	0	193
7:00 AM	3	71	13	1	4	1	0	0	0	0	0	0	0	93
8:00 AM	1	37	10	0	3	0	0	0	0	1	0	0	0	52
9:00 AM	1	14	10	2	2	0	0	0	0	0	0	0	0	29
10:00 AM	0	30	8	0	6	2	0	0	1	0	0	0	0	47
11:00 AM	3	53	15	1	9	1	0	0	1	0	0	0	0	83
12:00 PM	2	31	17	1	8	1	0	0	0	0	0	0	0	60
1:00 PM	0	25	10	0	5	3	0	0	2	0	0	0	0	45
2:00 PM	2	50	11	0	8	1	0	1	0	0	0	0	0	73
3:00 PM	2	31	20	1	5	3	0	0	1	0	0	0	0	63
4:00 PM	0	106	27	0	5	1	0	0	1	0	0	0	0	140
5:00 PM	3	49	14	0	3	1	0	0	1	0	0	0	0	71
6:00 PM	1	16	5	0	0	0	0	0	0	0	0	0	0	22
7:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
8:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
9:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Total	26	788	242	6	86	14	0	1	7	1	0	0	0	1,171
	2.2%	67.3%	20.7%	0.5%	7.3%	1.2%	0.0%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



**Total Study Average  
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	1	6	1	0	1	0	0	0	0	0	0	0	0	9
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	6	4	0	1	0	0	0	0	0	0	0	0	11
5:00 AM	0	30	9	0	5	0	0	0	0	0	0	0	0	44
6:00 AM	0	38	15	0	7	0	0	0	0	0	0	0	0	60
7:00 AM	2	36	17	0	7	0	0	0	0	0	0	0	0	62
8:00 AM	0	30	12	1	6	1	0	0	0	0	0	0	0	50
9:00 AM	1	25	18	2	8	1	0	0	0	0	0	0	0	55
10:00 AM	2	38	17	1	8	1	0	0	1	0	0	0	0	68
11:00 AM	2	46	23	0	7	1	0	0	0	0	0	0	0	79
12:00 PM	1	31	19	1	10	1	0	0	0	0	0	0	0	63
1:00 PM	1	35	16	0	7	2	0	0	1	0	0	0	0	62
2:00 PM	3	79	38	1	13	1	0	0	1	0	0	0	0	136
3:00 PM	2	119	31	0	18	1	0	0	0	0	0	0	0	171
4:00 PM	2	81	21	0	9	1	0	0	0	0	0	0	0	114
5:00 PM	1	35	10	0	2	1	0	0	0	0	0	0	0	49
6:00 PM	1	14	3	0	1	0	0	0	0	0	0	0	0	19
7:00 PM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
8:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
Total	20	676	263	6	113	11	0	0	3	0	0	0	0	1,092
	1.8%	61.9%	24.1%	0.5%	10.3%	1.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	

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

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



**Total Study Average  
 Westbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	3	28	9	0	1	0	0	0	0	0	0	0	0	41
5:00 AM	3	104	31	0	10	0	0	0	0	0	0	0	0	148
6:00 AM	3	149	42	0	17	0	0	0	0	0	0	0	0	211
7:00 AM	2	65	16	1	5	1	0	0	0	0	0	0	0	90
8:00 AM	3	43	15	1	4	2	0	0	0	0	0	0	0	68
9:00 AM	1	18	14	2	3	1	0	0	1	0	0	0	0	40
10:00 AM	0	23	8	1	5	2	0	0	1	0	0	0	0	40
11:00 AM	2	70	16	1	7	1	0	0	0	0	0	0	0	97
12:00 PM	2	30	19	0	6	1	0	0	0	0	0	0	0	58
1:00 PM	1	23	12	0	4	2	0	0	1	0	0	0	0	43
2:00 PM	1	33	7	1	5	1	0	0	1	0	0	0	0	49
3:00 PM	1	33	14	1	5	1	0	0	1	0	0	0	0	56
4:00 PM	1	90	28	0	8	1	0	0	0	0	0	0	0	128
5:00 PM	2	49	10	0	4	1	0	0	1	0	0	0	0	67
6:00 PM	1	16	5	0	1	0	0	0	0	0	0	0	0	23
7:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
8:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
9:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	1	3	2	0	0	0	0	0	1	0	0	0	0	7
Total	27	793	251	8	86	14	0	0	7	0	0	0	0	1,186
	2.3%	66.9%	21.2%	0.7%	7.3%	1.2%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	

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

# Vehicle Speed Report Summary



**Location:** Horn Rapids Rd W/O Stevens Dr  
**Direction:** Eastbound / Westbound  
**Date Range:** 8/8/2023 to 8/10/2023  
**Site Code:** 02

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Eastbound	5	14	14	15	18	116	324	869	1,122	597	164	32	3	1	1	0	0	3,295
	0.2%	0.4%	0.4%	0.5%	0.5%	3.5%	9.8%	26.4%	34.1%	18.1%	5.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
Westbound	0	1	12	16	16	91	369	1,212	1,266	441	90	26	11	5	3	0	0	3,559
	0.0%	0.0%	0.3%	0.4%	0.4%	2.6%	10.4%	34.1%	35.6%	12.4%	2.5%	0.7%	0.3%	0.1%	0.1%	0.0%	0.0%	
Total	5	15	26	31	34	207	693	2,081	2,388	1,038	254	58	14	6	4	0	0	6,854
	0.1%	0.2%	0.4%	0.5%	0.5%	3.0%	10.1%	30.4%	34.8%	15.1%	3.7%	0.8%	0.2%	0.1%	0.1%	0.0%	0.0%	

Total Study Percentile Speed Summary			Total Study Speed Statistics		
<b>Eastbound</b>			<b>Eastbound</b>		
50th Percentile (Median)	46.3	mph	Mean (Average) Speed	45.7	mph
85th Percentile	51.9	mph	10 mph Pace	42.2 - 52.2	mph
95th Percentile	55.6	mph	Percent in Pace	61.7	%
<b>Westbound</b>			<b>Westbound</b>		
50th Percentile (Median)	45.2	mph	Mean (Average) Speed	45.1	mph
85th Percentile	50.3	mph	10 mph Pace	40.6 - 50.6	mph
95th Percentile	53.9	mph	Percent in Pace	69.6	%



Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



Tuesday, August 8, 2023

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	2	0	5	2	0	0	0	0	0	0	9
1:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	1	3	5	1	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	3	4	16	13	8	1	0	0	0	0	0	0	45
6:00 AM	0	0	0	0	0	0	4	12	28	15	1	0	0	0	0	0	0	60
7:00 AM	0	1	1	1	0	1	5	18	23	17	2	0	0	1	0	0	0	70
8:00 AM	2	8	6	4	2	1	8	7	9	2	0	0	0	0	0	0	0	49
9:00 AM	0	0	0	0	0	8	9	27	18	2	0	0	0	0	0	0	0	64
10:00 AM	0	0	0	0	0	1	10	20	21	3	0	0	0	0	0	0	0	55
11:00 AM	2	0	0	0	0	1	13	23	24	9	1	0	0	0	0	0	0	73
12:00 PM	0	0	0	0	0	5	17	13	10	8	2	0	0	0	0	0	0	55
1:00 PM	0	0	0	1	2	3	6	20	15	4	2	0	0	0	0	0	0	53
2:00 PM	0	0	0	0	0	8	6	20	46	35	9	1	0	0	0	0	0	125
3:00 PM	0	0	0	0	0	3	13	35	77	56	8	1	0	0	0	0	0	193
4:00 PM	0	0	0	0	0	3	12	43	51	30	10	2	0	0	0	0	0	151
5:00 PM	0	0	0	1	0	0	7	7	26	12	5	0	0	0	0	0	0	58
6:00 PM	0	0	1	0	0	0	1	11	5	5	3	1	0	0	0	0	0	27
7:00 PM	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	7
8:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	0	0	0	0	0	2	2	0	1	1	0	0	0	0	0	0	6
10:00 PM	0	0	0	0	0	0	0	4	3	2	1	0	0	0	0	0	0	10
11:00 PM	0	0	0	0	0	1	4	1	1	1	2	0	0	0	0	0	0	10
Total	4	9	8	7	4	38	123	288	377	220	55	5	1	1	0	0	0	1,140
	0.4%	0.8%	0.7%	0.6%	0.4%	3.3%	10.8%	25.3%	33.1%	19.3%	4.8%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	46.3 mph	Mean (Average) Speed	45.4 mph
85th Percentile	51.9 mph	10 mph Pace	42.7 - 52.7 mph
95th Percentile	55.1 mph	Percent in Pace	61.1 %

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



Tuesday, August 8, 2023

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	1	13	22	9	1	1	0	0	0	0	0	47
5:00 AM	0	0	0	0	0	1	11	42	65	23	2	0	1	0	1	0	0	146
6:00 AM	0	0	0	0	0	0	11	86	92	29	3	2	1	1	0	0	0	225
7:00 AM	0	0	0	3	1	2	10	36	26	7	0	1	0	0	0	0	0	86
8:00 AM	0	0	0	8	5	6	8	18	15	5	1	1	0	0	0	0	0	67
9:00 AM	0	0	0	0	1	3	8	13	16	6	1	0	0	0	0	0	0	48
10:00 AM	0	0	0	0	0	1	6	14	10	3	1	0	0	0	0	0	0	35
11:00 AM	0	0	0	0	0	0	8	41	31	16	3	0	1	0	0	0	0	100
12:00 PM	0	0	4	0	0	1	7	22	20	10	1	1	0	0	0	0	0	66
1:00 PM	0	0	0	0	0	5	10	14	14	7	0	0	0	0	0	0	0	50
2:00 PM	0	0	0	0	1	2	5	13	12	7	4	0	0	0	0	0	0	44
3:00 PM	0	0	0	0	2	2	7	22	13	3	2	0	0	0	0	0	0	51
4:00 PM	0	0	0	0	0	1	5	36	33	10	2	0	0	0	0	0	0	87
5:00 PM	0	0	0	0	1	2	7	11	20	4	1	1	0	0	0	0	0	47
6:00 PM	0	0	0	0	0	1	3	7	8	2	2	0	1	0	0	0	0	24
7:00 PM	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	5
8:00 PM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
9:00 PM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3
10:00 PM	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	1	1	1	4	1	0	0	0	0	0	0	0	8
Total	0	0	4	11	12	28	113	395	407	145	24	7	4	1	1	0	0	1,152
	0.0%	0.0%	0.3%	1.0%	1.0%	2.4%	9.8%	34.3%	35.3%	12.6%	2.1%	0.6%	0.3%	0.1%	0.1%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	45.1 mph	Mean (Average) Speed	44.9 mph
85th Percentile	50.1 mph	10 mph Pace	40.6 - 50.6 mph
95th Percentile	53.7 mph	Percent in Pace	70.49 %

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



Wednesday, August 9, 2023  
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	1	7	1	1	0	0	0	0	0	10
1:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	0	0	4	4	3	0	0	0	0	0	0	0	11
5:00 AM	0	0	0	0	0	3	6	10	14	10	1	1	0	0	0	0	0	45
6:00 AM	0	0	0	0	0	1	7	18	28	8	3	1	0	0	0	0	0	66
7:00 AM	0	0	0	1	0	4	5	16	22	8	3	2	0	0	0	0	0	61
8:00 AM	0	0	0	0	0	3	7	26	14	9	0	0	0	0	0	0	0	59
9:00 AM	0	0	0	0	0	4	11	25	11	6	0	0	0	0	0	0	0	57
10:00 AM	0	0	0	0	1	5	6	13	26	6	1	0	0	0	0	0	0	58
11:00 AM	0	0	0	1	0	1	10	31	37	8	1	3	0	0	0	0	0	92
12:00 PM	0	1	0	0	0	1	15	25	15	5	0	1	0	0	0	0	0	63
1:00 PM	0	0	0	0	0	4	6	14	18	12	3	2	0	0	0	0	0	59
2:00 PM	0	1	0	0	1	1	5	24	43	30	12	0	0	0	0	0	0	117
3:00 PM	0	0	0	0	0	3	14	60	81	28	8	1	0	0	0	0	0	195
4:00 PM	0	0	0	0	1	2	8	43	45	29	5	0	0	0	0	0	0	133
5:00 PM	0	0	0	0	0	3	3	12	18	18	5	0	0	0	0	0	0	59
6:00 PM	0	1	1	1	0	1	1	3	10	4	0	0	0	0	0	0	0	22
7:00 PM	0	0	0	0	0	0	1	1	3	0	3	0	0	0	0	0	0	8
8:00 PM	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	0	0	0	1	0	1	2	1	1	0	1	0	0	0	0	0	7
10:00 PM	0	0	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	7
11:00 PM	0	0	0	0	0	1	0	0	2	2	2	0	1	0	0	0	0	8
Total	0	4	1	3	4	37	107	333	399	196	50	13	1	0	0	0	0	1,148
	0.0%	0.3%	0.1%	0.3%	0.3%	3.2%	9.3%	29.0%	34.8%	17.1%	4.4%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	46.1 mph	Mean (Average) Speed	45.8 mph
85th Percentile	51.7 mph	10 mph Pace	41.3 - 51.3 mph
95th Percentile	55.1 mph	Percent in Pace	65.0 %

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



Wednesday, August 9, 2023

Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	2	13	15	7	1	0	0	0	1	0	0	39
5:00 AM	0	0	1	0	0	0	13	58	70	12	4	0	0	0	0	0	0	158
6:00 AM	0	0	0	2	0	0	13	82	85	30	3	2	0	1	0	0	0	218
7:00 AM	0	0	1	0	0	5	13	32	34	9	2	0	0	0	0	0	0	96
8:00 AM	0	0	2	0	2	4	13	37	21	4	0	0	0	0	0	0	0	83
9:00 AM	0	0	0	0	0	7	10	9	13	0	1	1	1	0	0	0	0	42
10:00 AM	0	0	0	0	0	3	5	16	7	2	0	0	0	0	0	0	0	33
11:00 AM	0	0	1	0	0	0	17	49	25	17	0	0	0	0	0	0	0	109
12:00 PM	0	0	0	0	0	3	8	16	14	6	2	0	0	0	0	0	0	49
1:00 PM	0	0	0	0	0	1	2	7	14	6	2	1	0	0	0	0	0	33
2:00 PM	0	0	0	1	0	4	2	9	9	5	3	0	0	0	0	0	0	33
3:00 PM	0	0	0	0	0	1	6	23	12	10	1	0	0	0	0	0	0	53
4:00 PM	0	0	1	0	0	1	23	46	60	18	5	2	1	0	0	0	0	157
5:00 PM	0	0	0	0	0	3	8	31	28	10	1	1	0	0	1	0	0	83
6:00 PM	0	0	0	0	0	1	1	6	4	7	1	0	2	0	0	0	0	22
7:00 PM	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
8:00 PM	0	1	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	4
9:00 PM	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
10:00 PM	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	4
11:00 PM	0	0	0	0	0	1	2	1	2	2	0	0	0	0	0	0	0	8
Total	0	1	6	3	2	36	139	442	418	148	26	8	4	1	2	0	0	1,236
	0.0%	0.1%	0.5%	0.2%	0.2%	2.9%	11.2%	35.8%	33.8%	12.0%	2.1%	0.6%	0.3%	0.1%	0.2%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	44.9 mph	Mean (Average) Speed	44.9 mph
85th Percentile	50.1 mph	10 mph Pace	40.0 - 50.0 mph
95th Percentile	53.3 mph	Percent in Pace	69.34 %

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



Thursday, August 10, 2023  
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	1	3	2	1	1	0	0	0	0	9
1:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	0	1	4	6	1	0	0	0	0	0	0	0	12
5:00 AM	0	0	0	0	0	1	2	9	19	8	1	1	0	0	0	0	0	41
6:00 AM	0	0	0	0	0	0	1	12	25	12	4	1	0	0	0	0	0	55
7:00 AM	0	0	2	0	0	1	2	14	24	11	4	2	0	0	0	0	0	60
8:00 AM	0	0	1	0	0	3	10	15	10	5	1	0	0	0	0	0	0	45
9:00 AM	0	0	0	0	1	4	12	10	14	5	1	0	0	0	0	0	0	47
10:00 AM	1	1	1	1	6	10	19	29	19	2	0	0	0	0	1	0	0	90
11:00 AM	0	0	0	0	0	8	11	22	15	12	3	1	0	0	0	0	0	72
12:00 PM	0	0	0	1	0	2	9	27	20	10	3	0	0	0	0	0	0	72
1:00 PM	0	0	0	0	0	1	9	22	22	13	5	1	0	0	0	0	0	73
2:00 PM	0	0	0	3	2	0	5	33	77	38	8	3	0	0	0	0	0	169
3:00 PM	0	0	0	0	0	6	6	20	52	32	10	0	0	0	0	0	0	126
4:00 PM	0	0	0	0	1	3	4	16	22	11	3	0	0	0	0	0	0	60
5:00 PM	0	0	0	0	0	1	1	6	9	8	4	0	0	0	0	0	0	29
6:00 PM	0	0	0	0	0	1	0	1	1	3	1	1	0	0	0	0	0	8
7:00 PM	0	0	1	0	0	0	1	0	0	3	0	1	0	0	0	0	0	6
8:00 PM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
9:00 PM	0	0	0	0	0	0	0	1	2	0	1	1	0	0	0	0	0	5
10:00 PM	0	0	0	0	0	0	1	0	4	1	1	0	0	0	0	0	0	7
11:00 PM	0	0	0	0	0	0	0	1	2	2	3	1	0	0	0	0	0	9
<b>Total</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>41</b>	<b>94</b>	<b>248</b>	<b>346</b>	<b>181</b>	<b>59</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1,007</b>
	<b>0.1%</b>	<b>0.1%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>1.0%</b>	<b>4.1%</b>	<b>9.3%</b>	<b>24.6%</b>	<b>34.4%</b>	<b>18.0%</b>	<b>5.9%</b>	<b>1.4%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	46.5 mph	Mean (Average) Speed	45.9 mph
85th Percentile	52.2 mph	10 mph Pace	42.9 - 52.9 mph
95th Percentile	57.0 mph	Percent in Pace	60.3 %

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



Thursday, August 10, 2023  
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	2	9	24	2	0	0	0	1	0	0	0	38
5:00 AM	0	0	0	0	0	0	13	46	61	15	2	0	0	0	0	0	0	137
6:00 AM	0	0	0	1	0	2	14	63	84	25	2	2	0	0	0	0	0	193
7:00 AM	0	0	0	1	0	3	10	29	35	9	5	1	0	0	0	0	0	93
8:00 AM	0	0	1	0	0	1	4	16	21	7	0	1	1	0	0	0	0	52
9:00 AM	0	0	0	0	1	1	5	11	7	3	1	0	0	0	0	0	0	29
10:00 AM	0	0	0	0	1	3	6	17	12	4	4	0	0	0	0	0	0	47
11:00 AM	0	0	0	0	0	0	8	38	31	3	2	0	1	0	0	0	0	83
12:00 PM	0	0	0	0	0	4	10	16	23	6	1	0	0	0	0	0	0	60
1:00 PM	0	0	0	0	0	5	8	14	12	3	2	0	0	1	0	0	0	45
2:00 PM	0	0	1	0	0	1	5	24	25	11	5	1	0	0	0	0	0	73
3:00 PM	0	0	0	0	0	2	6	24	21	6	4	0	0	0	0	0	0	63
4:00 PM	0	0	0	0	0	1	11	40	45	31	6	4	1	1	0	0	0	140
5:00 PM	0	0	0	0	0	3	6	17	27	15	2	1	0	0	0	0	0	71
6:00 PM	0	0	0	0	0	0	3	5	8	4	1	1	0	0	0	0	0	22
7:00 PM	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	4
8:00 PM	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	5
9:00 PM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
10:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	4
Total	0	0	2	2	2	27	117	375	441	148	40	11	3	3	0	0	0	1,171
	0.0%	0.0%	0.2%	0.2%	0.2%	2.3%	10.0%	32.0%	37.7%	12.6%	3.4%	0.9%	0.3%	0.3%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	45.4 mph	Mean (Average) Speed	45.7 mph
85th Percentile	50.6 mph	10 mph Pace	40.7 - 50.7 mph
95th Percentile	54.9 mph	Percent in Pace	70.45 %

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



**Total Study Average  
 Eastbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	1	5	2	1	0	0	0	0	0	10
1:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	1	4	5	2	0	0	0	0	0	0	0	12
5:00 AM	0	0	0	0	0	2	4	12	15	9	1	1	0	0	0	0	0	44
6:00 AM	0	0	0	0	0	0	4	14	27	12	3	1	0	0	0	0	0	61
7:00 AM	0	0	1	1	0	2	4	16	23	12	3	1	0	0	0	0	0	63
8:00 AM	1	3	2	1	1	2	8	16	11	5	0	0	0	0	0	0	0	50
9:00 AM	0	0	0	0	0	5	11	21	14	4	0	0	0	0	0	0	0	55
10:00 AM	0	0	0	0	2	5	12	21	22	4	0	0	0	0	0	0	0	66
11:00 AM	1	0	0	0	0	3	11	25	25	10	2	1	0	0	0	0	0	78
12:00 PM	0	0	0	0	0	3	14	22	15	8	2	0	0	0	0	0	0	64
1:00 PM	0	0	0	0	1	3	7	19	18	10	3	1	0	0	0	0	0	62
2:00 PM	0	0	0	1	1	3	5	26	55	34	10	1	0	0	0	0	0	136
3:00 PM	0	0	0	0	0	4	11	38	70	39	9	1	0	0	0	0	0	172
4:00 PM	0	0	0	0	1	3	8	34	39	23	6	1	0	0	0	0	0	115
5:00 PM	0	0	0	0	0	1	4	8	18	13	5	0	0	0	0	0	0	49
6:00 PM	0	0	1	0	0	1	1	5	5	4	1	1	0	0	0	0	0	19
7:00 PM	0	0	0	0	0	0	1	0	1	2	2	0	0	0	0	0	0	6
8:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	0	0	0	0	0	1	2	1	1	1	1	0	0	0	0	0	7
10:00 PM	0	0	0	0	0	0	0	2	4	1	1	0	0	0	0	0	0	8
11:00 PM	0	0	0	0	0	1	1	1	2	2	2	0	0	0	0	0	0	9
Total	2	3	4	3	6	38	108	291	372	202	55	11	0	0	0	0	0	1,095
	0.2%	0.3%	0.4%	0.3%	0.5%	3.5%	9.9%	26.6%	34.0%	18.4%	5.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	46.3 mph	Mean (Average) Speed	45.7 mph
85th Percentile	51.9 mph	10 mph Pace	42.2 - 52.2 mph
95th Percentile	55.6 mph	Percent in Pace	61.7 %

Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 to 8/10/2023  
 Site Code: 02



**Total Study Average  
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	2	12	20	6	1	0	0	0	0	0	0	41
5:00 AM	0	0	0	0	0	0	12	49	65	17	3	0	0	0	0	0	0	146
6:00 AM	0	0	0	1	0	1	13	77	87	28	3	2	0	1	0	0	0	213
7:00 AM	0	0	0	1	0	3	11	32	32	8	2	1	0	0	0	0	0	90
8:00 AM	0	0	1	3	2	4	8	24	19	5	0	1	0	0	0	0	0	67
9:00 AM	0	0	0	0	1	4	8	11	12	3	1	0	0	0	0	0	0	40
10:00 AM	0	0	0	0	0	2	6	16	10	3	2	0	0	0	0	0	0	39
11:00 AM	0	0	0	0	0	0	11	43	29	12	2	0	1	0	0	0	0	98
12:00 PM	0	0	1	0	0	3	8	18	19	7	1	0	0	0	0	0	0	57
1:00 PM	0	0	0	0	0	4	7	12	13	5	1	0	0	0	0	0	0	42
2:00 PM	0	0	0	0	0	2	4	15	15	8	4	0	0	0	0	0	0	48
3:00 PM	0	0	0	0	1	2	6	23	15	6	2	0	0	0	0	0	0	55
4:00 PM	0	0	0	0	0	1	13	41	46	20	4	2	1	0	0	0	0	128
5:00 PM	0	0	0	0	0	3	7	20	25	10	1	1	0	0	0	0	0	67
6:00 PM	0	0	0	0	0	1	2	6	7	4	1	0	1	0	0	0	0	22
7:00 PM	0	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	5
8:00 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
9:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
11:00 PM	0	0	0	0	0	1	1	1	2	2	0	0	0	0	0	0	0	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>32</b>	<b>122</b>	<b>407</b>	<b>421</b>	<b>146</b>	<b>28</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,178</b>
	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>0.3%</b>	<b>2.7%</b>	<b>10.4%</b>	<b>34.6%</b>	<b>35.7%</b>	<b>12.4%</b>	<b>2.4%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

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

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	45.2 mph	Mean (Average) Speed	45.1 mph
85th Percentile	50.3 mph	10 mph Pace	40.6 - 50.6 mph
95th Percentile	53.9 mph	Percent in Pace	69.6 %



Location: Horn Rapids Rd W/O Stevens Dr  
 Date Range: 8/8/2023 - 8/14/2023  
 Site Code: 02

Time	Tuesday 8/8/2023			Wednesday 8/9/2023			Thursday 8/10/2023			Friday 8/11/2023			Saturday 8/12/2023			Sunday 8/13/2023			Monday 8/14/2023			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	9	2	11	10	2	12	9	2	11	-	-	-	-	-	-	-	-	-	9	2	11			
1:00 AM	2	1	3	2	0	2	2	3	5	-	-	-	-	-	-	-	-	-	2	1	3			
2:00 AM	2	0	2	2	1	3	3	1	4	-	-	-	-	-	-	-	-	-	2	1	3			
3:00 AM	3	2	5	4	3	7	4	1	5	-	-	-	-	-	-	-	-	-	4	2	6			
4:00 AM	10	47	57	11	39	50	12	38	50	-	-	-	-	-	-	-	-	-	11	41	52			
5:00 AM	45	146	191	45	158	203	41	137	178	-	-	-	-	-	-	-	-	-	44	147	191			
6:00 AM	60	225	285	66	218	284	55	193	248	-	-	-	-	-	-	-	-	-	60	212	272			
7:00 AM	70	86	156	61	96	157	60	93	153	-	-	-	-	-	-	-	-	-	64	92	155			
8:00 AM	49	67	116	59	83	142	45	52	97	-	-	-	-	-	-	-	-	-	51	67	118			
9:00 AM	64	48	112	57	42	99	47	29	76	-	-	-	-	-	-	-	-	-	56	40	96			
10:00 AM	55	35	90	58	33	91	90	47	137	-	-	-	-	-	-	-	-	-	68	38	106			
11:00 AM	73	100	173	92	109	201	72	83	155	-	-	-	-	-	-	-	-	-	79	97	176			
12:00 PM	55	66	121	63	49	112	72	60	132	-	-	-	-	-	-	-	-	-	63	58	122			
1:00 PM	53	50	103	59	33	92	73	45	118	-	-	-	-	-	-	-	-	-	62	43	104			
2:00 PM	125	44	169	117	33	150	169	73	242	-	-	-	-	-	-	-	-	-	137	50	187			
3:00 PM	193	51	244	195	53	248	126	63	189	-	-	-	-	-	-	-	-	-	171	56	227			
4:00 PM	151	87	238	133	157	290	60	140	200	-	-	-	-	-	-	-	-	-	115	128	243			
5:00 PM	58	47	105	59	83	142	29	71	100	-	-	-	-	-	-	-	-	-	49	67	116			
6:00 PM	27	24	51	22	22	44	8	22	30	-	-	-	-	-	-	-	-	-	19	23	42			
7:00 PM	7	5	12	8	3	11	6	4	10	-	-	-	-	-	-	-	-	-	7	4	11			
8:00 PM	3	3	6	3	4	7	3	5	8	-	-	-	-	-	-	-	-	-	3	4	7			
9:00 PM	6	3	9	7	3	10	5	4	9	-	-	-	-	-	-	-	-	-	6	3	9			
10:00 PM	10	5	15	7	4	11	7	1	8	-	-	-	-	-	-	-	-	-	8	3	11			
11:00 PM	10	8	18	8	8	16	9	4	13	-	-	-	-	-	-	-	-	-	9	7	16			
<b>Total</b>	<b>1,140</b>	<b>1,152</b>	<b>2,292</b>	<b>1,148</b>	<b>1,236</b>	<b>2,384</b>	<b>1,007</b>	<b>1,171</b>	<b>2,178</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,098</b>	<b>1,186</b>	<b>2,285</b>			
<b>Percent</b>	<b>50%</b>	<b>50%</b>		<b>48%</b>	<b>52%</b>		<b>46%</b>	<b>54%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>48%</b>	<b>52%</b>				
AM Peak	11:00	06:00	06:00	11:00	06:00	06:00	10:00	06:00	06:00	-	-	-	-	-	-	-	-	-	11:00	06:00	06:00			
Vol.	73	225	285	92	218	284	90	193	248	-	-	-	-	-	-	-	-	-	79	212	272			
PM Peak	15:00	16:00	15:00	15:00	16:00	16:00	14:00	16:00	14:00	-	-	-	-	-	-	-	-	-	15:00	16:00	16:00			
Vol.	193	87	244	195	157	290	169	140	242	-	-	-	-	-	-	-	-	-	171	128	243			

1. Mid-week average includes data between Tuesday and Thursday.

## Vehicle Classification Report Summary

**Location:** Stevens Dr S/O Battelle Blvd  
**Count Direction:** Northbound / Southbound  
**Date Range:** 8/15/2023 to 8/17/2023  
**Site Code:** 03

Direction	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Northbound	136	13,025	3,184	132	1,021	107	0	117	149	71	3	0	98	18,043
	0.8%	72.2%	17.6%	0.7%	5.7%	0.6%	0.0%	0.6%	0.8%	0.4%	0.0%	0.0%	0.5%	
Southbound	98	12,422	3,041	135	1,088	113	0	111	93	86	6	3	249	17,445
	0.6%	71.2%	17.4%	0.8%	6.2%	0.6%	0.0%	0.6%	0.5%	0.5%	0.0%	0.0%	1.4%	
Total	234	25,447	6,225	267	2,109	220	0	228	242	157	9	3	347	35,488
	0.7%	71.7%	17.5%	0.8%	5.9%	0.6%	0.0%	0.6%	0.7%	0.4%	0.0%	0.0%	1.0%	

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

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



Tuesday, August 15, 2023  
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	14	5	0	0	0	0	0	0	0	0	0	0	19
3:00 AM	3	128	36	0	18	1	0	0	1	1	0	0	0	188
4:00 AM	7	546	106	2	37	2	0	7	0	1	0	0	2	710
5:00 AM	4	1,043	269	1	67	5	0	19	4	3	0	0	12	1,427
6:00 AM	6	623	152	4	36	6	0	7	2	4	0	0	1	841
7:00 AM	8	472	98	4	35	1	0	2	8	3	0	0	4	635
8:00 AM	4	400	69	3	21	2	0	6	2	8	1	0	3	519
9:00 AM	2	265	73	7	20	4	0	0	3	2	0	0	2	378
10:00 AM	2	143	49	4	23	3	0	3	6	1	0	0	0	234
11:00 AM	5	140	42	7	20	3	0	1	3	1	0	0	2	224
12:00 PM	3	113	48	4	19	1	0	0	5	3	0	0	3	199
1:00 PM	0	104	37	1	14	1	0	0	3	2	0	0	1	163
2:00 PM	1	75	25	4	12	1	0	0	3	2	0	0	1	124
3:00 PM	2	74	19	2	10	1	0	1	5	0	0	0	0	114
4:00 PM	0	86	25	0	13	2	0	1	3	0	0	0	0	130
5:00 PM	3	79	15	1	6	2	0	1	1	1	0	0	0	109
6:00 PM	1	40	6	0	1	0	0	0	0	1	0	0	0	49
7:00 PM	2	13	3	1	1	0	0	0	0	0	0	0	0	20
8:00 PM	0	16	1	2	0	0	0	0	2	0	0	0	0	21
9:00 PM	0	8	3	0	1	0	0	0	1	0	0	0	0	13
10:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
<b>Total</b>	<b>53</b>	<b>4,403</b>	<b>1,083</b>	<b>47</b>	<b>354</b>	<b>35</b>	<b>0</b>	<b>48</b>	<b>52</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>6,140</b>
	<b>0.9%</b>	<b>71.7%</b>	<b>17.6%</b>	<b>0.8%</b>	<b>5.8%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>0.8%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.5%</b>	

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



Tuesday, August 15, 2023  
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	12	8	0	0	0	0	0	1	0	0	0	0	21
1:00 AM	0	15	1	0	1	0	0	0	0	1	0	0	0	18
2:00 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
3:00 AM	0	6	2	0	0	1	0	0	4	0	0	0	0	13
4:00 AM	0	31	5	0	3	1	0	0	3	0	0	0	0	43
5:00 AM	0	26	9	0	4	0	0	0	2	1	0	0	4	46
6:00 AM	1	73	26	1	15	3	0	0	1	1	0	0	5	126
7:00 AM	1	57	25	6	13	2	0	0	1	3	0	0	1	109
8:00 AM	0	74	42	5	17	5	0	0	5	1	0	0	9	158
9:00 AM	0	68	42	8	20	4	0	0	3	0	0	0	6	151
10:00 AM	0	98	48	3	14	3	0	0	0	2	0	0	3	171
11:00 AM	2	154	56	7	21	4	0	0	1	2	0	0	4	251
12:00 PM	3	177	55	6	32	4	0	2	2	1	0	0	4	286
1:00 PM	1	220	64	2	20	3	0	3	0	0	0	0	6	319
2:00 PM	3	297	90	6	38	1	0	1	2	1	0	0	5	444
3:00 PM	3	657	139	1	51	1	0	7	2	2	0	0	10	873
4:00 PM	9	1,055	215	2	70	8	0	14	4	8	0	0	26	1,411
5:00 PM	6	764	145	0	47	4	0	7	0	2	2	0	6	983
6:00 PM	2	227	44	2	12	0	0	2	2	0	0	0	3	294
7:00 PM	2	76	9	0	4	0	0	0	0	0	0	0	0	91
8:00 PM	0	29	1	1	0	0	0	0	0	0	0	0	1	32
9:00 PM	1	23	5	0	0	0	0	0	0	0	0	0	0	29
10:00 PM	1	11	3	0	1	1	0	0	0	0	0	0	0	17
11:00 PM	1	12	3	0	0	0	0	0	0	0	0	0	0	16
Total	36	4,175	1,040	50	383	45	0	36	33	25	2	0	93	5,918
	0.6%	70.5%	17.6%	0.8%	6.5%	0.8%	0.0%	0.6%	0.6%	0.4%	0.0%	0.0%	1.6%	

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



Wednesday, August 16, 2023  
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	2	0	0	0	1	0	0	0	0	4
2:00 AM	0	20	10	0	3	0	0	0	0	0	0	0	0	33
3:00 AM	3	129	35	0	11	2	0	1	1	0	0	0	0	182
4:00 AM	5	551	118	0	28	3	0	9	1	0	0	0	3	718
5:00 AM	5	1,006	262	2	68	8	0	10	6	2	0	0	13	1,382
6:00 AM	3	624	144	2	36	3	0	4	5	1	0	0	5	827
7:00 AM	1	496	102	3	31	6	0	5	3	0	0	0	3	650
8:00 AM	6	412	83	3	26	2	0	2	3	3	0	0	5	545
9:00 AM	2	257	60	4	22	2	0	1	6	1	0	0	3	358
10:00 AM	2	158	37	8	24	3	0	0	0	1	0	0	1	234
11:00 AM	3	175	37	5	22	1	0	1	8	2	0	0	1	255
12:00 PM	0	140	49	2	20	2	0	0	4	1	0	0	2	220
1:00 PM	0	104	35	3	17	0	0	0	4	2	0	0	2	167
2:00 PM	1	77	31	5	7	2	0	0	0	1	0	0	1	125
3:00 PM	2	67	21	0	6	1	0	0	2	0	1	0	0	100
4:00 PM	2	84	21	0	10	1	0	0	2	1	0	0	0	121
5:00 PM	1	92	13	1	8	1	0	0	3	0	0	0	0	119
6:00 PM	2	36	13	1	0	0	0	0	2	0	0	0	0	54
7:00 PM	0	13	1	1	1	0	0	0	0	0	0	0	0	16
8:00 PM	0	15	0	1	0	0	0	0	0	0	0	0	0	16
9:00 PM	0	6	2	0	0	1	0	0	1	0	0	0	0	10
10:00 PM	0	8	0	0	0	0	0	0	2	0	0	0	0	10
11:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
<b>Total</b>	<b>38</b>	<b>4,487</b>	<b>1,074</b>	<b>41</b>	<b>342</b>	<b>38</b>	<b>0</b>	<b>33</b>	<b>54</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>6,162</b>
	<b>0.6%</b>	<b>72.8%</b>	<b>17.4%</b>	<b>0.7%</b>	<b>5.6%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.9%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.6%</b>	

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



Wednesday, August 16, 2023  
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	17	3	0	1	0	0	0	1	0	0	0	0	22
1:00 AM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
2:00 AM	0	11	1	0	0	0	0	0	2	0	0	0	0	14
3:00 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	9
4:00 AM	0	37	5	1	2	0	0	0	2	0	0	0	0	47
5:00 AM	1	24	5	0	5	1	0	0	1	1	0	0	4	42
6:00 AM	1	80	30	0	13	3	0	0	1	2	0	0	6	136
7:00 AM	0	74	27	4	7	3	0	0	1	5	0	0	2	123
8:00 AM	1	68	29	3	9	5	0	0	2	2	0	0	6	125
9:00 AM	0	72	34	10	20	4	0	0	1	7	0	0	3	151
10:00 AM	1	131	34	3	18	2	0	0	3	3	0	0	4	199
11:00 AM	2	143	62	1	15	5	0	0	2	2	0	0	3	235
12:00 PM	0	168	57	6	25	2	0	0	1	1	0	0	6	266
1:00 PM	0	209	51	7	24	2	0	0	3	3	0	0	3	302
2:00 PM	5	316	89	5	41	0	0	3	1	3	0	0	3	466
3:00 PM	2	622	140	1	55	2	0	10	1	0	1	0	10	844
4:00 PM	6	1,117	224	0	61	5	0	15	3	4	2	0	19	1,456
5:00 PM	5	677	119	0	23	5	0	8	2	2	0	1	7	849
6:00 PM	5	271	50	1	15	1	0	4	0	0	0	0	0	347
7:00 PM	1	65	10	2	4	0	0	0	1	0	0	0	0	83
8:00 PM	0	32	3	0	3	1	0	0	0	0	0	0	0	39
9:00 PM	1	9	3	0	2	0	0	0	0	0	0	0	0	15
10:00 PM	1	9	4	0	0	0	0	0	2	0	0	0	0	16
11:00 PM	1	26	5	0	4	0	0	0	2	0	0	0	0	38
Total	33	4,200	989	44	348	41	0	40	33	35	3	1	76	5,843
	0.6%	71.9%	16.9%	0.8%	6.0%	0.7%	0.0%	0.7%	0.6%	0.6%	0.1%	0.0%	1.3%	

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



Thursday, August 17, 2023  
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	1	4
1:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	14	4	0	1	0	0	0	1	1	0	0	0	21
3:00 AM	1	121	37	0	18	0	0	0	1	0	0	0	0	178
4:00 AM	7	536	126	1	33	0	0	1	3	0	0	0	1	708
5:00 AM	5	971	262	1	71	9	0	14	4	1	0	0	8	1,346
6:00 AM	5	551	125	8	46	4	0	7	2	2	0	0	1	751
7:00 AM	4	422	100	4	26	2	0	2	2	2	0	0	5	569
8:00 AM	6	418	90	3	15	4	0	5	1	1	0	0	1	544
9:00 AM	6	271	43	5	16	4	0	2	2	3	0	0	2	354
10:00 AM	0	116	28	4	19	2	0	0	6	2	0	0	1	178
11:00 AM	0	155	25	2	11	2	0	1	3	1	0	0	2	202
12:00 PM	3	95	61	1	13	2	0	2	3	2	0	0	2	184
1:00 PM	3	105	36	4	13	3	0	2	2	0	0	0	1	169
2:00 PM	1	66	30	4	13	0	0	0	0	3	0	0	1	118
3:00 PM	0	56	19	3	7	0	0	0	4	3	0	0	1	93
4:00 PM	1	71	22	0	7	1	0	0	3	1	0	0	0	106
5:00 PM	3	80	10	2	9	0	0	0	3	1	0	0	0	108
6:00 PM	0	41	3	1	3	0	0	0	1	0	1	0	0	50
7:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
8:00 PM	0	11	1	0	2	0	0	0	1	0	0	0	0	15
9:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
10:00 PM	0	5	0	0	0	1	0	0	0	0	0	0	1	7
11:00 PM	0	12	0	0	1	0	0	0	1	0	0	0	0	14
<b>Total</b>	<b>45</b>	<b>4,135</b>	<b>1,027</b>	<b>44</b>	<b>325</b>	<b>34</b>	<b>0</b>	<b>36</b>	<b>43</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>5,741</b>
	<b>0.8%</b>	<b>72.0%</b>	<b>17.9%</b>	<b>0.8%</b>	<b>5.7%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.7%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.5%</b>	

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



Thursday, August 17, 2023  
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	30	9	0	1	0	0	0	1	0	0	0	0	41
1:00 AM	0	4	5	0	2	0	0	0	0	0	0	0	0	11
2:00 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
3:00 AM	0	12	1	1	1	0	0	0	2	0	0	0	0	17
4:00 AM	0	26	6	1	4	0	0	0	3	0	0	0	0	40
5:00 AM	0	33	7	1	4	0	0	0	2	0	0	0	2	49
6:00 AM	2	76	23	0	14	0	0	0	2	3	0	0	9	129
7:00 AM	0	76	31	2	10	1	0	0	1	2	0	0	5	128
8:00 AM	1	65	31	3	14	4	0	0	0	3	0	0	2	123
9:00 AM	2	72	40	3	26	3	0	2	2	2	0	0	9	161
10:00 AM	1	133	40	5	17	3	0	2	6	3	0	0	7	217
11:00 AM	1	185	61	3	14	1	0	2	0	2	0	0	8	277
12:00 PM	1	186	70	8	27	3	0	1	0	1	0	0	2	299
1:00 PM	1	234	67	3	22	3	0	3	1	2	0	0	4	340
2:00 PM	1	331	90	4	34	1	0	0	0	0	0	0	2	463
3:00 PM	3	626	155	4	51	3	0	5	3	3	0	0	7	860
4:00 PM	8	1,012	206	0	70	1	0	11	2	5	1	1	13	1,330
5:00 PM	4	585	95	0	28	3	0	7	1	0	0	1	9	733
6:00 PM	0	208	39	2	12	1	0	2	0	0	0	0	1	265
7:00 PM	1	76	14	1	3	0	0	0	0	0	0	0	0	95
8:00 PM	0	21	5	0	1	0	0	0	0	0	0	0	0	27
9:00 PM	2	15	5	0	1	0	0	0	1	0	0	0	0	24
10:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	1	19	7	0	1	0	0	0	0	0	0	0	0	28
Total	29	4,047	1,012	41	357	27	0	35	27	26	1	2	80	5,684
	0.5%	71.2%	17.8%	0.7%	6.3%	0.5%	0.0%	0.6%	0.5%	0.5%	0.0%	0.0%	1.4%	



Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



**Total Study Average  
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
2:00 AM	0	16	6	0	1	0	0	0	0	0	0	0	0	23
3:00 AM	2	126	36	0	16	1	0	0	1	0	0	0	0	182
4:00 AM	6	544	117	1	33	2	0	6	1	0	0	0	2	712
5:00 AM	5	1,007	264	1	69	7	0	14	5	2	0	0	11	1,385
6:00 AM	5	599	140	5	39	4	0	6	3	2	0	0	2	805
7:00 AM	4	463	100	4	31	3	0	3	4	2	0	0	4	618
8:00 AM	5	410	81	3	21	3	0	4	2	4	0	0	3	536
9:00 AM	3	264	59	5	19	3	0	1	4	2	0	0	2	362
10:00 AM	1	139	38	5	22	3	0	1	4	1	0	0	1	215
11:00 AM	3	157	35	5	18	2	0	1	5	1	0	0	2	229
12:00 PM	2	116	53	2	17	2	0	1	4	2	0	0	2	201
1:00 PM	1	104	36	3	15	1	0	1	3	1	0	0	1	166
2:00 PM	1	73	29	4	11	1	0	0	1	2	0	0	1	123
3:00 PM	1	66	20	2	8	1	0	0	4	1	0	0	0	103
4:00 PM	1	80	23	0	10	1	0	0	3	1	0	0	0	119
5:00 PM	2	84	13	1	8	1	0	0	2	1	0	0	0	112
6:00 PM	1	39	7	1	1	0	0	0	1	0	0	0	0	50
7:00 PM	1	12	2	1	1	0	0	0	0	0	0	0	0	17
8:00 PM	0	14	1	1	1	0	0	0	1	0	0	0	0	18
9:00 PM	0	6	2	0	1	0	0	0	1	0	0	0	0	10
10:00 PM	0	7	0	0	0	0	0	0	1	0	0	0	0	8
11:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
<b>Total</b>	<b>44</b>	<b>4,341</b>	<b>1,062</b>	<b>44</b>	<b>343</b>	<b>35</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>6,010</b>
	<b>0.7%</b>	<b>72.2%</b>	<b>17.7%</b>	<b>0.7%</b>	<b>5.7%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.8%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.5%</b>	

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

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



**Total Study Average  
Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	20	7	0	1	0	0	0	1	0	0	0	0	29
1:00 AM	0	11	3	0	1	0	0	0	0	0	0	0	0	15
2:00 AM	0	12	2	0	0	0	0	0	1	0	0	0	0	15
3:00 AM	0	8	1	0	0	0	0	0	2	0	0	0	0	11
4:00 AM	0	31	5	1	3	0	0	0	3	0	0	0	0	43
5:00 AM	0	28	7	0	4	0	0	0	2	1	0	0	3	45
6:00 AM	1	76	26	0	14	2	0	0	1	2	0	0	7	129
7:00 AM	0	69	28	4	10	2	0	0	1	3	0	0	3	120
8:00 AM	1	69	34	4	13	5	0	0	2	2	0	0	6	136
9:00 AM	1	71	39	7	22	4	0	1	2	3	0	0	6	156
10:00 AM	1	121	41	4	16	3	0	1	3	3	0	0	5	198
11:00 AM	2	161	60	4	17	3	0	1	1	2	0	0	5	256
12:00 PM	1	177	61	7	28	3	0	1	1	1	0	0	4	284
1:00 PM	1	221	61	4	22	3	0	2	1	2	0	0	4	321
2:00 PM	3	315	90	5	38	1	0	1	1	1	0	0	3	458
3:00 PM	3	635	145	2	52	2	0	7	2	2	0	0	9	859
4:00 PM	8	1,061	215	1	67	5	0	13	3	6	1	0	19	1,399
5:00 PM	5	675	120	0	33	4	0	7	1	1	1	1	7	855
6:00 PM	2	235	44	2	13	1	0	3	1	0	0	0	1	302
7:00 PM	1	72	11	1	4	0	0	0	0	0	0	0	0	89
8:00 PM	0	27	3	0	1	0	0	0	0	0	0	0	0	31
9:00 PM	1	16	4	0	1	0	0	0	0	0	0	0	0	22
10:00 PM	1	10	3	0	0	0	0	0	1	0	0	0	0	15
11:00 PM	1	19	5	0	2	0	0	0	1	0	0	0	0	28
<b>Total</b>	<b>33</b>	<b>4,140</b>	<b>1,015</b>	<b>46</b>	<b>362</b>	<b>38</b>	<b>0</b>	<b>37</b>	<b>31</b>	<b>29</b>	<b>2</b>	<b>1</b>	<b>82</b>	<b>5,816</b>
	<b>0.6%</b>	<b>71.2%</b>	<b>17.5%</b>	<b>0.8%</b>	<b>6.2%</b>	<b>0.7%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.4%</b>	

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

# Vehicle Speed Report Summary



**Location:** Stevens Dr S/O Battelle Blvd  
**Direction:** Northbound / Southbound  
**Date Range:** 8/15/2023 to 8/17/2023  
**Site Code:** 03

Direction	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Northbound	0	7	14	6	27	128	428	1,257	2,521	3,676	5,080	3,511	1,091	232	47	17	1	18,043
	0.0%	0.0%	0.1%	0.0%	0.1%	0.7%	2.4%	7.0%	14.0%	20.4%	28.2%	19.5%	6.0%	1.3%	0.3%	0.1%	0.0%	
Southbound	0	1	7	48	176	142	554	2,602	3,800	3,105	3,359	2,412	943	222	49	15	10	17,445
	0.0%	0.0%	0.0%	0.3%	1.0%	0.8%	3.2%	14.9%	21.8%	17.8%	19.3%	13.8%	5.4%	1.3%	0.3%	0.1%	0.1%	
Total	0	8	21	54	203	270	982	3,859	6,321	6,781	8,439	5,923	2,034	454	96	32	11	35,488
	0.0%	0.0%	0.1%	0.2%	0.6%	0.8%	2.8%	10.9%	17.8%	19.1%	23.8%	16.7%	5.7%	1.3%	0.3%	0.1%	0.0%	

Total Study Percentile Speed Summary			Total Study Speed Statistics		
<b>Northbound</b>			<b>Northbound</b>		
50th Percentile (Median)	55.9	mph	Mean (Average) Speed	55.1	mph
85th Percentile	62.6	mph	10 mph Pace	52.8 - 62.8	mph
95th Percentile	66.5	mph	Percent in Pace	51.1	%
<b>Southbound</b>			<b>Southbound</b>		
50th Percentile (Median)	52.1	mph	Mean (Average) Speed	52.5	mph
85th Percentile	61.9	mph	10 mph Pace	43.1 - 53.1	mph
95th Percentile	66.3	mph	Percent in Pace	40.7	%

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



Tuesday, August 15, 2023  
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	2	1	2	10	3	1	0	0	0	19	
3:00 AM	0	0	0	0	0	0	1	6	20	23	43	56	28	9	2	0	188	
4:00 AM	0	0	0	0	0	1	9	25	37	104	195	207	94	23	11	4	710	
5:00 AM	0	0	0	0	0	1	18	20	71	217	534	414	125	20	6	1	1,427	
6:00 AM	0	0	0	0	0	3	7	27	68	164	334	184	47	7	0	0	841	
7:00 AM	0	0	0	1	1	2	9	57	129	180	162	86	8	0	0	0	635	
8:00 AM	0	1	0	0	1	4	14	63	125	159	95	50	4	2	0	1	519	
9:00 AM	0	1	0	0	0	1	9	57	105	90	81	23	7	2	1	1	378	
10:00 AM	0	0	1	0	0	2	9	26	65	68	45	17	1	0	0	0	234	
11:00 AM	0	0	1	1	3	4	9	41	40	56	43	22	4	0	0	0	224	
12:00 PM	0	0	0	0	0	3	8	30	63	50	32	11	2	0	0	0	199	
1:00 PM	0	0	0	0	0	0	11	20	48	42	33	7	1	1	0	0	163	
2:00 PM	0	0	0	1	0	1	5	16	32	29	30	8	1	1	0	0	124	
3:00 PM	0	0	1	0	1	3	9	10	21	26	30	10	2	1	0	0	114	
4:00 PM	0	0	2	0	0	0	3	10	20	29	31	26	8	0	1	0	130	
5:00 PM	0	0	2	0	2	1	1	2	19	23	22	29	7	1	0	0	109	
6:00 PM	0	0	1	0	0	0	2	4	11	14	11	4	2	0	0	0	49	
7:00 PM	0	1	1	0	0	0	0	5	5	2	6	0	0	0	0	0	20	
8:00 PM	0	0	0	0	0	0	4	4	5	4	3	1	0	0	0	0	21	
9:00 PM	0	0	0	0	0	0	0	3	5	1	2	1	1	0	0	0	13	
10:00 PM	0	0	0	0	0	0	0	1	0	6	1	0	0	0	0	0	8	
11:00 PM	0	0	0	0	0	0	2	1	0	1	2	3	1	1	0	0	11	
Total	0	3	9	3	8	26	130	430	891	1,293	1,745	1,162	344	68	21	7	0	
	0.0%	0.0%	0.1%	0.0%	0.1%	0.4%	2.1%	7.0%	14.5%	21.1%	28.4%	18.9%	5.6%	1.1%	0.3%	0.1%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	55.8	mph	Mean (Average) Speed	55.1	mph
85th Percentile	62.4	mph	10 mph Pace	51.4 - 61.4	mph
95th Percentile	66.3	mph	Percent in Pace	51.6	%

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



Tuesday, August 15, 2023  
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	0	0	3	3	2	4	4	3	0	0	1	0	21
1:00 AM	0	0	0	0	0	1	0	6	2	0	0	4	4	1	0	0	0	18
2:00 AM	0	0	0	0	0	0	0	2	1	3	7	2	1	0	0	0	0	16
3:00 AM	0	0	0	0	0	4	1	2	2	1	0	0	1	2	0	0	0	13
4:00 AM	0	0	0	0	1	4	0	2	5	5	10	10	5	1	0	0	0	43
5:00 AM	0	0	0	1	4	3	1	4	6	11	8	6	2	0	0	0	0	46
6:00 AM	0	0	0	1	5	0	2	17	17	19	40	17	6	2	0	0	0	126
7:00 AM	0	0	0	2	1	2	7	15	27	24	27	4	0	0	0	0	0	109
8:00 AM	0	0	0	3	7	1	12	41	39	29	19	6	1	0	0	0	0	158
9:00 AM	0	0	0	1	4	7	10	31	39	34	14	8	3	0	0	0	0	151
10:00 AM	0	0	0	1	3	2	13	44	31	33	33	9	2	0	0	0	0	171
11:00 AM	0	0	0	3	2	4	15	48	74	56	33	14	2	0	0	0	0	251
12:00 PM	0	0	0	1	5	2	22	69	70	59	36	15	6	1	0	0	0	286
1:00 PM	0	0	0	1	4	3	20	54	101	65	44	25	2	0	0	0	0	319
2:00 PM	0	0	0	1	3	7	17	70	121	96	83	35	9	1	1	0	0	444
3:00 PM	0	0	0	1	12	3	17	97	212	149	172	142	52	11	1	1	3	873
4:00 PM	0	0	0	0	5	4	27	214	311	230	233	232	114	32	6	2	1	1,411
5:00 PM	0	0	0	3	0	0	14	140	165	168	246	170	59	13	5	0	0	983
6:00 PM	0	0	0	1	2	1	13	38	47	59	57	50	13	10	1	1	1	294
7:00 PM	0	1	0	0	0	1	3	21	14	14	13	17	4	1	2	0	0	91
8:00 PM	0	0	0	0	1	0	3	6	7	7	3	3	2	0	0	0	0	32
9:00 PM	0	0	0	1	0	0	1	2	9	3	7	5	1	0	0	0	0	29
10:00 PM	0	0	0	0	0	0	2	1	0	3	5	3	3	0	0	0	0	17
11:00 PM	0	0	0	0	0	1	0	1	0	5	4	4	1	0	0	0	0	16
Total	0	1	0	21	60	50	200	928	1,303	1,075	1,098	785	296	75	16	5	5	5,918
	0.0%	0.0%	0.0%	0.4%	1.0%	0.8%	3.4%	15.7%	22.0%	18.2%	18.6%	13.3%	5.0%	1.3%	0.3%	0.1%	0.1%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	51.7	mph	Mean (Average) Speed	52.2	mph
85th Percentile	61.5	mph	10 mph Pace	43.5 - 53.5	mph
95th Percentile	66.1	mph	Percent in Pace	42.36	%

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



Wednesday, August 16, 2023  
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	0	0	2	3	6	11	5	6	0	0	0	33
3:00 AM	0	0	0	0	0	1	1	2	5	25	44	65	34	4	1	0	0	182
4:00 AM	0	0	0	0	0	7	8	23	29	91	253	230	61	14	1	1	0	718
5:00 AM	0	0	0	1	7	31	14	33	58	215	516	334	130	33	9	0	1	1,382
6:00 AM	0	0	0	0	0	1	11	21	41	156	322	207	54	12	1	1	0	827
7:00 AM	0	0	0	0	0	4	18	28	116	154	198	114	16	2	0	0	0	650
8:00 AM	0	1	0	0	1	3	19	89	152	149	84	37	9	0	1	0	0	545
9:00 AM	0	0	0	0	0	3	17	39	99	90	73	31	6	0	0	0	0	358
10:00 AM	0	1	0	1	0	1	13	26	53	68	48	21	2	0	0	0	0	234
11:00 AM	0	0	0	0	0	1	11	24	67	73	53	18	7	1	0	0	0	255
12:00 PM	0	0	0	0	0	4	6	25	56	58	50	18	3	0	0	0	0	220
1:00 PM	0	0	0	0	0	2	5	31	38	46	24	15	3	3	0	0	0	167
2:00 PM	0	0	0	0	0	1	8	8	36	32	29	9	2	0	0	0	0	125
3:00 PM	0	1	0	0	0	2	4	19	24	31	13	4	2	0	0	0	0	100
4:00 PM	0	0	1	0	0	0	3	12	17	27	30	22	8	1	0	0	0	121
5:00 PM	0	0	3	0	0	2	4	10	18	22	28	16	16	0	0	0	0	119
6:00 PM	0	0	0	0	0	2	2	7	10	12	12	4	3	2	0	0	0	54
7:00 PM	0	0	0	0	0	0	1	2	2	6	1	3	1	0	0	0	0	16
8:00 PM	0	0	0	0	1	1	1	2	1	4	4	1	1	0	0	0	0	16
9:00 PM	0	0	0	0	0	0	1	7	0	0	1	1	0	0	0	0	0	10
10:00 PM	0	0	0	0	1	0	0	1	3	1	3	0	1	0	0	0	0	10
11:00 PM	0	0	0	0	0	1	1	1	1	6	2	3	0	0	0	0	0	15
Total	0	3	4	2	10	68	148	411	828	1,270	1,794	1,166	364	78	13	2	1	6,162
	0.0%	0.0%	0.1%	0.0%	0.2%	1.1%	2.4%	6.7%	13.4%	20.6%	29.1%	18.9%	5.9%	1.3%	0.2%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	55.9	mph	Mean (Average) Speed	55.0	mph
85th Percentile	62.4	mph	10 mph Pace	52.8 - 62.8	mph
95th Percentile	66.3	mph	Percent in Pace	52.4	%

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



Wednesday, August 16, 2023  
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	2	0	4	1	1	5	6	1	1	1	0	0	22
1:00 AM	0	0	0	0	0	0	2	4	5	1	1	3	2	0	1	0	0	19
2:00 AM	0	0	0	0	0	2	0	0	1	2	3	5	1	0	0	0	0	14
3:00 AM	0	0	0	0	0	1	1	2	3	0	1	1	0	0	0	0	0	9
4:00 AM	0	0	0	0	2	2	1	4	4	7	8	16	2	1	0	0	0	47
5:00 AM	0	0	1	0	4	3	0	2	10	7	11	3	1	0	0	0	0	42
6:00 AM	0	0	0	0	9	2	2	11	27	25	29	22	6	2	0	0	1	136
7:00 AM	0	0	2	1	3	5	10	26	18	17	20	15	4	1	1	0	0	123
8:00 AM	0	0	0	2	5	3	19	26	31	24	10	4	1	0	0	0	0	125
9:00 AM	0	0	0	1	3	6	16	30	38	29	24	3	1	0	0	0	0	151
10:00 AM	0	0	0	0	5	2	6	40	51	51	31	9	3	1	0	0	0	199
11:00 AM	0	0	0	1	2	2	15	52	75	55	27	6	0	0	0	0	0	235
12:00 PM	0	0	0	1	9	1	9	56	64	61	37	20	7	0	1	0	0	266
1:00 PM	0	0	0	0	4	5	10	55	100	50	46	24	5	1	2	0	0	302
2:00 PM	0	0	0	5	5	2	10	77	98	109	95	43	17	5	0	0	0	466
3:00 PM	0	0	0	1	1	1	3	98	184	125	188	164	62	7	8	1	1	844
4:00 PM	0	0	0	1	1	1	21	130	302	218	290	292	156	36	6	2	0	1,456
5:00 PM	0	0	0	1	1	2	10	118	178	134	186	141	62	9	5	2	0	849
6:00 PM	0	0	0	0	0	2	15	46	57	58	59	64	26	17	2	1	0	347
7:00 PM	0	0	0	0	0	1	4	14	13	10	17	13	6	5	0	0	0	83
8:00 PM	0	0	0	0	1	2	5	12	4	7	5	1	2	0	0	0	0	39
9:00 PM	0	0	0	0	0	0	0	5	0	3	4	3	0	0	0	0	0	15
10:00 PM	0	0	0	0	2	0	1	1	0	1	8	2	0	1	0	0	0	16
11:00 PM	0	0	0	0	1	0	1	0	4	2	10	9	8	2	0	1	0	38
Total	0	0	3	14	58	47	161	813	1,268	997	1,115	869	373	89	27	7	2	5,843
	0.0%	0.0%	0.1%	0.2%	1.0%	0.8%	2.8%	13.9%	21.7%	17.1%	19.1%	14.9%	6.4%	1.5%	0.5%	0.1%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	52.7	mph	Mean (Average) Speed	53	mph
85th Percentile	62.5	mph	10 mph Pace	42.6 - 52.6	mph
95th Percentile	67.0	mph	Percent in Pace	39.43	%

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



Thursday, August 17, 2023  
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	1	0	0	1	1	1	3	10	2	1	1	0	21	
3:00 AM	0	0	0	0	0	0	1	0	7	15	48	60	36	9	2	0	178	
4:00 AM	0	0	0	0	2	0	9	29	39	60	218	242	89	19	0	1	708	
5:00 AM	0	0	0	0	1	2	6	29	65	168	449	429	154	29	8	6	1,346	
6:00 AM	0	0	0	0	0	0	8	26	71	157	252	176	45	13	2	1	751	
7:00 AM	0	0	1	0	0	2	6	40	103	140	164	94	16	3	0	0	569	
8:00 AM	0	1	0	0	3	14	38	85	123	139	98	35	6	2	0	0	544	
9:00 AM	0	0	0	0	0	3	18	66	94	98	60	11	4	0	0	0	354	
10:00 AM	0	0	0	0	0	2	11	21	55	48	29	10	2	0	0	0	178	
11:00 AM	0	0	0	0	0	2	8	18	47	62	46	15	4	0	0	0	202	
12:00 PM	0	0	0	0	0	3	11	21	40	57	32	16	3	1	0	0	184	
1:00 PM	0	0	0	1	1	1	5	20	52	45	33	10	1	0	0	0	169	
2:00 PM	0	0	0	0	0	0	8	13	27	40	18	7	3	2	0	0	118	
3:00 PM	0	0	0	0	0	3	4	9	19	21	21	10	5	1	0	0	93	
4:00 PM	0	0	0	0	1	0	4	8	23	17	23	25	5	0	0	0	106	
5:00 PM	0	0	0	0	0	2	3	9	17	20	26	20	5	6	0	0	108	
6:00 PM	0	0	0	0	0	0	4	5	10	17	8	4	2	0	0	0	50	
7:00 PM	0	0	0	0	0	0	1	2	1	3	3	2	1	0	0	0	13	
8:00 PM	0	0	0	0	0	0	1	7	2	2	1	2	0	0	0	0	15	
9:00 PM	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	7	
10:00 PM	0	0	0	0	0	0	1	1	2	0	3	0	0	0	0	0	7	
11:00 PM	0	0	0	0	0	0	2	3	0	1	3	5	0	0	0	0	14	
Total	0	1	1	1	9	34	150	416	802	1,113	1,541	1,183	383	86	13	8	0	5,741
	0.0%	0.0%	0.0%	0.0%	0.2%	0.6%	2.6%	7.2%	14.0%	19.4%	26.8%	20.6%	6.7%	1.5%	0.2%	0.1%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	56.1	mph	Mean (Average) Speed	55.3	mph
85th Percentile	63.0	mph	10 mph Pace	53.5 - 63.5	mph
95th Percentile	66.9	mph	Percent in Pace	49.7	%



Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



Thursday, August 17, 2023  
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	2	8	6	6	4	9	2	1	1	0	1	41
1:00 AM	0	0	0	0	0	0	1	1	0	1	3	4	1	0	0	0	0	11
2:00 AM	0	0	0	0	0	0	0	0	2	2	3	3	4	1	0	0	0	15
3:00 AM	0	0	0	0	1	1	3	3	3	3	3	0	0	0	0	0	0	17
4:00 AM	0	0	0	0	0	3	1	1	4	4	13	11	2	1	0	0	0	40
5:00 AM	0	0	0	0	2	3	3	3	7	8	10	10	2	0	0	1	0	49
6:00 AM	0	0	4	2	8	3	2	11	24	27	23	15	7	2	1	0	0	129
7:00 AM	0	0	0	1	4	0	5	23	35	35	16	7	1	1	0	0	0	128
8:00 AM	0	0	0	1	2	3	8	29	35	24	15	3	2	0	0	0	1	123
9:00 AM	0	0	0	1	5	3	11	30	49	31	20	11	0	0	0	0	0	161
10:00 AM	0	0	0	2	8	5	11	30	55	44	36	21	5	0	0	0	0	217
11:00 AM	0	0	0	1	8	2	12	62	61	60	58	12	1	0	0	0	0	277
12:00 PM	0	0	0	0	3	2	16	48	87	64	59	17	2	1	0	0	0	299
1:00 PM	0	0	0	1	4	1	12	61	82	64	75	30	9	1	0	0	0	340
2:00 PM	0	0	0	0	2	3	26	76	94	111	86	45	14	4	1	0	1	463
3:00 PM	0	0	0	1	2	2	20	114	192	149	179	137	51	13	0	0	0	860
4:00 PM	0	0	0	2	5	6	20	174	242	222	296	242	104	15	2	0	0	1,330
5:00 PM	0	0	0	1	4	1	14	120	165	110	150	117	42	7	0	2	0	733
6:00 PM	0	0	0	0	0	2	12	42	55	46	51	37	10	9	1	0	0	265
7:00 PM	0	0	0	0	0	1	9	13	19	11	21	12	7	2	0	0	0	95
8:00 PM	0	0	0	0	0	0	1	4	10	2	8	0	2	0	0	0	0	27
9:00 PM	0	0	0	0	0	2	2	2	1	1	4	10	2	0	0	0	0	24
10:00 PM	0	0	0	0	0	0	1	3	1	3	2	0	2	0	0	0	0	12
11:00 PM	0	0	0	0	0	1	1	3	0	5	11	5	2	0	0	0	0	28
Total	0	0	4	13	58	45	193	861	1,229	1,033	1,146	758	274	58	6	3	3	5,684
	0.0%	0.0%	0.1%	0.2%	1.0%	0.8%	3.4%	15.1%	21.6%	18.2%	20.2%	13.3%	4.8%	1.0%	0.1%	0.1%	0.1%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	52.1	mph	Mean (Average) Speed	52.2	mph
85th Percentile	61.3	mph	10 mph Pace	43.1 - 53.1	mph
95th Percentile	65.8	mph	Percent in Pace	40.45	%

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



**Total Study Average  
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	1	1	2	6	8	3	2	0	0	23	
3:00 AM	0	0	0	0	0	0	1	3	11	21	45	60	33	7	2	0	183	
4:00 AM	0	0	0	0	1	3	9	26	35	85	222	226	81	19	4	2	713	
5:00 AM	0	0	0	0	3	11	13	27	65	200	500	392	136	27	8	2	1,384	
6:00 AM	0	0	0	0	0	1	9	25	60	159	303	189	49	11	1	1	808	
7:00 AM	0	0	0	0	0	3	11	42	116	158	175	98	13	2	0	0	618	
8:00 AM	0	1	0	0	2	7	24	79	133	149	92	41	6	1	0	0	535	
9:00 AM	0	0	0	0	0	2	15	54	99	93	71	22	6	1	0	0	363	
10:00 AM	0	0	0	0	0	2	11	24	58	61	41	16	2	0	0	0	215	
11:00 AM	0	0	0	0	1	2	9	28	51	64	47	18	5	0	0	0	225	
12:00 PM	0	0	0	0	0	3	8	25	53	55	38	15	3	0	0	0	200	
1:00 PM	0	0	0	0	0	1	7	24	46	44	30	11	2	1	0	0	166	
2:00 PM	0	0	0	0	0	1	7	12	32	34	26	8	2	1	0	0	123	
3:00 PM	0	0	0	0	0	3	6	13	21	26	21	8	3	1	0	0	102	
4:00 PM	0	0	1	0	0	0	3	10	20	24	28	24	7	0	0	0	117	
5:00 PM	0	0	2	0	1	2	3	7	18	22	25	22	9	2	0	0	113	
6:00 PM	0	0	0	0	0	1	3	5	10	14	10	4	2	1	0	0	50	
7:00 PM	0	0	0	0	0	0	1	3	3	4	3	2	1	0	0	0	17	
8:00 PM	0	0	0	0	0	0	2	4	3	3	3	1	0	0	0	0	16	
9:00 PM	0	0	0	0	0	0	1	4	3	1	1	1	0	0	0	0	11	
10:00 PM	0	0	0	0	0	0	0	1	2	2	2	0	0	0	0	0	7	
11:00 PM	0	0	0	0	0	0	2	2	0	3	2	4	0	0	0	0	13	
Total	0	1	3	0	8	42	145	419	841	1,226	1,692	1,170	363	76	15	5	0	6,006
	0.0%	0.0%	0.0%	0.0%	0.1%	0.7%	2.4%	7.0%	14.0%	20.4%	28.2%	19.5%	6.0%	1.3%	0.2%	0.1%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	55.9	mph	Mean (Average) Speed	55.1	mph
85th Percentile	62.6	mph	10 mph Pace	52.8 - 62.8	mph
95th Percentile	66.5	mph	Percent in Pace	51.1	%

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 to 8/17/2023  
 Site Code: 03



**Total Study Average  
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	1	5	3	3	4	6	2	1	1	0	0	27
1:00 AM	0	0	0	0	0	0	1	4	2	1	1	4	2	0	0	0	0	15
2:00 AM	0	0	0	0	0	1	0	1	1	2	4	3	2	0	0	0	0	14
3:00 AM	0	0	0	0	0	2	2	2	3	1	1	0	0	1	0	0	0	12
4:00 AM	0	0	0	0	1	3	1	2	4	5	10	12	3	1	0	0	0	42
5:00 AM	0	0	0	0	3	3	1	3	8	9	10	6	2	0	0	0	0	45
6:00 AM	0	0	1	1	7	2	2	13	23	24	31	18	6	2	0	0	0	130
7:00 AM	0	0	1	1	3	2	7	21	27	25	21	9	2	1	0	0	0	120
8:00 AM	0	0	0	2	5	2	13	32	35	26	15	4	1	0	0	0	0	135
9:00 AM	0	0	0	1	4	5	12	30	42	31	19	7	1	0	0	0	0	152
10:00 AM	0	0	0	1	5	3	10	38	46	43	33	13	3	0	0	0	0	195
11:00 AM	0	0	0	2	4	3	14	54	70	57	39	11	1	0	0	0	0	255
12:00 PM	0	0	0	1	6	2	16	58	74	61	44	17	5	1	0	0	0	285
1:00 PM	0	0	0	1	4	3	14	57	94	60	55	26	5	1	1	0	0	321
2:00 PM	0	0	0	2	3	4	18	74	104	105	88	41	13	3	1	0	0	456
3:00 PM	0	0	0	1	5	2	13	103	196	141	180	148	55	10	3	1	1	859
4:00 PM	0	0	0	1	4	4	23	173	285	223	273	255	125	28	5	1	0	1,400
5:00 PM	0	0	0	2	2	1	13	126	169	137	194	143	54	10	3	1	0	855
6:00 PM	0	0	0	0	1	2	13	42	53	54	56	50	16	12	1	1	0	301
7:00 PM	0	0	0	0	0	1	5	16	15	12	17	14	6	3	1	0	0	90
8:00 PM	0	0	0	0	1	1	3	7	7	5	5	1	2	0	0	0	0	32
9:00 PM	0	0	0	0	0	1	1	3	3	2	5	6	1	0	0	0	0	22
10:00 PM	0	0	0	0	1	0	1	2	0	2	5	2	2	0	0	0	0	15
11:00 PM	0	0	0	0	0	1	1	1	1	4	8	6	4	1	0	0	0	27
Total	0	0	2	16	59	49	185	867	1,265	1,033	1,118	802	313	75	16	4	1	5,805
	0.0%	0.0%	0.0%	0.3%	1.0%	0.8%	3.2%	14.9%	21.8%	17.8%	19.3%	13.8%	5.4%	1.3%	0.3%	0.1%	0.0%	

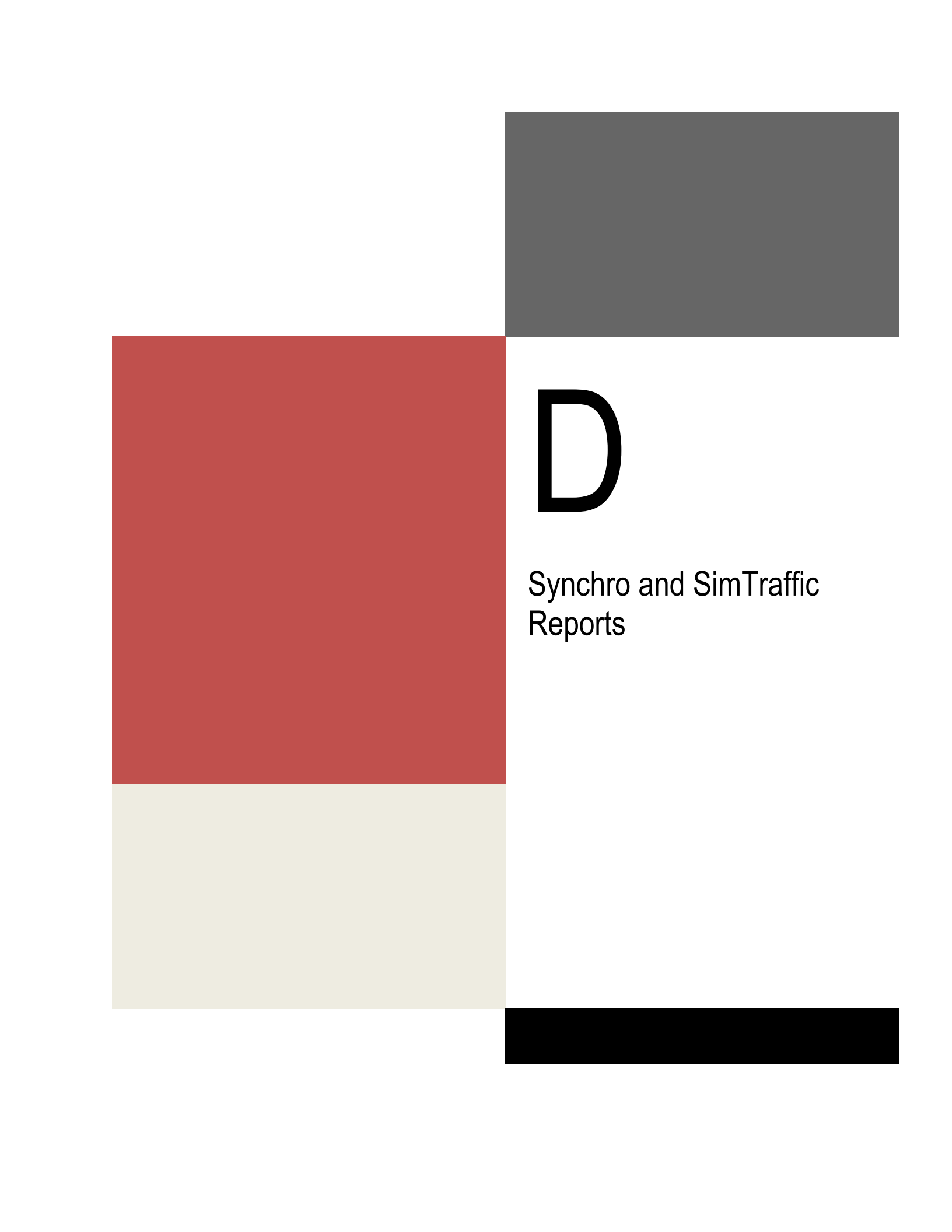
Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	52.1 mph	Mean (Average) Speed	52.5 mph
85th Percentile	61.9 mph	10 mph Pace	43.1 - 53.1 mph
95th Percentile	66.3 mph	Percent in Pace	40.7 %

Location: Stevens Dr S/O Battelle Blvd  
 Date Range: 8/15/2023 - 8/21/2023  
 Site Code: 03

Time	Tuesday 8/15/2023			Wednesday 8/16/2023			Thursday 8/17/2023			Friday 8/18/2023			Saturday 8/19/2023			Sunday 8/20/2023			Monday 8/21/2023			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	3	21	24	1	22	23	4	41	45	-	-	-	-	-	-	-	-	-	3	28	31			
1:00 AM	1	18	19	4	19	23	2	11	13	-	-	-	-	-	-	-	-	-	2	16	18			
2:00 AM	19	16	35	33	14	47	21	15	36	-	-	-	-	-	-	-	-	-	24	15	39			
3:00 AM	188	13	201	182	9	191	178	17	195	-	-	-	-	-	-	-	-	-	183	13	196			
4:00 AM	710	43	753	718	47	765	708	40	748	-	-	-	-	-	-	-	-	-	712	43	755			
5:00 AM	1,427	46	1,473	1,382	42	1,424	1,346	49	1,395	-	-	-	-	-	-	-	-	-	1,385	46	1,431			
6:00 AM	841	126	967	827	136	963	751	129	880	-	-	-	-	-	-	-	-	-	806	130	937			
7:00 AM	635	109	744	650	123	773	569	128	697	-	-	-	-	-	-	-	-	-	618	120	738			
8:00 AM	519	158	677	545	125	670	544	123	667	-	-	-	-	-	-	-	-	-	536	135	671			
9:00 AM	378	151	529	358	151	509	354	161	515	-	-	-	-	-	-	-	-	-	363	154	518			
10:00 AM	234	171	405	234	199	433	178	217	395	-	-	-	-	-	-	-	-	-	215	196	411			
11:00 AM	224	251	475	255	235	490	202	277	479	-	-	-	-	-	-	-	-	-	227	254	481			
12:00 PM	199	286	485	220	266	486	184	299	483	-	-	-	-	-	-	-	-	-	201	284	485			
1:00 PM	163	319	482	167	302	469	169	340	509	-	-	-	-	-	-	-	-	-	166	320	487			
2:00 PM	124	444	568	125	466	591	118	463	581	-	-	-	-	-	-	-	-	-	122	458	580			
3:00 PM	114	873	987	100	844	944	93	860	953	-	-	-	-	-	-	-	-	-	102	859	961			
4:00 PM	130	1,411	1,541	121	1,456	1,577	106	1,330	1,436	-	-	-	-	-	-	-	-	-	119	1,399	1,518			
5:00 PM	109	983	1,092	119	849	968	108	733	841	-	-	-	-	-	-	-	-	-	112	855	967			
6:00 PM	49	294	343	54	347	401	50	265	315	-	-	-	-	-	-	-	-	-	51	302	353			
7:00 PM	20	91	111	16	83	99	13	95	108	-	-	-	-	-	-	-	-	-	16	90	106			
8:00 PM	21	32	53	16	39	55	15	27	42	-	-	-	-	-	-	-	-	-	17	33	50			
9:00 PM	13	29	42	10	15	25	7	24	31	-	-	-	-	-	-	-	-	-	10	23	33			
10:00 PM	8	17	25	10	16	26	7	12	19	-	-	-	-	-	-	-	-	-	8	15	23			
11:00 PM	11	16	27	15	38	53	14	28	42	-	-	-	-	-	-	-	-	-	13	27	41			
<b>Total</b>	<b>6,140</b>	<b>5,918</b>	<b>12,058</b>	<b>6,162</b>	<b>5,843</b>	<b>12,005</b>	<b>5,741</b>	<b>5,684</b>	<b>11,425</b>	-	-	-	-	-	-	-	-	-	<b>6,014</b>	<b>5,815</b>	<b>11,829</b>			
<b>Percent</b>	<b>51%</b>	<b>49%</b>		<b>51%</b>	<b>49%</b>		<b>50%</b>	<b>50%</b>		-	-	-	-	-	-	-	-	-	<b>51%</b>	<b>49%</b>				
<b>AM Peak</b>	05:00	11:00	05:00	05:00	11:00	05:00	05:00	11:00	05:00	-	-	-	-	-	-	-	-	-	05:00	11:00	05:00			
<b>Vol.</b>	1,427	251	1,473	1,382	235	1,424	1,346	277	1,395	-	-	-	-	-	-	-	-	-	1,385	254	1,431			
<b>PM Peak</b>	12:00	16:00	16:00	12:00	16:00	16:00	12:00	16:00	16:00	-	-	-	-	-	-	-	-	-	12:00	16:00	16:00			
<b>Vol.</b>	199	1,411	1,541	220	1,456	1,577	184	1,330	1,436	-	-	-	-	-	-	-	-	-	201	1,399	1,518			

1. Mid-week average includes data between Tuesday and Thursday.



**D**

Synchro and SimTraffic  
Reports

HCM 6th Signalized Intersection Summary  
1: Kingsgate Way & SR 240

Atlas Agro TIA  
Existing 2023 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	76	3	18	537	199	21	33	59	43	1	66
Future Volume (veh/h)	116	76	3	18	537	199	21	33	59	43	1	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1796	1411	1900	1870	1870	1900	1900	1856	1693	1900	1693
Adj Flow Rate, veh/h	126	83	3	20	584	216	23	36	64	47	1	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	7	33	0	2	2	0	0	3	14	0	14
Cap, veh/h	161	746	496	35	642	544	288	138	114	254	168	127
Arrive On Green	0.09	0.42	0.42	0.02	0.34	0.34	0.02	0.07	0.07	0.04	0.09	0.09
Sat Flow, veh/h	1767	1796	1196	1810	1870	1585	1810	1900	1572	1612	1900	1434
Grp Volume(v), veh/h	126	83	3	20	584	216	23	36	64	47	1	72
Grp Sat Flow(s),veh/h/ln	1767	1796	1196	1810	1870	1585	1810	1900	1572	1612	1900	1434
Q Serve(g_s), s	3.9	1.6	0.1	0.6	16.5	5.7	0.6	1.0	2.2	1.5	0.0	2.7
Cycle Q Clear(g_c), s	3.9	1.6	0.1	0.6	16.5	5.7	0.6	1.0	2.2	1.5	0.0	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	746	496	35	642	544	288	138	114	254	168	127
V/C Ratio(X)	0.78	0.11	0.01	0.58	0.91	0.40	0.08	0.26	0.56	0.18	0.01	0.57
Avail Cap(c_a), veh/h	620	2665	1774	210	2335	1979	393	1148	950	323	1100	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	9.9	9.5	26.9	17.3	13.8	22.2	24.2	24.8	22.6	23.0	24.2
Incr Delay (d2), s/veh	3.1	0.0	0.0	5.5	2.1	0.2	0.0	0.4	1.6	0.1	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.4	0.0	0.3	5.5	1.8	0.3	0.4	0.8	0.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	9.9	9.5	32.4	19.5	14.0	22.2	24.6	26.4	22.7	23.0	25.7
LnGrp LOS	C	A	A	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		212			820			123			120	
Approach Delay, s/veh		20.5			18.3			25.1			24.5	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	29.9	6.8	11.9	10.6	26.0	7.7	11.0				
Change Period (Y+Rc), s	5.6	7.0	5.6	7.0	5.6	7.0	5.6	* 7				
Max Green Setting (Gmax), s	6.4	82.0	4.4	32.0	19.4	69.0	4.4	* 33				
Max Q Clear Time (g_c+I1), s	2.6	3.6	2.6	4.7	5.9	18.5	3.5	4.2				
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	0	0	3	2	1	7	0	234	25	0	4	1
Future Vol, veh/h	0	0	3	2	1	7	0	234	25	0	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	225	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	59	59	59	59	59	59	59	59	59	59	59	59
Heavy Vehicles, %	0	0	67	100	0	0	0	1	4	0	25	0
Mvmt Flow	0	0	5	3	2	12	0	397	42	0	7	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	433	447	8	429	427	418	9	0	0	439	0	0
Stage 1	8	8	-	418	418	-	-	-	-	-	-	-
Stage 2	425	439	-	11	9	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.87	8.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.903	4.4	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	537	509	912	400	523	639	1624	-	-	1132	-	-
Stage 1	1019	893	-	458	594	-	-	-	-	-	-	-
Stage 2	611	582	-	806	892	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	526	509	912	398	523	639	1624	-	-	1132	-	-
Mov Cap-2 Maneuver	526	509	-	398	523	-	-	-	-	-	-	-
Stage 1	1019	893	-	458	594	-	-	-	-	-	-	-
Stage 2	598	582	-	802	892	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		11.5		0		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1624	-	-	-	912	398	622	1132	-	-
HCM Lane V/C Ratio	-	-	-	-	0.006	0.009	0.022	-	-	-
HCM Control Delay (s)	0	-	-	0	9	14.1	10.9	0	-	-
HCM Lane LOS	A	-	-	A	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓		↑	↑		↑	↑			↔	
Traffic Vol, veh/h	0	0	2	0	66	0	108	0	64	0	0	0
Future Vol, veh/h	0	0	2	0	66	0	108	0	64	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	230	-	-	170	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	53	53	53	53	53	53	53	53	53	53	53	53
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	4	0	125	0	204	0	121	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	4	0	0	127	127	2	125	129	125
Stage 1	-	-	-	-	-	-	2	2	-	125	125	-
Stage 2	-	-	-	-	-	-	125	125	-	0	4	-
Critical Hdwy	-	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1631	-	-	845	767	1088	848	765	931
Stage 1	0	-	-	-	-	-	1026	898	-	884	796	-
Stage 2	0	-	-	-	-	-	884	796	-	-	897	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1631	-	-	845	767	1088	754	765	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	845	767	-	754	765	-
Stage 1	-	-	-	-	-	-	1026	898	-	884	796	-
Stage 2	-	-	-	-	-	-	884	796	-	-	897	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.9			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	845	1088	-	-	1631	-	-	-
HCM Lane V/C Ratio	0.241	0.111	-	-	-	-	-	-
HCM Control Delay (s)	10.6	8.7	-	-	0	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.9	0.4	-	-	0	-	-	-



HCM 6th Signalized Intersection Summary  
4: Stevens Dr & Horn Rapids Rd

Atlas Agro TIA  
Existing 2023 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	13	3	0	12	32	136	1439	38	0	26	1
Future Volume (veh/h)	29	13	3	0	12	32	136	1439	38	0	26	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1781	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	14	3	0	13	34	146	1547	41	0	28	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	8	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	52	58	212	143	21	55	179	2945	1314	1	2467	1100
Arrive On Green	0.03	0.03	0.03	0.00	0.04	0.04	0.10	0.82	0.82	0.00	0.68	0.68
Sat Flow, veh/h	1810	1781	1610	3510	465	1216	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	31	14	3	0	0	47	146	1547	41	0	28	1
Grp Sat Flow(s),veh/h/ln	1810	1781	1610	1755	0	1681	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	2.5	1.1	0.2	0.0	0.0	4.1	11.9	20.7	0.2	0.0	0.4	0.0
Cycle Q Clear(g_c), s	2.5	1.1	0.2	0.0	0.0	4.1	11.9	20.7	0.2	0.0	0.4	0.0
Prop In Lane	1.00		1.00	1.00		0.72	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	58	212	143	0	76	179	2945	1314	1	2467	1100
V/C Ratio(X)	0.60	0.24	0.01	0.00	0.00	0.62	0.82	0.53	0.03	0.00	0.01	0.00
Avail Cap(c_a), veh/h	229	629	728	143	0	437	241	2945	1314	60	2467	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	72.0	70.7	38.6	0.0	0.0	70.7	66.2	4.5	0.3	0.0	7.6	7.5
Incr Delay (d2), s/veh	4.1	0.8	0.0	0.0	0.0	3.1	10.7	0.7	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.5	0.1	0.0	0.0	1.8	5.9	5.3	0.2	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.1	71.5	38.6	0.0	0.0	73.8	77.0	5.1	0.4	0.0	7.6	7.5
LnGrp LOS	E	E	D	A	A	E	E	A	A	A	A	A
Approach Vol, veh/h		48			47			1734			29	
Approach Delay, s/veh		72.4			73.8			11.1			7.6	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.8	107.9	11.7	10.5	0.0	127.8	9.9	12.3				
Change Period (Y+Rc), s	6.0	6.4	6.6	6.6	6.0	6.4	6.6	6.6				
Max Green Setting (Gmax), s	19.0	49.4	4.0	52.0	4.0	64.4	18.0	38.0				
Max Q Clear Time (g_c+I1), s	13.9	2.4	0.0	3.1	0.0	22.7	4.5	6.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary  
5: SR 240 & Jadwin Ave & Stevens Dr

Atlas Agro TIA  
Existing 2023 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗↗	↘	↑↑	↗	↘↘	↑↑↑	↗	↘↘	↑↑↑	↗
Traffic Volume (veh/h)	50	26	110	19	137	231	677	1745	11	6	81	30
Future Volume (veh/h)	50	26	110	19	137	231	677	1745	11	6	81	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1544	1737	1900	1885	1841	1885	1900	1900	1663	1900
Adj Flow Rate, veh/h	60	31	133	23	165	0	816	2102	13	7	98	36
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	4	24	11	0	1	4	1	0	0	16	0
Cap, veh/h	189	537	967	39	256		906	3492	1092	94	1973	700
Arrive On Green	0.11	0.15	0.15	0.02	0.07	0.00	0.27	0.68	0.68	0.03	0.43	0.43
Sat Flow, veh/h	1781	3497	2303	1654	3610	1598	3401	5147	1610	3510	4540	1610
Grp Volume(v), veh/h	60	31	133	23	165	0	816	2102	13	7	98	36
Grp Sat Flow(s),veh/h/ln	1781	1749	1152	1654	1805	1598	1700	1716	1610	1755	1513	1610
Q Serve(g_s), s	4.7	1.1	5.3	2.1	6.7	0.0	34.7	33.3	0.2	0.3	1.9	1.9
Cycle Q Clear(g_c), s	4.7	1.1	5.3	2.1	6.7	0.0	34.7	33.3	0.2	0.3	1.9	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	537	967	39	256		906	3492	1092	94	1973	700
V/C Ratio(X)	0.32	0.06	0.14	0.59	0.65		0.90	0.60	0.01	0.07	0.05	0.05
Avail Cap(c_a), veh/h	189	1007	1277	74	852		1075	3492	1092	197	1973	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	54.2	26.8	72.5	67.9	0.0	53.1	13.1	3.2	71.2	24.5	24.5
Incr Delay (d2), s/veh	4.4	0.0	0.1	13.7	2.7	0.0	9.2	0.8	0.0	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.5	1.4	1.0	3.2	0.0	15.4	11.4	0.1	0.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	54.3	26.8	86.3	70.6	0.0	62.3	13.9	3.2	71.5	24.5	24.7
LnGrp LOS	E	D	C	F	E		E	B	A	E	C	C
Approach Vol, veh/h		224			188	A		2931			141	
Approach Delay, s/veh		41.2			72.5			27.3			26.9	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	44.6	68.8	20.0	16.6	7.6	105.8	7.6	29.0				
Change Period (Y+Rc), s	5.6	6.6	5.1	* 7	6.6	* 7	5.1	7.0				
Max Green Setting (Gmax), s	46.4	31.4	14.9	* 34	5.4	* 72	5.7	42.2				
Max Q Clear Time (g_c+10), s	30.7	3.9	6.7	8.7	2.3	35.3	4.1	7.3				
Green Ext Time (p_c), s	2.2	0.6	0.1	0.9	0.0	20.7	0.0	0.7				

Intersection Summary

HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
1: Kingsgate Way & SR 240

Atlas Agro TIA  
Existing 2023 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	51	442	18	201	181	137	3	15	138	163	86	176
Future Volume (veh/h)	51	442	18	201	181	137	3	15	138	163	86	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1900	1900	1826	1811	1900	1900	1885	1856	1900	1870
Adj Flow Rate, veh/h	53	456	19	207	187	141	3	15	142	168	89	181
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	10	4	0	0	5	6	0	0	1	3	0	2
Cap, veh/h	64	504	441	250	682	573	314	220	185	425	416	347
Arrive On Green	0.04	0.27	0.27	0.14	0.37	0.37	0.00	0.12	0.12	0.11	0.22	0.22
Sat Flow, veh/h	1668	1841	1610	1810	1826	1535	1810	1900	1598	1767	1900	1585
Grp Volume(v), veh/h	53	456	19	207	187	141	3	15	142	168	89	181
Grp Sat Flow(s),veh/h/ln	1668	1841	1610	1810	1826	1535	1810	1900	1598	1767	1900	1585
Q Serve(g_s), s	2.2	16.5	0.6	7.7	4.9	4.4	0.1	0.5	5.9	5.6	2.6	6.9
Cycle Q Clear(g_c), s	2.2	16.5	0.6	7.7	4.9	4.4	0.1	0.5	5.9	5.6	2.6	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	504	441	250	682	573	314	220	185	425	416	347
V/C Ratio(X)	0.82	0.91	0.04	0.83	0.27	0.25	0.01	0.07	0.77	0.39	0.21	0.52
Avail Cap(c_a), veh/h	261	1485	1299	746	1940	1630	413	866	728	514	1015	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	24.2	18.4	28.9	15.1	14.9	20.9	27.1	29.6	23.0	22.0	23.7
Incr Delay (d2), s/veh	9.2	2.6	0.0	2.7	0.1	0.1	0.0	0.0	2.5	0.2	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.4	0.2	3.1	1.7	1.4	0.0	0.2	2.3	2.2	1.1	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	26.7	18.4	31.6	15.2	15.0	20.9	27.2	32.1	23.2	22.1	24.2
LnGrp LOS	D	C	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		528			535			160			438	
Approach Delay, s/veh		28.0			21.5			31.4			23.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	25.9	5.8	22.1	8.3	32.7	12.9	15.0				
Change Period (Y+Rc), s	5.6	7.0	5.6	7.0	5.6	7.0	5.6	* 7				
Max Green Setting (Gmax), s	28.4	55.6	4.0	36.8	10.8	73.2	10.8	* 31				
Max Q Clear Time (g_c+I1), s	9.7	18.5	2.1	8.9	4.2	6.9	7.6	7.9				
Green Ext Time (p_c), s	0.0	0.4	0.0	0.1	0.0	0.2	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	0	1	5	89	0	0	4	11	18	3	200	0
Future Vol, veh/h	0	1	5	89	0	0	4	11	18	3	200	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	225	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	0	2	0
Mvmt Flow	0	1	6	111	0	0	5	14	23	4	250	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	294	305	250	298	294	26	250	0	0	37	0	0
Stage 1	258	258	-	36	36	-	-	-	-	-	-	-
Stage 2	36	47	-	262	258	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.13	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.527	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	662	612	794	652	620	1056	1327	-	-	1587	-	-
Stage 1	751	698	-	977	869	-	-	-	-	-	-	-
Stage 2	985	860	-	741	698	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	659	608	794	643	616	1056	1327	-	-	1587	-	-
Mov Cap-2 Maneuver	659	608	-	643	616	-	-	-	-	-	-	-
Stage 1	748	696	-	973	866	-	-	-	-	-	-	-
Stage 2	981	857	-	732	696	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.8		11.8		0.9		0.1	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1327	-	-	-	755	643	-	1587	-	-
HCM Lane V/C Ratio	0.004	-	-	-	0.01	0.173	-	0.002	-	-
HCM Control Delay (s)	7.7	-	-	0	9.8	11.8	0	7.3	-	-
HCM Lane LOS	A	-	-	A	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0.6	-	0	-	-

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓		↑	↑		↑	↑			↔	
Traffic Vol, veh/h	0	48	79	108	1	0	1	0	6	1	2	0
Future Vol, veh/h	0	48	79	108	1	0	1	0	6	1	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	230	-	-	170	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	56	56	56	56	56	56	56	56	56
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	0	0	0
Mvmt Flow	0	86	141	193	2	0	2	0	11	2	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	227	0	0	547	545	114	431	615	2
Stage 1	-	-	-	-	-	-	157	157	-	388	388	-
Stage 2	-	-	-	-	-	-	390	388	-	43	227	-
Critical Hdwy	-	-	-	4.145	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	-	-	-	-2.2285	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1333	-	-	437	449	923	525	409	1088
Stage 1	0	-	-	-	-	-	835	772	-	640	612	-
Stage 2	0	-	-	-	-	-	638	612	-	972	720	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1333	-	-	385	384	923	461	350	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	385	384	-	461	350	-
Stage 1	-	-	-	-	-	-	835	772	-	640	523	-
Stage 2	-	-	-	-	-	-	542	523	-	961	720	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			8.1			9.7			14.6		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	385	923	-	-	1333	-	-	381
HCM Lane V/C Ratio	0.005	0.012	-	-	0.145	-	-	0.014
HCM Control Delay (s)	14.4	8.9	-	-	8.2	-	-	14.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0.5	-	-	0

HCM 6th Signalized Intersection Summary  
4: Stevens Dr & Horn Rapids Rd

Atlas Agro TIA  
Existing 2023 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	6	124	96	32	3	11	98	7	34	1522	39
Future Volume (veh/h)	3	6	124	96	32	3	11	98	7	34	1522	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1411	1900	1900	1870	1856	1900	1900	1900	1900	1900	1900	1856
Adj Flow Rate, veh/h	3	7	143	110	37	3	13	113	8	39	1749	45
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	33	0	0	2	3	0	0	0	0	0	0	3
Cap, veh/h	13	173	175	175	223	18	32	2454	1095	62	2514	1095
Arrive On Green	0.01	0.09	0.09	0.05	0.13	0.13	0.02	0.68	0.68	0.03	0.70	0.70
Sat Flow, veh/h	1344	1900	1610	3456	1694	137	1810	3610	1610	1810	3610	1572
Grp Volume(v), veh/h	3	7	143	110	0	40	13	113	8	39	1749	45
Grp Sat Flow(s),veh/h/ln	1344	1900	1610	1728	0	1831	1810	1805	1610	1810	1805	1572
Q Serve(g_s), s	0.3	0.5	10.6	4.7	0.0	2.9	1.1	1.6	0.1	3.2	42.8	1.3
Cycle Q Clear(g_c), s	0.3	0.5	10.6	4.7	0.0	2.9	1.1	1.6	0.1	3.2	42.8	1.3
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	13	173	175	175	0	242	32	2454	1095	62	2514	1095
V/C Ratio(X)	0.23	0.04	0.82	0.63	0.00	0.17	0.40	0.05	0.01	0.63	0.70	0.04
Avail Cap(c_a), veh/h	170	614	549	219	0	476	60	2454	1095	97	2514	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.7	62.2	43.9	69.8	0.0	57.8	72.9	7.9	2.5	71.5	13.4	7.1
Incr Delay (d2), s/veh	3.2	0.0	3.5	1.4	0.0	0.1	3.0	0.0	0.0	3.8	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	4.3	2.1	0.0	1.3	0.5	0.6	0.1	1.5	15.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.9	62.2	47.4	71.2	0.0	57.9	75.9	8.0	2.5	75.2	15.0	7.2
LnGrp LOS	E	E	D	E	A	E	E	A	A	E	B	A
Approach Vol, veh/h		153			150			134			1833	
Approach Delay, s/veh		48.7			67.7			14.2			16.1	
Approach LOS		D			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	109.9	13.2	19.2	10.2	107.4	7.1	25.4				
Change Period (Y+Rc), s	6.0	6.4	6.6	6.6	6.0	6.4	6.6	6.6				
Max Green Setting (Gmax), s	4.0	64.4	8.5	47.5	7.0	61.4	18.0	38.0				
Max Q Clear Time (g_c+I1), s	3.1	44.8	6.7	12.6	5.2	3.6	2.3	4.9				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.0	0.0	0.1	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
5: SR 240 & Jadwin Ave & Stevens Dr

Atlas Agro TIA  
Existing 2023 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	288	639	48	160	93	325	261	116	582	1966	82
Future Volume (veh/h)	49	288	639	48	160	93	325	261	116	582	1966	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1781	1900	1885	1841	1722	1856	1856	1885	1885	1900
Adj Flow Rate, veh/h	54	320	710	53	178	0	361	290	129	647	2184	91
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	1	8	0	1	4	12	3	3	1	1	0
Cap, veh/h	192	919	990	80	698		369	1681	522	868	2374	743
Arrive On Green	0.11	0.26	0.26	0.04	0.19	0.00	0.12	0.33	0.33	0.25	0.46	0.46
Sat Flow, veh/h	1810	3582	2657	1810	3582	1560	3182	5066	1572	3483	5147	1610
Grp Volume(v), veh/h	54	320	710	53	178	0	361	290	129	647	2184	91
Grp Sat Flow(s),veh/h/ln	1810	1791	1329	1810	1791	1560	1591	1689	1572	1742	1716	1610
Q Serve(g_s), s	4.1	10.9	34.3	4.3	6.3	0.0	17.0	6.1	7.1	25.7	59.6	4.8
Cycle Q Clear(g_c), s	4.1	10.9	34.3	4.3	6.3	0.0	17.0	6.1	7.1	25.7	59.6	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	919	990	80	698		369	1681	522	868	2374	743
V/C Ratio(X)	0.28	0.35	0.72	0.66	0.26		0.98	0.17	0.25	0.75	0.92	0.12
Avail Cap(c_a), veh/h	192	946	1010	119	836		369	1681	522	892	2374	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.8	45.5	40.3	70.6	51.2	0.0	66.1	35.5	22.9	51.9	37.8	23.1
Incr Delay (d2), s/veh	3.6	0.2	2.4	8.9	0.2	0.0	40.9	0.2	1.1	3.4	7.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.8	11.1	2.2	2.9	0.0	8.8	2.5	3.4	11.4	25.5	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	45.8	42.7	79.5	51.4	0.0	107.0	35.7	24.1	55.3	45.1	23.4
LnGrp LOS	E	D	D	E	D		F	D	C	E	D	C
Approach Vol, veh/h		1084			231	A		780			2922	
Approach Delay, s/veh		44.8			57.8			66.8			46.7	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	72.8	20.0	35.2	41.0	53.8	10.7	44.5				
Change Period (Y+Rc), s	5.6	6.6	5.1	* 7	6.6	* 7	5.1	7.0				
Max Green Setting (Gmax), s	61.8	61.8	14.9	* 34	35.4	* 42	8.9	38.6				
Max Q Clear Time (g_c+119), s	61.6	61.6	6.1	8.3	27.7	9.1	6.3	36.3				
Green Ext Time (p_c), s	0.0	0.2	0.0	1.0	1.6	2.1	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 6th Signalized Intersection Summary

## 1: Kingsgate Way & SR 240

Atlas Agro TIA  
Future Background 2027 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	121	80	4	19	559	208	22	35	62	45	2	69
Future Volume (veh/h)	121	80	4	19	559	208	22	35	62	45	2	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	130	86	4	20	601	224	24	38	67	48	2	74
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	167	798	676	35	659	558	287	140	119	268	169	143
Arrive On Green	0.09	0.42	0.42	0.02	0.35	0.35	0.02	0.07	0.07	0.04	0.09	0.09
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	130	86	4	20	601	224	24	38	67	48	2	74
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	3.9	1.5	0.1	0.6	16.9	5.9	0.7	1.1	2.3	1.4	0.1	2.5
Cycle Q Clear(g_c), s	3.9	1.5	0.1	0.6	16.9	5.9	0.7	1.1	2.3	1.4	0.1	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	167	798	676	35	659	558	287	140	119	268	169	143
V/C Ratio(X)	0.78	0.11	0.01	0.58	0.91	0.40	0.08	0.27	0.56	0.18	0.01	0.52
Avail Cap(c_a), veh/h	659	2807	2379	190	2315	1962	379	1122	951	342	1085	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	9.9	9.4	27.3	17.5	13.9	22.4	24.5	25.1	22.7	23.3	24.4
Incr Delay (d2), s/veh	2.9	0.0	0.0	5.6	2.1	0.2	0.0	0.4	1.6	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.5	0.0	0.3	5.8	1.9	0.3	0.5	0.9	0.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	9.9	9.5	32.8	19.6	14.1	22.5	24.9	26.7	22.9	23.3	25.4
LnGrp LOS	C	A	A	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		220			845			129			124	
Approach Delay, s/veh		20.5			18.5			25.4			24.4	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	30.5	6.8	12.0	10.8	26.4	7.7	11.1				
Change Period (Y+Rc), s	5.6	7.0	5.6	7.0	5.6	7.0	5.6	* 7				
Max Green Setting (Gmax), s	5.9	82.8	4.1	32.0	20.4	68.3	4.4	* 33				
Max Q Clear Time (g_c+I1), s	2.6	3.5	2.7	4.5	5.9	18.9	3.4	4.3				
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.1				

### Intersection Summary

HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	0	0	4	3	2	8	0	244	27	0	5	2
Future Vol, veh/h	0	0	4	3	2	8	0	244	27	0	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	225	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	4	3	2	9	0	262	29	0	5	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	288	297	6	285	284	277	7	0	0	291	0	0
Stage 1	6	6	-	277	277	-	-	-	-	-	-	-
Stage 2	282	291	-	8	7	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	668	618	1083	671	628	767	1627	-	-	1282	-	-
Stage 1	1021	895	-	734	685	-	-	-	-	-	-	-
Stage 2	729	675	-	1019	894	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	659	618	1083	668	628	767	1627	-	-	1282	-	-
Mov Cap-2 Maneuver	659	618	-	668	628	-	-	-	-	-	-	-
Stage 1	1021	895	-	734	685	-	-	-	-	-	-	-
Stage 2	719	675	-	1015	894	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.3		10.1		0		0	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1627	-	-	-	1083	668	734	1282	-	-
HCM Lane V/C Ratio	-	-	-	-	0.004	0.005	0.015	-	-	-
HCM Control Delay (s)	0	-	-	0	8.3	10.4	10	0	-	-
HCM Lane LOS	A	-	-	A	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	0	0	-	-

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓		↑	↑		↑	↑			↕	
Traffic Vol, veh/h	0	0	3	0	69	0	113	0	67	0	0	0
Future Vol, veh/h	0	0	3	0	69	0	113	0	67	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	230	-	-	170	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	3	0	74	0	122	0	72	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	3	0	0	76	76	2	74	77	74
Stage 1	-	-	-	-	-	-	2	2	-	74	74	-
Stage 2	-	-	-	-	-	-	74	74	-	0	3	-
Critical Hdwy	-	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1632	-	-	915	818	1088	917	817	993
Stage 1	0	-	-	-	-	-	1026	898	-	940	837	-
Stage 2	0	-	-	-	-	-	940	837	-	-	897	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1632	-	-	915	818	1088	856	817	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	915	818	-	856	817	-
Stage 1	-	-	-	-	-	-	1026	898	-	940	837	-
Stage 2	-	-	-	-	-	-	940	837	-	-	897	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.1			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	915	1088	-	-	1632	-	-	-
HCM Lane V/C Ratio	0.133	0.066	-	-	-	-	-	-
HCM Control Delay (s)	9.5	8.5	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0	-	-	-

HCM 6th Signalized Intersection Summary  
4: Stevens Dr & Horn Rapids Rd

Atlas Agro TIA  
Future Background 2027 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	14	4	0	13	34	142	1498	40	0	28	2
Future Volume (veh/h)	31	14	4	0	13	34	142	1498	40	0	28	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	15	4	0	14	37	153	1611	43	0	30	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	54	63	219	158	22	58	186	2929	1307	1	2438	1087
Arrive On Green	0.03	0.03	0.03	0.00	0.05	0.04	0.10	0.81	0.81	0.00	0.68	0.68
Sat Flow, veh/h	1810	1900	1610	3510	461	1219	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	33	15	4	0	0	51	153	1611	43	0	30	2
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1755	0	1681	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	2.7	1.2	0.3	0.0	0.0	4.5	12.4	22.8	0.2	0.0	0.4	0.1
Cycle Q Clear(g_c), s	2.7	1.2	0.3	0.0	0.0	4.5	12.4	22.8	0.2	0.0	0.4	0.1
Prop In Lane	1.00		1.00	1.00		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	63	219	158	0	80	186	2929	1307	1	2438	1087
V/C Ratio(X)	0.61	0.24	0.02	0.00	0.00	0.63	0.82	0.55	0.03	0.00	0.01	0.00
Avail Cap(c_a), veh/h	229	671	734	158	0	437	253	2929	1307	60	2438	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	71.9	70.7	37.8	0.0	0.0	70.5	65.9	4.8	0.3	0.0	8.0	7.9
Incr Delay (d2), s/veh	4.0	0.7	0.0	0.0	0.0	3.1	10.7	0.7	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.6	0.1	0.0	0.0	2.0	6.1	5.9	0.2	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.8	71.4	37.8	0.0	0.0	73.6	76.7	5.6	0.4	0.0	8.0	7.9
LnGrp LOS	E	E	D	A	A	E	E	A	A	A	A	A
Approach Vol, veh/h		52			51			1807				32
Approach Delay, s/veh		71.6			73.6			11.5				8.0
Approach LOS		E			E			B				A
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	106.7	12.3	10.5	0.0	127.1	10.1	12.8				
Change Period (Y+Rc), s	6.0	6.4	6.6	6.6	6.0	6.4	6.6	6.6				
Max Green Setting (Gmax), s	20.0	48.4	4.0	52.0	4.0	64.4	18.0	38.0				
Max Q Clear Time (g_c+I1), s	14.4	2.4	0.0	3.2	0.0	24.8	4.7	6.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.6									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary  
5: SR 240 & Jadwin Ave & Stevens Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	28	115	20	143	241	705	1816	12	7	85	32
Future Volume (veh/h)	53	28	115	20	143	241	705	1816	12	7	85	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	30	124	22	154	0	758	1953	13	8	91	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	192	544	1117	41	243		855	3533	1097	97	2392	743
Arrive On Green	0.11	0.15	0.15	0.02	0.07	0.00	0.24	0.68	0.68	0.03	0.46	0.46
Sat Flow, veh/h	1810	3610	2834	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	57	30	124	22	154	0	758	1953	13	8	91	34
Grp Sat Flow(s),veh/h/ln	1810	1805	1417	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	4.4	1.1	4.2	1.8	6.2	0.0	31.3	28.9	0.2	0.3	1.4	1.7
Cycle Q Clear(g_c), s	4.4	1.1	4.2	1.8	6.2	0.0	31.3	28.9	0.2	0.3	1.4	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	544	1117	41	243		855	3533	1097	97	2392	743
V/C Ratio(X)	0.30	0.06	0.11	0.54	0.63		0.89	0.55	0.01	0.08	0.04	0.05
Avail Cap(c_a), veh/h	192	1052	1516	75	852		1086	3533	1097	197	2392	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.9	54.6	28.8	72.5	68.1	0.0	54.7	12.2	3.1	71.1	22.2	22.2
Incr Delay (d2), s/veh	3.9	0.0	0.0	10.4	2.7	0.0	7.6	0.6	0.0	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.5	1.4	1.0	3.0	0.0	14.2	9.9	0.1	0.2	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.8	54.6	28.8	83.0	70.9	0.0	62.3	12.9	3.1	71.4	22.2	22.4
LnGrp LOS	E	D	C	F	E		E	B	A	E	C	C
Approach Vol, veh/h		211			176	A		2724			133	
Approach Delay, s/veh		42.5			72.4			26.6			25.2	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.1	72.8	20.0	16.1	7.7	106.2	7.5	28.6				
Change Period (Y+Rc), s	5.6	6.6	5.1	* 7	6.6	* 7	5.1	7.0				
Max Green Setting (Gmax), s	45.4	32.4	14.9	* 34	5.4	* 72	5.2	42.7				
Max Q Clear Time (g_c+3), s	33.3	3.7	6.4	8.2	2.3	30.9	3.8	6.2				
Green Ext Time (p_c), s	2.3	0.6	0.1	0.9	0.0	19.5	0.0	0.6				

Intersection Summary

























HCM 6th Ctrl Delay	30.0
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 1: Kingsgate Way & SR 240

Atlas Agro TIA  
 Future Background 2027 PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	460	19	210	189	143	4	16	144	170	90	184
Future Volume (veh/h)	54	460	19	210	189	143	4	16	144	170	90	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	58	495	20	226	203	154	4	17	155	183	97	198
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	74	540	458	267	743	629	309	230	195	436	432	366
Arrive On Green	0.04	0.28	0.28	0.15	0.39	0.39	0.00	0.12	0.12	0.11	0.23	0.23
Sat Flow, veh/h	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Grp Volume(v), veh/h	58	495	20	226	203	154	4	17	155	183	97	198
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1900	1610	1810	1900	1610	1810	1900	1610
Q Serve(g_s), s	2.4	18.9	0.7	9.1	5.5	4.8	0.1	0.6	7.0	6.5	3.1	8.1
Cycle Q Clear(g_c), s	2.4	18.9	0.7	9.1	5.5	4.8	0.1	0.6	7.0	6.5	3.1	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	74	540	458	267	743	629	309	230	195	436	432	366
V/C Ratio(X)	0.78	0.92	0.04	0.85	0.27	0.24	0.01	0.07	0.80	0.42	0.22	0.54
Avail Cap(c_a), veh/h	251	1407	1193	688	1866	1582	398	796	675	496	933	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	26.0	19.4	31.1	15.6	15.4	22.2	29.2	32.0	24.6	23.6	25.5
Incr Delay (d2), s/veh	6.5	2.7	0.0	2.8	0.1	0.1	0.0	0.0	2.8	0.2	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.7	0.2	3.8	2.0	1.7	0.1	0.3	2.8	2.6	1.3	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	28.7	19.4	33.9	15.6	15.4	22.2	29.3	34.8	24.8	23.7	25.9
LnGrp LOS	D	C	B	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		573			583			176			478	
Approach Delay, s/veh		29.7			22.7			34.0			25.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	28.3	5.9	24.0	8.7	36.3	13.9	16.1				
Change Period (Y+Rc), s	5.6	7.0	5.6	7.0	5.6	7.0	5.6	* 7				
Max Green Setting (Gmax), s	28.5	55.5	4.0	36.8	10.4	73.6	10.8	* 31				
Max Q Clear Time (g_c+I1), s	11.1	20.9	2.1	10.1	4.4	7.5	8.5	9.0				
Green Ext Time (p_c), s	0.0	0.4	0.0	0.1	0.0	0.2	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	0	2	6	93	0	0	5	12	19	4	209	0
Future Vol, veh/h	0	2	6	93	0	0	5	12	19	4	209	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	225	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2	6	100	0	0	5	13	20	4	225	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	266	276	225	270	266	23	225	0	0	33	0	0
Stage 1	233	233	-	33	33	-	-	-	-	-	-	-
Stage 2	33	43	-	237	233	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	691	635	819	687	643	1060	1356	-	-	1592	-	-
Stage 1	775	716	-	988	872	-	-	-	-	-	-	-
Stage 2	988	863	-	771	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	688	631	819	677	638	1060	1356	-	-	1592	-	-
Mov Cap-2 Maneuver	688	631	-	677	638	-	-	-	-	-	-	-
Stage 1	772	714	-	984	869	-	-	-	-	-	-	-
Stage 2	984	860	-	761	714	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	11.2	1.1	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1356	-	-	-	762	677	-	1592	-	-
HCM Lane V/C Ratio	0.004	-	-	-	0.011	0.148	-	0.003	-	-
HCM Control Delay (s)	7.7	-	-	0	9.8	11.2	0	7.3	-	-
HCM Lane LOS	A	-	-	A	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0.5	-	0	-	-

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓		↑	↑		↑	↑			↑↓	
Traffic Vol, veh/h	0	50	83	113	2	0	2	0	7	2	3	0
Future Vol, veh/h	0	50	83	113	2	0	2	0	7	2	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	230	-	-	170	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	54	89	122	2	0	2	0	8	2	3	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	143	0	0	347	345	72	273	389	2
Stage 1	-	-	-	-	-	-	99	99	-	246	246	-
Stage 2	-	-	-	-	-	-	248	246	-	27	143	-
Critical Hdwy	-	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1452	-	-	600	581	982	673	549	1088
Stage 1	0	-	-	-	-	-	902	817	-	762	706	-
Stage 2	0	-	-	-	-	-	760	706	-	993	782	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1452	-	-	559	532	982	625	503	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	559	532	-	625	503	-
Stage 1	-	-	-	-	-	-	902	817	-	762	647	-
Stage 2	-	-	-	-	-	-	693	647	-	985	782	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			7.6			9.3			11.7		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	559	982	-	-	1452	-	-	546
HCM Lane V/C Ratio	0.004	0.008	-	-	0.084	-	-	0.01
HCM Control Delay (s)	11.5	8.7	-	-	7.7	-	-	11.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0.3	-	-	0

HCM 6th Signalized Intersection Summary  
4: Stevens Dr & Horn Rapids Rd

Atlas Agro TIA  
Future Background 2027 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	7	130	100	34	4	12	102	8	36	1584	41
Future Volume (veh/h)	4	7	130	100	34	4	12	102	8	36	1584	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	8	140	108	37	4	13	110	9	39	1703	44
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	19	170	173	175	217	23	32	2463	1099	62	2523	1125
Arrive On Green	0.01	0.09	0.09	0.05	0.13	0.12	0.02	0.68	0.68	0.03	0.70	0.70
Sat Flow, veh/h	1810	1900	1610	3510	1685	182	1810	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	4	8	140	108	0	41	13	110	9	39	1703	44
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1755	0	1867	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	0.3	0.6	10.4	4.5	0.0	2.9	1.1	1.5	0.2	3.2	40.3	1.3
Cycle Q Clear(g_c), s	0.3	0.6	10.4	4.5	0.0	2.9	1.1	1.5	0.2	3.2	40.3	1.3
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	19	170	173	175	0	240	32	2463	1099	62	2523	1125
V/C Ratio(X)	0.21	0.05	0.81	0.62	0.00	0.17	0.40	0.04	0.01	0.63	0.67	0.04
Avail Cap(c_a), veh/h	229	614	549	222	0	485	60	2463	1099	97	2523	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.6	62.4	44.1	69.9	0.0	58.3	72.9	7.8	2.5	71.5	12.9	7.0
Incr Delay (d2), s/veh	1.9	0.0	3.4	1.3	0.0	0.1	3.0	0.0	0.0	3.8	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	4.2	2.0	0.0	1.4	0.5	0.5	0.1	1.5	14.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	62.5	47.5	71.2	0.0	58.4	75.9	7.8	2.5	75.2	14.3	7.1
LnGrp LOS	E	E	D	E	A	E	E	A	A	E	B	A
Approach Vol, veh/h		152			149			132			1786	
Approach Delay, s/veh		49.0			67.7			14.2			15.5	
Approach LOS		D			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	110.2	13.1	19.0	10.2	107.7	7.2	24.9				
Change Period (Y+Rc), s	6.0	6.4	6.6	6.6	6.0	6.4	6.6	6.6				
Max Green Setting (Gmax), s	4.0	64.4	8.5	47.5	7.0	61.4	18.0	38.0				
Max Q Clear Time (g_c+I1), s	3.1	42.3	6.5	12.4	5.2	3.5	2.3	4.9				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	0.1	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									



HCM 6th Signalized Intersection Summary  
5: SR 240 & Jadwin Ave & Stevens Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	300	665	50	167	97	339	272	121	606	2046	86
Future Volume (veh/h)	51	300	665	50	167	97	339	272	121	606	2046	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	55	323	715	54	180	0	365	292	130	652	2200	92
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	192	898	1015	81	678		384	1724	535	899	2464	765
Arrive On Green	0.11	0.25	0.25	0.04	0.19	0.00	0.11	0.33	0.33	0.26	0.47	0.47
Sat Flow, veh/h	1810	3610	2834	1810	3610	1610	3510	5187	1610	3510	5187	1610
Grp Volume(v), veh/h	55	323	715	54	180	0	365	292	130	652	2200	92
Grp Sat Flow(s),veh/h/ln	1810	1805	1417	1810	1805	1610	1755	1729	1610	1755	1729	1610
Q Serve(g_s), s	4.2	11.1	32.5	4.4	6.4	0.0	15.5	6.0	7.0	25.5	58.0	4.8
Cycle Q Clear(g_c), s	4.2	11.1	32.5	4.4	6.4	0.0	15.5	6.0	7.0	25.5	58.0	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	898	1015	81	678		384	1724	535	899	2464	765
V/C Ratio(X)	0.29	0.36	0.70	0.66	0.27		0.95	0.17	0.24	0.73	0.89	0.12
Avail Cap(c_a), veh/h	192	948	1054	122	842		384	1724	535	922	2464	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.8	46.5	41.3	70.5	52.1	0.0	66.4	35.4	22.8	51.0	35.9	21.9
Incr Delay (d2), s/veh	3.7	0.2	2.1	8.9	0.2	0.0	33.4	0.2	1.1	2.8	5.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.9	11.2	2.2	2.9	0.0	8.5	2.5	3.5	11.3	24.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	46.7	43.4	79.4	52.3	0.0	99.8	35.6	23.9	53.8	41.4	22.3
LnGrp LOS	E	D	D	E	D		F	D	C	D	D	C
Approach Vol, veh/h		1093			234	A		787			2944	
Approach Delay, s/veh		45.5			58.5			63.5			43.5	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	74.8	20.0	34.2	42.0	53.8	10.8	43.3				
Change Period (Y+Rc), s	5.6	6.6	5.1	* 7	6.6	* 7	5.1	7.0				
Max Green Setting (Gmax), s	5.4	62.8	14.9	* 34	36.4	* 41	9.1	38.4				
Max Q Clear Time (g_c+I1), s	11.5	60.0	6.2	8.4	27.5	9.0	6.4	34.5				
Green Ext Time (p_c), s	0.0	2.6	0.0	1.0	1.7	2.1	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 1: Kingsgate Way & SR 240

Atlas Agro TIA  
 Future With Project 2027 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	134	80	4	19	559	208	22	35	62	45	2	74
Future Volume (veh/h)	134	80	4	19	559	208	22	35	62	45	2	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1781	1159	1900	1856	1856	1900	1900	1841	1663	1900	1693
Adj Flow Rate, veh/h	144	86	4	20	601	224	24	38	67	48	2	80
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	8	50	0	3	3	0	0	4	16	0	14
Cap, veh/h	182	780	430	34	655	555	281	141	116	246	169	128
Arrive On Green	0.10	0.44	0.44	0.02	0.35	0.35	0.02	0.07	0.07	0.04	0.09	0.09
Sat Flow, veh/h	1753	1781	982	1810	1856	1572	1810	1900	1560	1584	1900	1434
Grp Volume(v), veh/h	144	86	4	20	601	224	24	38	67	48	2	80
Grp Sat Flow(s),veh/h/ln	1753	1781	982	1810	1856	1572	1810	1900	1560	1584	1900	1434
Q Serve(g_s), s	4.7	1.7	0.1	0.6	18.1	6.3	0.7	1.1	2.4	1.6	0.1	3.1
Cycle Q Clear(g_c), s	4.7	1.7	0.1	0.6	18.1	6.3	0.7	1.1	2.4	1.6	0.1	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	780	430	34	655	555	281	141	116	246	169	128
V/C Ratio(X)	0.79	0.11	0.01	0.58	0.92	0.40	0.09	0.27	0.58	0.20	0.01	0.63
Avail Cap(c_a), veh/h	643	2528	1394	183	2140	1814	369	1084	890	301	1042	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	9.7	9.3	28.4	18.1	14.2	23.3	25.5	26.1	23.8	24.2	25.6
Incr Delay (d2), s/veh	2.9	0.0	0.0	5.7	2.3	0.2	0.0	0.4	1.7	0.1	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.5	0.0	0.3	6.2	2.0	0.3	0.5	0.9	0.6	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	9.7	9.3	34.1	20.4	14.4	23.4	25.9	27.8	23.9	24.2	27.5
LnGrp LOS	C	A	A	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		234			845			129			130	
Approach Delay, s/veh		21.2			19.1			26.4			26.1	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	32.5	6.9	12.2	11.7	27.6	7.8	11.3				
Change Period (Y+Rc), s	5.6	7.0	5.6	7.0	5.6	7.0	5.6	* 7				
Max Green Setting (Gmax), s	5.9	82.8	4.1	32.0	21.4	67.3	4.2	* 33				
Max Q Clear Time (g_c+I1), s	2.6	3.7	2.7	5.1	6.7	20.1	3.6	4.4				
Green Ext Time (p_c), s	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.1				

Intersection Summary												
HCM 6th Ctrl Delay											20.9	
HCM 6th LOS											C	

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	0	0	4	3	2	8	0	257	27	0	10	2
Future Vol, veh/h	0	0	4	3	2	8	0	257	27	0	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	225	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	75	100	0	0	0	2	8	0	21	0
Mvmt Flow	0	0	4	3	2	9	0	276	29	0	11	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	308	317	12	305	304	291	13	0	0	305	0	0
Stage 1	12	12	-	291	291	-	-	-	-	-	-	-
Stage 2	296	305	-	14	13	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.95	8.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.975	4.4	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	648	602	891	493	613	753	1619	-	-	1267	-	-
Stage 1	1014	890	-	548	675	-	-	-	-	-	-	-
Stage 2	717	666	-	803	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	639	602	891	491	613	753	1619	-	-	1267	-	-
Mov Cap-2 Maneuver	639	602	-	491	613	-	-	-	-	-	-	-
Stage 1	1014	890	-	548	675	-	-	-	-	-	-	-
Stage 2	707	666	-	799	889	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	9.1		10.6		0			0		
HCM LOS	A		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1619	-	-	-	891	491	720	1267	-	-
HCM Lane V/C Ratio	-	-	-	-	0.005	0.007	0.015	-	-	-
HCM Control Delay (s)	0	-	-	0	9.1	12.4	10.1	0	-	-
HCM Lane LOS	A	-	-	A	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	0	0	-	-

**Intersection**

Int Delay, s/veh 6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓		↖	↑		↖	↑			↕	
Traffic Vol, veh/h	0	0	3	5	69	0	113	0	80	0	0	0
Future Vol, veh/h	0	0	3	5	69	0	113	0	80	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	230	-	-	170	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	10	0	0	0	0	1	0	0	0
Mvmt Flow	0	0	3	5	74	0	122	0	86	0	0	0

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	-	0	0	3	0	0	86	86	2	84	87	74
Stage 1	-	-	-	-	-	-	2	2	-	84	84	-
Stage 2	-	-	-	-	-	-	84	84	-	0	3	-
Critical Hdwy	-	-	-	4.25	-	-	7.3	6.5	6.915	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	-	-	-	2.295	-	-	3.5	4.3095	3.5	4	3.3	-
Pot Cap-1 Maneuver	0	-	-	1565	-	-	901	808	1085	903	807	993
Stage 1	0	-	-	-	-	-	1026	898	-	929	829	-
Stage 2	0	-	-	-	-	-	929	829	-	-	897	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1565	-	-	899	806	1085	829	805	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	899	806	-	829	805	-
Stage 1	-	-	-	-	-	-	1026	898	-	929	827	-
Stage 2	-	-	-	-	-	-	926	827	-	-	897	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0.5		9.2		0	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	899	1085	-	-	1565	-	-	-
HCM Lane V/C Ratio	0.135	0.079	-	-	0.003	-	-	-
HCM Control Delay (s)	9.6	8.6	-	-	7.3	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0	-	-	-

HCM 6th Signalized Intersection Summary  
 4: Stevens Dr & Horn Rapids Rd

Atlas Agro TIA  
 Future With Project 2027 AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	14	46	0	13	34	257	1498	40	0	28	2
Future Volume (veh/h)	31	14	46	0	13	34	257	1498	40	0	28	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1678	1752	1900	1900	1900	1856	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	15	49	0	14	37	276	1611	43	0	30	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	15	10	0	0	0	3	0	0	0	0	0
Cap, veh/h	54	70	319	134	23	61	306	2922	1303	1	2176	971
Arrive On Green	0.03	0.04	0.04	0.00	0.05	0.04	0.17	0.81	0.81	0.00	0.60	0.60
Sat Flow, veh/h	1810	1678	1485	3510	461	1219	1767	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	33	15	49	0	0	51	276	1611	43	0	30	2
Grp Sat Flow(s),veh/h/ln	1810	1678	1485	1755	0	1681	1767	1805	1610	1810	1805	1610
Q Serve(g_s), s	2.7	1.3	3.2	0.0	0.0	4.5	23.0	23.0	0.3	0.0	0.5	0.1
Cycle Q Clear(g_c), s	2.7	1.3	3.2	0.0	0.0	4.5	23.0	23.0	0.3	0.0	0.5	0.1
Prop In Lane	1.00		1.00	1.00		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	70	319	134	0	84	306	2922	1303	1	2176	971
V/C Ratio(X)	0.61	0.21	0.15	0.00	0.00	0.61	0.90	0.55	0.03	0.00	0.01	0.00
Avail Cap(c_a), veh/h	229	593	782	134	0	437	377	2922	1303	60	2176	971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	71.9	69.5	31.4	0.0	0.0	70.2	60.7	4.9	0.4	0.0	11.9	11.8
Incr Delay (d2), s/veh	4.0	0.6	0.1	0.0	0.0	2.7	19.0	0.8	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.6	1.3	0.0	0.0	2.0	11.6	6.0	0.2	0.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.8	70.1	31.4	0.0	0.0	72.9	79.8	5.7	0.4	0.0	11.9	11.8
LnGrp LOS	E	E	C	A	A	E	E	A	A	A	B	B
Approach Vol, veh/h		97			51			1930			32	
Approach Delay, s/veh		52.5			72.9			16.2			11.9	
Approach LOS		D			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	95.8	11.3	11.8	0.0	126.8	10.1	13.1				
Change Period (Y+Rc), s	6.0	6.4	6.6	6.6	6.0	6.4	6.6	6.6				
Max Green Setting (Gmax), s	31.0	37.4	4.0	52.0	4.0	64.4	18.0	38.0				
Max Q Clear Time (g_c+I1), s	25.0	2.5	0.0	5.2	0.0	25.0	4.7	6.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			19.1									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary  
5: SR 240 & Jadwin Ave & Stevens Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	28	115	20	143	254	705	1919	12	12	123	32
Future Volume (veh/h)	53	28	115	20	143	254	705	1919	12	12	123	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1841	1781	1530	1678	1900	1870	1826	1870	1900	1811	1693	1900
Adj Flow Rate, veh/h	57	30	124	22	154	0	758	2063	13	13	132	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	8	25	15	0	2	5	2	0	6	14	0
Cap, veh/h	186	509	920	37	243		852	3459	1091	104	2089	728
Arrive On Green	0.11	0.15	0.15	0.02	0.07	0.00	0.25	0.68	0.68	0.03	0.45	0.45
Sat Flow, veh/h	1753	3385	2281	1598	3610	1585	3374	5106	1610	3346	4621	1610
Grp Volume(v), veh/h	57	30	124	22	154	0	758	2063	13	13	132	34
Grp Sat Flow(s),veh/h/ln	1753	1692	1141	1598	1805	1585	1687	1702	1610	1673	1540	1610
Q Serve(g_s), s	4.5	1.1	5.1	2.0	6.2	0.0	32.5	32.8	0.3	0.6	2.4	1.8
Cycle Q Clear(g_c), s	4.5	1.1	5.1	2.0	6.2	0.0	32.5	32.8	0.3	0.6	2.4	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	509	920	37	243		852	3459	1091	104	2089	728
V/C Ratio(X)	0.31	0.06	0.13	0.60	0.63		0.89	0.60	0.01	0.12	0.06	0.05
Avail Cap(c_a), veh/h	186	961	1224	73	842		1111	3459	1091	174	2089	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	54.6	28.3	72.6	68.1	0.0	54.0	13.1	3.2	70.7	23.2	23.0
Incr Delay (d2), s/veh	4.2	0.0	0.1	14.9	2.7	0.0	7.4	0.8	0.0	0.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.5	1.4	1.0	3.0	0.0	14.1	11.1	0.1	0.2	0.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.2	54.7	28.3	87.5	70.9	0.0	61.4	13.9	3.2	71.2	23.2	23.1
LnGrp LOS	E	D	C	F	E		E	B	A	E	C	C
Approach Vol, veh/h		211			176			2834			179	
Approach Delay, s/veh		42.3			72.9			26.5			26.7	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	42.5	71.4	20.0	16.1	8.3	105.6	7.5	28.6				
Change Period (Y+Rc), s	5.6	6.6	5.1	* 7	6.6	* 7	5.1	7.0				
Max Green Setting (Gmax), s	48.4	29.8	14.9	* 34	4.8	* 73	5.9	41.6				
Max Q Clear Time (g_c+Y), s	34.5	4.4	6.5	8.2	2.6	34.8	4.0	7.1				
Green Ext Time (p_c), s	2.4	0.8	0.0	0.9	0.0	20.6	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	29.9
HCM 6th LOS	C

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	12	49	158	112	38	4
Future Vol, veh/h	12	49	158	112	38	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	13	53	170	120	41	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	290	0	-	0	309 230
Stage 1	-	-	-	-	230 -
Stage 2	-	-	-	-	79 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1283	-	-	-	687 814
Stage 1	-	-	-	-	813 -
Stage 2	-	-	-	-	949 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1283	-	-	-	680 814
Mov Cap-2 Maneuver	-	-	-	-	680 -
Stage 1	-	-	-	-	805 -
Stage 2	-	-	-	-	949 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1283	-	-	-	691
HCM Lane V/C Ratio	0.01	-	-	-	0.065
HCM Control Delay (s)	7.8	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	87	269	4	5	1
Future Vol, veh/h	0	87	269	4	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	100	0	0	100	100	100
Mvmt Flow	0	94	289	4	5	1

























Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	293	0	-	0	385 291
Stage 1	-	-	-	-	291 -
Stage 2	-	-	-	-	94 -
Critical Hdwy	5.1	-	-	-	7.4 7.2
Critical Hdwy Stg 1	-	-	-	-	6.4 -
Critical Hdwy Stg 2	-	-	-	-	6.4 -
Follow-up Hdwy	3.1	-	-	-	4.4 4.2
Pot Cap-1 Maneuver	868	-	-	-	465 565
Stage 1	-	-	-	-	580 -
Stage 2	-	-	-	-	733 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	868	-	-	-	465 565
Mov Cap-2 Maneuver	-	-	-	-	465 -
Stage 1	-	-	-	-	580 -
Stage 2	-	-	-	-	733 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	868	-	-	-	479
HCM Lane V/C Ratio	-	-	-	-	0.013
HCM Control Delay (s)	0	-	-	-	12.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0



HCM 6th Signalized Intersection Summary  
 1: Kingsgate Way & SR 240

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	460	19	210	189	143	4	16	144	170	90	197
Future Volume (veh/h)	59	460	19	210	189	143	4	16	144	170	90	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1826	1900	1900	1811	1796	1900	1900	1870	1841	1900	1856
Adj Flow Rate, veh/h	63	495	20	226	203	154	4	17	155	183	97	212
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	5	0	0	6	7	0	0	2	4	0	3
Cap, veh/h	78	536	473	266	713	599	306	231	193	426	438	362
Arrive On Green	0.05	0.29	0.29	0.15	0.39	0.39	0.00	0.12	0.12	0.11	0.23	0.23
Sat Flow, veh/h	1654	1826	1610	1810	1811	1522	1810	1900	1585	1753	1900	1572
Grp Volume(v), veh/h	63	495	20	226	203	154	4	17	155	183	97	212
Grp Sat Flow(s),veh/h/ln	1654	1826	1610	1810	1811	1522	1810	1900	1585	1753	1900	1572
Q Serve(g_s), s	2.9	20.4	0.7	9.4	5.9	5.3	0.1	0.6	7.4	6.9	3.2	9.3
Cycle Q Clear(g_c), s	2.9	20.4	0.7	9.4	5.9	5.3	0.1	0.6	7.4	6.9	3.2	9.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	536	473	266	713	599	306	231	193	426	438	362
V/C Ratio(X)	0.81	0.92	0.04	0.85	0.28	0.26	0.01	0.07	0.80	0.43	0.22	0.59
Avail Cap(c_a), veh/h	277	1310	1156	662	1659	1395	391	759	633	479	898	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	26.6	19.6	32.3	16.1	15.9	22.9	30.2	33.2	25.4	24.2	26.6
Incr Delay (d2), s/veh	7.1	3.0	0.0	2.9	0.1	0.1	0.0	0.0	3.0	0.3	0.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	8.1	0.3	3.9	2.1	1.8	0.1	0.3	2.9	2.7	1.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	29.5	19.6	35.2	16.2	16.0	22.9	30.3	36.1	25.6	24.3	27.1
LnGrp LOS	D	C	B	D	B	B	C	C	D	C	C	C
Approach Vol, veh/h		578			583			176			492	
Approach Delay, s/veh		30.7			23.5			35.3			26.0	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	29.8	5.9	24.9	9.3	37.5	14.4	16.4				
Change Period (Y+Rc), s	5.6	7.0	5.6	7.0	5.6	7.0	5.6	* 7				
Max Green Setting (Gmax), s	28.4	55.7	4.0	36.7	13.0	71.1	11.1	* 31				
Max Q Clear Time (g_c+I1), s	11.4	22.4	2.1	11.3	4.9	7.9	8.9	9.4				
Green Ext Time (p_c), s	0.0	0.4	0.0	0.1	0.0	0.2	0.0	0.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				27.6								
HCM 6th LOS				C								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	0	2	6	93	0	0	5	17	19	4	222	0
Future Vol, veh/h	0	2	6	93	0	0	5	17	19	4	222	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	225	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	4	0	0	0	3	0	0	3	0
Mvmt Flow	0	2	6	100	0	0	5	18	20	4	239	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	285	295	239	289	285	28	239	0	0	38	0	0
Stage 1	247	247	-	38	38	-	-	-	-	-	-	-
Stage 2	38	48	-	251	247	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	671	620	805	659	628	1053	1340	-	-	1585	-	-
Stage 1	761	706	-	972	867	-	-	-	-	-	-	-
Stage 2	982	859	-	749	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	668	616	805	649	624	1053	1340	-	-	1585	-	-
Mov Cap-2 Maneuver	668	616	-	649	624	-	-	-	-	-	-	-
Stage 1	758	704	-	968	864	-	-	-	-	-	-	-
Stage 2	978	856	-	739	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	11.6	0.9	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1340	-	-	-	748	649	-	1585	-	-
HCM Lane V/C Ratio	0.004	-	-	-	0.012	0.154	-	0.003	-	-
HCM Control Delay (s)	7.7	-	-	0	9.9	11.6	0	7.3	-	-
HCM Lane LOS	A	-	-	A	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0.5	-	0	-	-

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑		↑	↑			↔	
Traffic Vol, veh/h	0	50	83	126	2	0	2	0	12	2	3	0
Future Vol, veh/h	0	50	83	126	2	0	2	0	12	2	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	230	-	-	170	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	5	0	0	0	0	4	0	0	0
Mvmt Flow	0	54	89	135	2	0	2	0	13	2	3	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	143	0	0	373	371	72	299	415	2
Stage 1	-	-	-	-	-	-	99	99	-	272	272	-
Stage 2	-	-	-	-	-	-	274	272	-	27	143	-
Critical Hdwy	-	-	-	4.175	-	-	7.3	6.5	6.96	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	-	-	-	-2.2475	-	-	3.5	4	3.338	3.5	4	3.3
Pot Cap-1 Maneuver	0	-	-	1418	-	-	576	562	970	646	531	1088
Stage 1	0	-	-	-	-	-	902	817	-	738	688	-
Stage 2	0	-	-	-	-	-	736	688	-	993	782	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1418	-	-	531	509	970	591	481	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	531	509	-	591	481	-
Stage 1	-	-	-	-	-	-	902	817	-	738	623	-
Stage 2	-	-	-	-	-	-	662	623	-	980	782	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			7.7			9.2			12		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	531	970	-	-	1418	-	-	520
HCM Lane V/C Ratio	0.004	0.013	-	-	0.096	-	-	0.01
HCM Control Delay (s)	11.8	8.8	-	-	7.8	-	-	12
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0.3	-	-	0

HCM 6th Signalized Intersection Summary  
 4: Stevens Dr & Horn Rapids Rd

Atlas Agro TIA  
 Future With Project 2027 PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖↗	↖		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	4	7	245	100	34	4	54	102	8	36	1584	41
Future Volume (veh/h)	4	7	245	100	34	4	54	102	8	36	1584	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1159	1900	1826	1870	1811	1900	1811	1900	1900	1900	1900	1826
Adj Flow Rate, veh/h	4	8	263	108	37	4	58	110	9	39	1703	44
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	50	0	5	2	6	0	6	0	0	0	0	5
Cap, veh/h	12	286	309	173	305	33	84	2241	1000	62	2189	938
Arrive On Green	0.01	0.15	0.15	0.05	0.19	0.18	0.05	0.62	0.62	0.03	0.61	0.61
Sat Flow, veh/h	1104	1900	1547	3456	1606	174	1725	3610	1610	1810	3610	1547
Grp Volume(v), veh/h	4	8	263	108	0	41	58	110	9	39	1703	44
Grp Sat Flow(s),veh/h/ln	1104	1900	1547	1728	0	1780	1725	1805	1610	1810	1805	1547
Q Serve(g_s), s	0.5	0.5	19.5	4.6	0.0	2.9	5.0	1.8	0.2	3.2	52.7	1.7
Cycle Q Clear(g_c), s	0.5	0.5	19.5	4.6	0.0	2.9	5.0	1.8	0.2	3.2	52.7	1.7
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	286	309	173	0	338	84	2241	1000	62	2189	938
V/C Ratio(X)	0.34	0.03	0.85	0.62	0.00	0.12	0.69	0.05	0.01	0.63	0.78	0.05
Avail Cap(c_a), veh/h	140	612	574	223	0	463	172	2241	1000	97	2189	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.7	54.3	37.1	69.8	0.0	50.4	70.2	11.1	4.4	71.5	22.0	12.0
Incr Delay (d2), s/veh	6.0	0.0	2.6	1.4	0.0	0.1	3.6	0.0	0.0	3.8	2.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	7.4	2.0	0.0	1.3	2.2	0.7	0.1	1.5	20.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.7	54.4	39.7	71.2	0.0	50.5	73.8	11.2	4.4	75.2	24.8	12.1
LnGrp LOS	E	D	D	E	A	D	E	B	A	E	C	B
Approach Vol, veh/h		275			149			177			1786	
Approach Delay, s/veh		40.7			65.5			31.4			25.6	
Approach LOS		D			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	96.3	13.1	28.2	10.2	98.5	7.2	34.1				
Change Period (Y+Rc), s	6.0	6.4	6.6	6.6	6.0	6.4	6.6	6.6				
Max Green Setting (Gmax), s	14.0	54.4	8.7	47.3	7.0	61.4	18.0	38.0				
Max Q Clear Time (g_c+I1), s	7.0	54.7	6.6	21.5	5.2	3.8	2.5	4.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			30.3									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
5: SR 240 & Jadwin Ave & Stevens Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	300	665	50	167	102	339	310	121	619	2149	86
Future Volume (veh/h)	51	300	665	50	167	102	339	310	121	619	2149	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1885	1767	1900	1870	1826	1707	1841	1841	1870	1870	1900
Adj Flow Rate, veh/h	55	323	715	54	180	0	365	333	130	666	2311	92
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	9	0	2	5	13	4	4	2	2	0
Cap, veh/h	192	925	986	81	701		366	1582	491	912	2343	739
Arrive On Green	0.11	0.26	0.26	0.04	0.20	0.00	0.12	0.31	0.31	0.26	0.46	0.46
Sat Flow, veh/h	1810	3582	2635	1810	3554	1547	3155	5025	1560	3456	5106	1610
Grp Volume(v), veh/h	55	323	715	54	180	0	365	333	130	666	2311	92
Grp Sat Flow(s),veh/h/ln	1810	1791	1317	1810	1777	1547	1577	1675	1560	1728	1702	1610
Q Serve(g_s), s	4.2	11.0	35.0	4.4	6.4	0.0	17.4	7.3	7.4	26.4	67.1	4.9
Cycle Q Clear(g_c), s	4.2	11.0	35.0	4.4	6.4	0.0	17.4	7.3	7.4	26.4	67.1	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	192	925	986	81	701		366	1582	491	912	2343	739
V/C Ratio(X)	0.29	0.35	0.73	0.66	0.26		1.00	0.21	0.26	0.73	0.99	0.12
Avail Cap(c_a), veh/h	192	941	998	122	829		366	1582	491	935	2343	739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.8	45.4	40.3	70.5	50.9	0.0	66.3	37.7	24.4	50.3	40.1	23.3
Incr Delay (d2), s/veh	3.7	0.2	2.6	8.9	0.2	0.0	46.3	0.3	1.3	2.9	15.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	4.8	11.2	2.2	2.9	0.0	9.1	3.0	3.6	11.5	30.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	45.6	42.9	79.4	51.1	0.0	112.6	38.0	25.7	53.2	55.8	23.6
LnGrp LOS	E	D	D	E	D		F	D	C	D	E	C
Approach Vol, veh/h		1093			234			828			3069	
Approach Delay, s/veh		44.9			57.6			69.0			54.2	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	72.4	20.0	35.6	43.2	51.2	10.8	44.7				
Change Period (Y+Rc), s	5.6	6.6	5.1	* 7	6.6	* 7	5.1	7.0				
Max Green Setting (Gmax), s	61.8	61.8	14.9	* 34	37.6	* 40	9.1	38.4				
Max Q Clear Time (g_c+1), s	69.1	69.1	6.2	8.4	28.4	9.4	6.4	37.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	1.8	2.4	0.0	0.8				

Intersection Summary

HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.  
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	142	87	38	112	12
Future Vol, veh/h	4	142	87	38	112	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	4	153	94	41	120	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	135	0	-	0	276
Stage 1	-	-	-	-	115
Stage 2	-	-	-	-	161
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1462	-	-	-	718
Stage 1	-	-	-	-	915
Stage 2	-	-	-	-	873
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1462	-	-	-	716
Mov Cap-2 Maneuver	-	-	-	-	716
Stage 1	-	-	-	-	912
Stage 2	-	-	-	-	873

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1462	-	-	-	733
HCM Lane V/C Ratio	0.003	-	-	-	0.182
HCM Control Delay (s)	7.5	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	253	125	5	4	0
Future Vol, veh/h	1	253	125	5	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	100	0	0	100	100	100
Mvmt Flow	1	272	134	5	4	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	139	0	-	0	411	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	274	-
Critical Hdwy	5.1	-	-	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	3.1	-	-	-	4.4	4.2
Pot Cap-1 Maneuver	1012	-	-	-	447	705
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1012	-	-	-	447	705
Mov Cap-2 Maneuver	-	-	-	-	447	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	592	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	13.1			
HCM LOS						B
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1012	-	-	-	447	
HCM Lane V/C Ratio	0.001	-	-	-	0.01	
HCM Control Delay (s)	8.6	0	-	-	13.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

**Intersection: 1: Kingsgate Way & SR 240**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	115	65	32	27	604	175	27	68	43	66	21	86
Average Queue (ft)	44	23	1	8	174	96	12	20	17	25	1	23
95th Queue (ft)	86	52	11	27	350	207	34	49	37	60	10	56
Link Distance (ft)		1147	1147		1376			673	673		773	773
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			300		150	250			250		
Storage Blk Time (%)					10	0						
Queuing Penalty (veh)					22	0						

**Intersection: 2: Kingsgate Way & Battelle Blvd**

Movement	EB	WB	WB
Directions Served	TR	L	TR
Maximum Queue (ft)	29	78	31
Average Queue (ft)	1	6	6
95th Queue (ft)	10	38	26
Link Distance (ft)	614		627
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		225	
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 3: Kingsgate Way/Private Drwy & Horn Rapids Rd**

Movement	NB	NB
Directions Served	L	TR
Maximum Queue (ft)	55	32
Average Queue (ft)	31	23
95th Queue (ft)	47	41
Link Distance (ft)		458
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	170	
Storage Blk Time (%)		
Queuing Penalty (veh)		



**Intersection: 4: Stevens Dr & Horn Rapids Rd**

Movement	EB	EB	EB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	R	TR	L	T	T	R	T
Maximum Queue (ft)	68	44	19	84	290	152	152	16	30
Average Queue (ft)	23	16	3	21	130	45	43	3	5
95th Queue (ft)	57	40	15	59	229	113	108	13	22
Link Distance (ft)				886		1313	1313		1194
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	275		275		275			500	
Storage Blk Time (%)					0				
Queuing Penalty (veh)					4				

**Intersection: 5: SR 240 & Jadwin Ave & Stevens Dr**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	L	L	T	T	T
Maximum Queue (ft)	80	52	24	36	38	114	100	364	430	272	292	270
Average Queue (ft)	32	7	5	1	11	57	21	221	256	160	173	164
95th Queue (ft)	75	32	20	12	33	92	56	344	377	241	251	245
Link Distance (ft)			1015			1729	1729			2150	2150	2150
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	340	340		400	300			600	600			
Storage Blk Time (%)												
Queuing Penalty (veh)												

**Intersection: 5: SR 240 & Jadwin Ave & Stevens Dr**

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	28	15	143	112	49
Average Queue (ft)	4	2	53	16	15
95th Queue (ft)	18	9	123	64	39
Link Distance (ft)			961	961	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300	400		550	
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Zone Summary**

Zone wide Queuing Penalty: 26
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**Intersection: 1: Kingsgate Way & SR 240**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	175	432	21	200	134	67	26	45	88	135	87	64
Average Queue (ft)	54	236	4	75	53	26	1	10	40	66	27	31
95th Queue (ft)	146	397	15	143	105	50	9	33	71	111	71	62
Link Distance (ft)		1147	1147		1376			673	673		773	773
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			300		150	250			250		
Storage Blk Time (%)		31			0							
Queuing Penalty (veh)		15			0							

**Intersection: 2: Kingsgate Way & Battelle Blvd**

Movement	EB	WB
Directions Served	TR	L
Maximum Queue (ft)	31	56
Average Queue (ft)	5	33
95th Queue (ft)	25	49
Link Distance (ft)	614	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	225	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 3: Kingsgate Way/Private Drwy & Horn Rapids Rd**

Movement	EB	WB	NB	SB
Directions Served	TR	L	TR	LTR
Maximum Queue (ft)	22	51	27	31
Average Queue (ft)	3	15	4	2
95th Queue (ft)	16	41	18	15
Link Distance (ft)	586		458	389
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Stevens Dr & Horn Rapids Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	L	TR	L	T	T	R	L	T
Maximum Queue (ft)	23	63	134	124	152	78	45	44	22	14	72	269
Average Queue (ft)	2	7	56	23	78	17	8	11	2	0	24	132
95th Queue (ft)	12	32	104	94	140	45	28	32	12	5	54	230
Link Distance (ft)						886		1313	1313			1194
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	275		275	375	375		275			500	150	
Storage Blk Time (%)												4
Queuing Penalty (veh)												1

Intersection: 4: Stevens Dr & Horn Rapids Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	232	31
Average Queue (ft)	86	3
95th Queue (ft)	187	17
Link Distance (ft)	1194	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		225
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 5: SR 240 & Jadwin Ave & Stevens Dr

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	R	L	T	T	L	L	T	T
Maximum Queue (ft)	99	182	196	309	307	120	140	101	298	313	120	103
Average Queue (ft)	38	67	115	189	132	41	53	30	175	207	65	50
95th Queue (ft)	79	150	174	285	278	95	103	75	293	304	113	97
Link Distance (ft)			1015				1729	1729			2150	2150
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	340	340		400	400	300			600	600		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: SR 240 & Jadwin Ave & Stevens Dr

Movement	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	R	L	L	T	T	T	R
Maximum Queue (ft)	47	95	327	425	803	786	688	93
Average Queue (ft)	15	42	175	308	479	443	367	27
95th Queue (ft)	37	79	251	487	717	665	517	56
Link Distance (ft)	2150				961	961	961	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		300	400	400				550
Storage Blk Time (%)				0	13		0	
Queuing Penalty (veh)				1	76		0	

Zone Summary

Zone wide Queuing Penalty: 94
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**Intersection: 1: Kingsgate Way & SR 240**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	109	46	13	325	608	175	70	67	46	68	22	62
Average Queue (ft)	46	15	1	25	213	92	12	20	19	28	2	18
95th Queue (ft)	80	35	6	123	417	210	35	51	38	58	11	42
Link Distance (ft)		1147	1147		1376			673	673		773	773
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			300		150	250			250		
Storage Blk Time (%)						17	0					
Queuing Penalty (veh)						39	1					

**Intersection: 2: Kingsgate Way & Battelle Blvd**

Movement	EB	WB	WB
Directions Served	TR	L	TR
Maximum Queue (ft)	31	31	32
Average Queue (ft)	5	1	6
95th Queue (ft)	24	10	26
Link Distance (ft)	614		627
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		225	
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 3: Kingsgate Way/Private Drwy & Horn Rapids Rd**

Movement	NB	NB
Directions Served	L	TR
Maximum Queue (ft)	56	52
Average Queue (ft)	31	29
95th Queue (ft)	39	41
Link Distance (ft)		458
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	170	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 4: Stevens Dr & Horn Rapids Rd**

Movement	EB	EB	EB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	TR	L	T	T	R	T	R
Maximum Queue (ft)	88	66	19	84	260	184	149	15	30	25
Average Queue (ft)	29	19	1	26	145	55	41	2	5	2
95th Queue (ft)	73	51	10	62	224	146	112	10	22	11
Link Distance (ft)				886		1313	1313		1194	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	275		275		275			500		225
Storage Blk Time (%)					0					
Queuing Penalty (veh)					0					

**Intersection: 5: SR 240 & Jadwin Ave & Stevens Dr**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB
Directions Served	L	T	T	L	T	T	L	L	T	T	T	R
Maximum Queue (ft)	123	49	44	59	119	105	308	320	300	299	285	29
Average Queue (ft)	26	12	6	12	59	34	215	240	167	180	173	5
95th Queue (ft)	71	40	26	36	103	85	299	319	247	258	262	22
Link Distance (ft)			1015		1729	1729			2150	2150	2150	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	340	340		300			600	600				300
Storage Blk Time (%)												0
Queuing Penalty (veh)												0

**Intersection: 5: SR 240 & Jadwin Ave & Stevens Dr**

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	38	106	23	51
Average Queue (ft)	3	43	3	17
95th Queue (ft)	16	84	16	44
Link Distance (ft)		961	961	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	400		550	
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Zone Summary**

Zone wide Queuing Penalty: 39
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**Intersection: 1: Kingsgate Way & SR 240**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	175	479	14	170	132	45	27	45	84	113	124	45
Average Queue (ft)	69	233	4	91	62	19	5	11	35	72	33	29
95th Queue (ft)	183	374	14	148	109	39	21	33	64	123	71	48
Link Distance (ft)		1147	1147		1376			673	673		773	773
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			300		150	250			250		
Storage Blk Time (%)		34			0							
Queuing Penalty (veh)		19			0							

**Intersection: 2: Kingsgate Way & Battelle Blvd**

Movement	EB	WB	NB
Directions Served	TR	L	L
Maximum Queue (ft)	31	75	28
Average Queue (ft)	8	33	1
95th Queue (ft)	29	52	10
Link Distance (ft)	614		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		225	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 3: Kingsgate Way/Private Drwy & Horn Rapids Rd**

Movement	WB	NB	NB	SB
Directions Served	L	L	TR	LTR
Maximum Queue (ft)	31	27	27	31
Average Queue (ft)	6	1	7	4
95th Queue (ft)	25	9	26	22
Link Distance (ft)			458	389
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	230	170		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Stevens Dr & Horn Rapids Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	L	TR	L	T	R	L	T	T
Maximum Queue (ft)	23	44	149	161	198	108	44	90	14	174	290	261
Average Queue (ft)	1	7	52	23	65	25	9	17	1	44	139	101
95th Queue (ft)	8	26	103	81	134	63	29	57	8	93	249	207
Link Distance (ft)						886		1313			1194	1194
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	275		275	375	375		275		500	150		
Storage Blk Time (%)											5	1
Queuing Penalty (veh)											2	0

Intersection: 4: Stevens Dr & Horn Rapids Rd

Movement	SB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	8
95th Queue (ft)	29
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	225
Storage Blk Time (%)	
Queuing Penalty (veh)	



Intersection: 5: SR 240 & Jadwin Ave & Stevens Dr

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	R	L	T	T	L	L	T	T
Maximum Queue (ft)	59	164	186	276	248	103	97	110	304	332	146	138
Average Queue (ft)	27	66	104	185	120	39	52	26	226	248	73	63
95th Queue (ft)	57	146	164	259	263	86	86	69	293	318	131	123
Link Distance (ft)			1015				1729	1729			2150	2150
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	340	340		400	400	300			600	600		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: SR 240 & Jadwin Ave & Stevens Dr

Movement	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	R	L	L	T	T	T	R
Maximum Queue (ft)	114	138	406	424	829	782	543	51
Average Queue (ft)	29	55	233	337	440	434	380	23
95th Queue (ft)	83	105	340	460	625	593	499	45
Link Distance (ft)	2150				961	961	961	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		300	400	400				550
Storage Blk Time (%)			0	0	9		0	
Queuing Penalty (veh)			0	1	52		0	

Zone Summary

Zone wide Queuing Penalty: 74

**Intersection: 1: Kingsgate Way & SR 240**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	R
Maximum Queue (ft)	150	86	33	51	846	175	50	66	58	83	62
Average Queue (ft)	59	25	1	16	290	117	13	19	19	34	33
95th Queue (ft)	112	64	11	44	634	228	39	50	39	75	63
Link Distance (ft)		1147	1147		1376			673	673		773
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	150			300		150	250			250	
Storage Blk Time (%)	0				23	1					
Queuing Penalty (veh)	0				54	4					

**Intersection: 2: Kingsgate Way & Battelle Blvd**

Movement	EB	WB	WB
Directions Served	TR	L	TR
Maximum Queue (ft)	65	68	31
Average Queue (ft)	0	6	11
95th Queue (ft)	0	35	34
Link Distance (ft)	614		627
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		225	
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 3: Kingsgate Way/Private Drwy & Horn Rapids Rd**

Movement	NB	NB
Directions Served	L	TR
Maximum Queue (ft)	31	45
Average Queue (ft)	29	27
95th Queue (ft)	38	43
Link Distance (ft)		458
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	170	
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 4: Stevens Dr & Horn Rapids Rd**

Movement	EB	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	TR	L	T	T	R	T	T	R
Maximum Queue (ft)	109	46	80	82	300	598	568	18	29	31	24
Average Queue (ft)	25	14	12	24	234	155	113	2	6	1	1
95th Queue (ft)	69	39	40	58	334	491	416	11	24	11	8
Link Distance (ft)		286		886		1313	1313		1194	1194	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	275		275		275			500			225
Storage Blk Time (%)					15		0				
Queuing Penalty (veh)					116		0				

**Intersection: 5: SR 240 & Jadwin Ave & Stevens Dr**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB
Directions Served	L	T	T	L	T	T	L	L	T	T	T	R
Maximum Queue (ft)	101	95	64	94	97	112	412	433	330	341	267	30
Average Queue (ft)	33	12	7	16	50	31	223	244	205	218	205	3
95th Queue (ft)	79	55	29	55	97	82	359	375	301	302	284	17
Link Distance (ft)			1015		1729	1729			2150	2150	2150	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	340	340		300			600	600				300
Storage Blk Time (%)												
Queuing Penalty (veh)												

**Intersection: 5: SR 240 & Jadwin Ave & Stevens Dr**

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	30	121	71	48
Average Queue (ft)	3	54	14	15
95th Queue (ft)	15	113	49	37
Link Distance (ft)		961	961	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	400		550	
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 6: Horn Rapids Rd & West Drwy**

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	70	53
Average Queue (ft)	6	23
95th Queue (ft)	32	49
Link Distance (ft)	243	339
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 7: Horn Rapids Rd & East Drwy**

Movement	SB
Directions Served	LR
Maximum Queue (ft)	79
Average Queue (ft)	18
95th Queue (ft)	63
Link Distance (ft)	332
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Network Summary**

Network wide Queuing Penalty: 174
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**Intersection: 1: Kingsgate Way & SR 240**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	175	646	18	159	130	70	26	46	105	112	67	66
Average Queue (ft)	98	284	5	81	63	34	3	10	46	60	34	33
95th Queue (ft)	211	493	16	130	112	65	17	33	83	95	63	58
Link Distance (ft)		1147	1147		1376			673	673		773	773
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150			300		150	250			250		
Storage Blk Time (%)	0	37			0							
Queuing Penalty (veh)	0	22			0							

**Intersection: 2: Kingsgate Way & Battelle Blvd**

Movement	EB	WB	NB
Directions Served	TR	L	L
Maximum Queue (ft)	31	70	28
Average Queue (ft)	6	31	1
95th Queue (ft)	27	46	9
Link Distance (ft)	614		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		225	150
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 3: Kingsgate Way/Private Drwy & Horn Rapids Rd**

Movement	WB	NB	SB
Directions Served	L	TR	LTR
Maximum Queue (ft)	52	27	31
Average Queue (ft)	11	9	6
95th Queue (ft)	35	30	25
Link Distance (ft)		458	389
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	230		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Stevens Dr & Horn Rapids Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	L	TR	L	T	R	L	T	T
Maximum Queue (ft)	24	244	260	152	155	64	90	42	14	174	432	425
Average Queue (ft)	0	12	123	29	81	24	38	9	1	68	201	161
95th Queue (ft)	4	87	196	102	149	51	78	28	5	148	334	313
Link Distance (ft)		286				886		1313			1194	1194
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	275		275	375	375		275		500	150		
Storage Blk Time (%)			0							0	11	2
Queuing Penalty (veh)			0							0	4	1

Intersection: 4: Stevens Dr & Horn Rapids Rd

Movement	SB
Directions Served	R
Maximum Queue (ft)	44
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	225
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: SR 240 & Jadwin Ave & Stevens Dr

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	R	R	L	T	T	R	L	L	T
Maximum Queue (ft)	120	130	171	330	296	118	117	94	119	325	370	136
Average Queue (ft)	42	71	105	185	112	42	52	27	4	200	221	98
95th Queue (ft)	87	142	166	309	274	97	101	71	41	305	336	142
Link Distance (ft)			1015				1729	1729				2150
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	340	340		400	400	300			400	600	600	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 5: SR 240 & Jadwin Ave & Stevens Dr

Movement	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	128	115	114	326	425	1000	976	1013	575
Average Queue (ft)	78	33	48	170	379	978	942	897	242
95th Queue (ft)	135	92	93	264	538	989	1035	1112	684
Link Distance (ft)	2150	2150				961	961	961	
Upstream Blk Time (%)						46	18	14	
Queuing Penalty (veh)						0	0	0	
Storage Bay Dist (ft)			300	400	400				550
Storage Blk Time (%)					0	43		47	0
Queuing Penalty (veh)					1	265		40	0

Intersection: 6: Horn Rapids Rd & West Drwy

Movement	SB
Directions Served	LR
Maximum Queue (ft)	56
Average Queue (ft)	38
95th Queue (ft)	56
Link Distance (ft)	339
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 7: Horn Rapids Rd & East Drwy

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Movement	SB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	9
95th Queue (ft)	41
Link Distance (ft)	332
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	


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Network Summary

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Network wide Queuing Penalty: 333

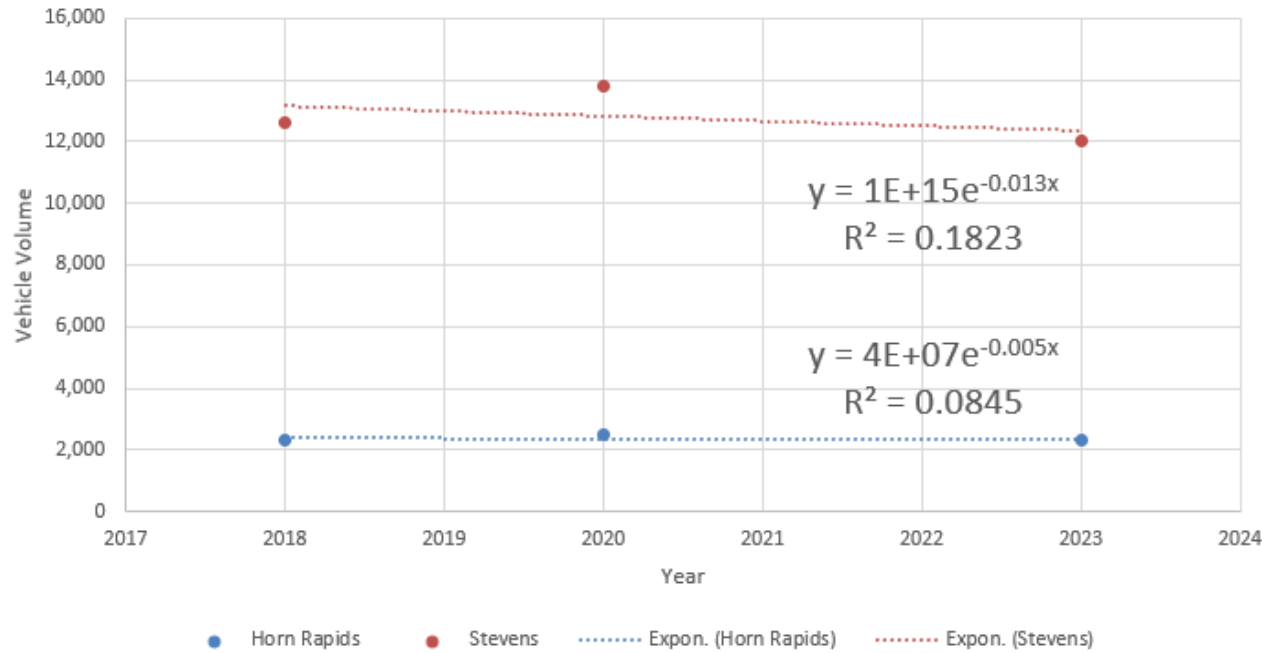




**E**

Growth Rate Evaluation

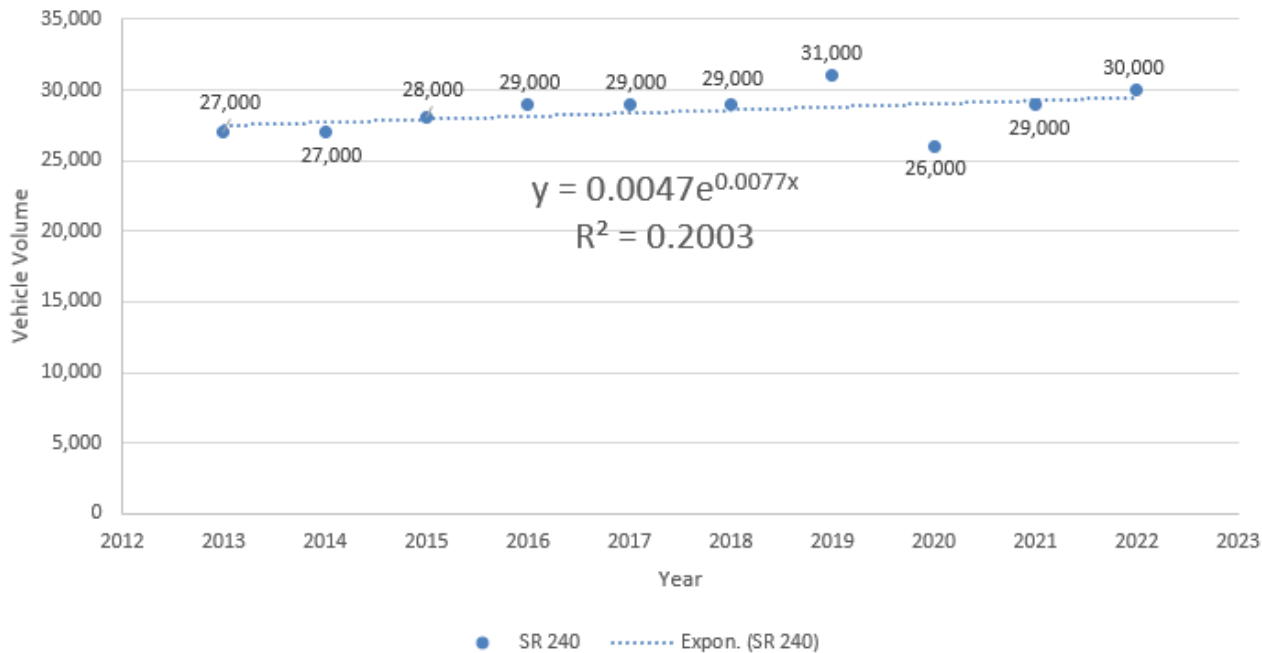
### ADT from Vendor Counts



### ADT from Vendor Counts

	Horn Rapids	Stevens
2018	2327	12600
2019		
2020	2473	13784
2021		
2022		
2023	2292	12005
Trendline Growth	-0.5%	-1.3%

### SR 240, Ten-Year AADT from WSDOT



### Ten-Year AADT from WSDOT

	SR 240
Year	AADT
2022	30000
2021	29000
2020	26000
2019	31000
2018	29000
2017	29000
2016	29000
2015	28000
2014	27000
2013	27000
Trendline Growth	0.8%