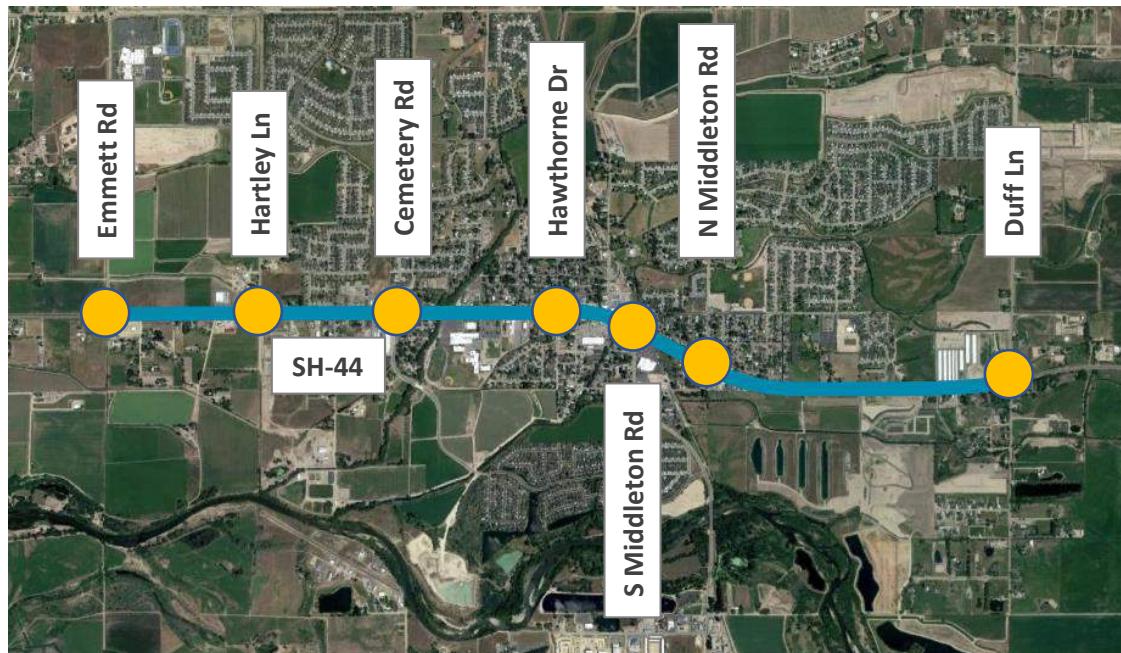


# FINAL REPORT

## SH-44, Emmett Rd to Duff Ln, Middleton Traffic Study



APRIL 10, 2023

PREPARED FOR:

CITY OF MIDDLETON

PREPARED BY:

**PRECISION**  
ENGINEERING



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## CHAPTER 1 INTRODUCTION

### 1.1 STUDY PURPOSE

The City of Middleton retained Precision Engineering to complete this study to evaluate interim operational improvements that could be constructed on SH-44 between Emmett Rd and Duff Ln.

### 1.2 STUDY AREA

The segment of SH-44 in the study area is mostly in Middleton city limits in Canyon County. The west and east intersections of the study area (Emmett Rd and Duff Ln, respectively) are not in Middleton city limits but are in the Middleton impact area.

In the project area, SH-44 is a three-lane road from Emmett Rd to Greenlinks Ave and a two-lane road from Greenlinks Ave to Duff Ln. The speed limit on SH-44 varies from 25 miles per hour (mph) to 55 mph. Between Emmett Rd and Cemetery Rd, SH-44 has a rural cross-section with no curb or gutter. Between Cemetery Rd and N Middleton Rd, it has a mixed urban-rural cross-section with intermittent curb, gutter, sidewalk, and pathway. Figure 1-1 shows the study area and intersections.

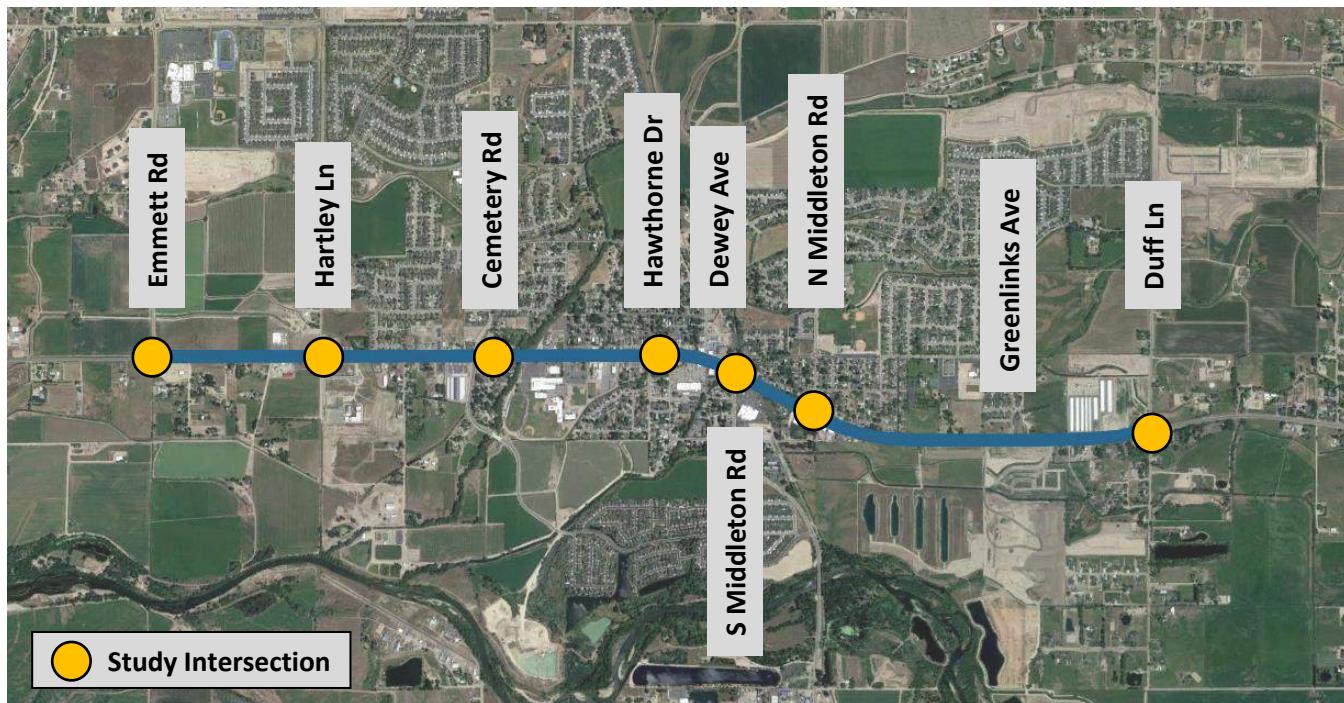


Figure 1-1. Study area and intersections

## 1.3 STUDY OBJECTIVE

The objectives of the study are:

- Determine which study intersections warrant traffic signal control.
- Evaluate the operations at study intersections with existing, 2025, and 2035 traffic.
- Evaluate the operational impacts to the SH-44 corridor operations between Emmett Rd and Duff Ln with and without the additional traffic signals.
- Investigate access control strategies and options for the Middleton downtown core.

## 1.4 STUDY SCENARIOS

The following scenarios were evaluated with 2025 and 2035 traffic:

- **No Build** – Existing and planned traffic signals located at the Hartley Ln and S. Middleton Rd intersections. Emmett Rd, Cemetery Rd, Hawthorne Dr, N. Middleton Rd, and Duff Ln intersections remain stop-controlled.
- **Build** – Intersections that meet signal warrants analyzed as traffic signals.

## 1.5 STUDY PARAMETERS AND KEY ASSUMPTIONS

This study is guided by the following parameters and key assumptions:

- Community Planning Association of Southwest Idaho (COMPASS) provided traffic forecasts in the project area for the 2025 and 2035 analysis years.
- SH-44 is not programmed to be widened in the project area. All 2025 and 2035 analysis assume existing number of lanes.
- The measures of traffic operations performance for this study are:
  - Intersection level of service (LOS) based on average vehicle delay
  - Arterial travel time
- This study is limited to a traffic signal evaluation. It is assumed that the COMPASS model forecasts will include any relevant development traffic and will not be analyzed as part of this study.
- For the 2035 Build scenario, traffic volumes were re-distributed from the S Middleton Rd intersection to the N Middleton Rd intersection reflecting the proposed future Middleton Rd realignment. No other intersection volumes were modified for this analysis.

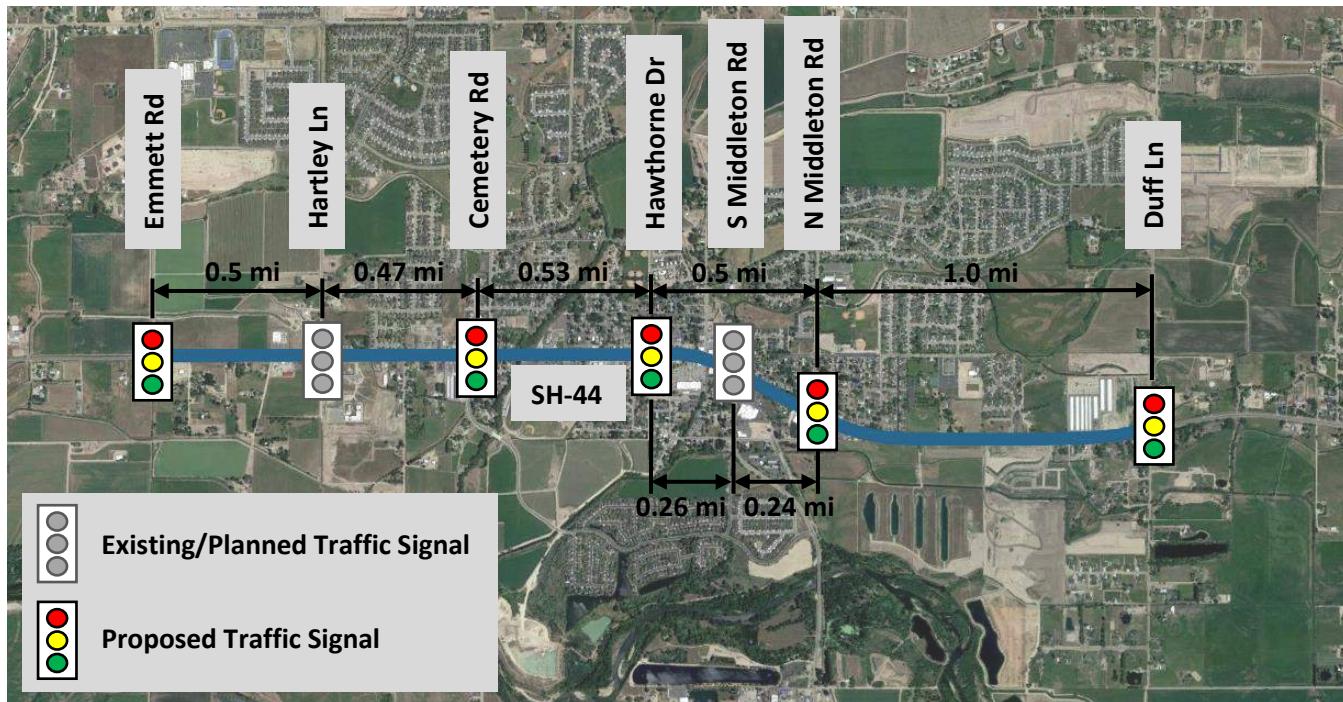
## 1.6 CURRENT ACCESS POLICIES

SH-44 is designated as a National Highway System principal arterial. Under ITD's access management policy, IDAPA Rule 39.03.42, Rules Governing Right-of-Way Encroachments on State Rights-of-Way, SH-44 is classified as a Statewide Route, which designates a minimum traffic signal spacing of one-half mile in urban areas and one-mile in rural or transitional areas. Table 1-1 below shows access spacing according to IDAPA.

**Table 1-1. IDAPA Access Spacing**

Highway Type	Area Type	Signalized Road Spacing	Public Road Spacing	Driveway Distance Upstream from Public Road Intersection	Driveway Distance Downstream from Unsignalized Public Road Intersection	Distance Between Unsignalized Accesses Other Than Public Roads
Statewide Route	Rural	5,280 ft	5,280 ft	1,000 ft	650 ft	650 ft
	Transitional	5,280 ft	2,640 ft	760 ft	500 ft	500 ft
	Urban > 35mph	2,640 ft	1,320 ft	790 ft	500 ft	500 ft
	Urban <=35mph	2,640 ft	1,320 ft	790 ft	250 ft	250 ft

Figure 1-2 below illustrates the existing intersection spacing and studied traffic signal locations.



**Figure 1-2. Studied Traffic Signals and Intersection Spacing**

## 1.7 STUDY CONCLUSIONS

### Existing Operations

The existing Emmett Rd, Hartley Ln, N Middleton Rd, and Duff Ln stop-controlled intersections fail during both the AM and PM peak hours. The Cemetery Rd and Hawthorne Dr stop controlled intersections and the S Middleton Rd signalized intersection do not currently fail during the AM and PM peak hours.

### Traffic Signal Warrant Analysis

The Emmett Rd, Cemetery Rd, Hawthorne Dr, and Duff Ln stop-controlled intersections satisfy warrants for traffic signal control with existing traffic. Hawthorne Dr technically met a warrant for a traffic signal, however the intersection will be evaluated as two-way stop-controlled in all scenarios due to the intersection having excess overall capacity in all analysis scenarios and installation of a traffic signal would incur significant right-of-way and building impacts.

### 2025 Forecasted Operations

- No Build – With no signal control, the Emmett Rd and Duff Ln intersections experience significant side-street delays and LOS F in both peak periods. Cemetery Rd, Hawthorne Dr, and N Middleton Rd also fail with LOS between F/E in the AM/PM peak periods; however, the delays are much more borderline. Hartley Ln and S Middleton Rd have signal control and operate at LOS B in the AM/PM peak periods.
- Build – All intersections with signal control operate at LOS C or better. With no signal control, the Hawthorne Dr and N Middleton Rd intersections fail with LOS E and F, respectively, in the AM peak period.

### 2035 Forecasted Operations

- No Build – With no signal control, the Emmett Rd, Cemetery Rd, and Duff Ln intersections experience extreme side-street delays and LOS F in both peak periods. Hawthorne Dr and N Middleton Rd also fail with LOS F/E in the AM/PM peak periods; however, the delays are much more borderline. Hartley Ln and S Middleton Rd have signal control and operate at LOS C or better.
- Build – All intersections with signal control operate at LOS D or better. The stop-controlled intersection of Hawthorne Dr fails with LOS F/E in the AM/PM peak periods, but the resultant v/c ratio of 0.38/0.18 suggests excess capacity overall for the intersection.

### Corridor Travel Times

- 2025 Build vs No Build – No significant differences in end-to-end travel time were found with the addition of traffic signals to the corridor. Eastbound travel times experienced approximately 5-8 seconds of additional delay and westbound travel experienced approximately 17-20 seconds of additional delay.
- 2035 Build vs No Build – Travel times were more impacted by the addition of traffic signals in with 2035 traffic. Eastbound travel times experienced approximately 46 seconds of additional delay and westbound travel experienced approximately 42 seconds of additional delay.

## CHAPTER 2 EXISTING AND FORECASTED TRAFFIC

### 2.1 EXISTING TRAFFIC

Intersection turning movement counts were collected by *L2 Data Collection* at Emmett Rd, Hartley Ln, Cemetery Rd, Hawthorne Dr, S Middleton Rd, N Middleton Rd, and Duff Ln on two days in October 2022. *L2 Data Collection* also recorded 24-hour approach counts with vehicle classifications over the same time period. The intersection turn movement data is attached in Appendix A and the 24-hour vehicle counts are attached in Appendix B.

### 2.2 FORECASTED TRAFFIC

The COMPASS regional travel demand model was utilized to provide model forecasted traffic for the 2025 and 2035 analysis years. The COMPASS model provided average weekday traffic, as well as AM and PM peak period approach traffic at each of the study intersections.

#### 2.2.1 Screenline Forecast Adjustments

COMPASS provided 2022 model traffic volumes to compare against the existing traffic counts for the 2025/2035 forecast adjustment procedure. It was observed that the 2022 COMPASS model volumes were lower than the existing traffic data.

To correct for this, COMPASS's 2025/2035 forecast volumes were adjusted using the *Screenline Refinement with Base Volumes* method in section 6.1 of *NCHRP 765, Analytical Travel Forecasting Approaches for Project-Level Planning and Design*. The screenline adjustments can be seen in Appendix D.

#### 2.2.2 Forecast Peak Hour Intersection Turning Movements

The *Iterative Procedure-Directional Method* in section 6.1 of *NCHRP 765, Analytical Travel Forecasting Approaches for Project-Level Planning and Design* was utilized to derive forecast AM and PM peak hour intersection turning movements from the adjusted 2025/2035 approach forecasts. The directional method uses an initial estimate of intersection turning movement percentages (existing counts) to alternatively balance 2025/2035 entering and departing traffic volumes in a turning movement matrix until an acceptable level of convergence is reached.

## CHAPTER 3 TRAFFIC ANALYSIS

The scope of the traffic study includes a macroscopic analysis of intersection operations and microscopic modeling to evaluate corridor travel time for the various analysis scenarios. The intersection operational analysis followed methodologies from the 6th Edition of the Highway Capacity Manual (HCM6) and evaluated using PTV Vistro software. Corridor travel time for the various analysis scenarios was evaluated with microsimulation modeling using PTV VISSIM software.

### 3.1 EXISTING OPERATIONS

The existing AM and PM peak hour traffic operations were analyzed with the existing intersection control, lane configuration, and peak hour turning movements. All analysis parameters used in this traffic study (peak hour factor, heavy vehicle percentage, etc) were based on existing data when available or default values if not available. Table 3-1 summarizes the existing turning movements, lane configuration, and intersection control. Table 3-2 summarizes the intersection measures of effectiveness (MOEs). The MOEs being reported are the worst traffic movement, volume to capacity ratio (v/c), intersection delay, and resultant intersection level of service (LOS).

**Table 3-1. Peak Hour Volumes (AM[PM]), Lane Configuration, and Intersection Control – Existing Traffic**

Emmett Rd	Hartley Ln	Cemetery Rd	Hawthorne Dr
S Middleton Rd	N Middleton Rd	Duff Ln	

**Table 3-2. Intersection MOEs – Existing Traffic**

SH-44 Intersection	Control	AM				PM			
		Worst Mvmt	Worst v/c Ratio	Delay (s/veh)	LOS	Worst Mvmt	Worst v/c Ratio	Delay (s/veh)	LOS
Emmett Rd		SB Left	0.92	126	F	SB Left	0.80	100	F
Hartley Ln		SB Left	0.35	77	F	SB Left	0.63	119	F
Cemetery Rd		NB Left	0.15	33	D	NB Left	0.10	32	D
Hawthorne Dr		SB Left	0.24	30	D	SB Left	0.13	29	D
S. Middleton Rd		NB Left	0.54	15	B	NB Left	0.54	17	B
N. Middleton Rd		SB Left	0.36	46	E	SB Left	0.17	36	E
Duff Ln		SB Left	0.60	72	F	NB Left	0.19	62	F

\* TWSC delay and LOS based on worst movement, Signal delay and LOS based on overall intersection

### 3.2 TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was performed to determine if the existing stop-controlled intersections in the project area demonstrated need for traffic signalization. The warrant analysis followed guidelines outlined in Chapter 4C of the Manual of Uniform Traffic Control Devices (MUTCD) and the ITD Traffic Manual. A traffic signal may be justified if any of the traffic signal warrants in the MUTCD are met. The following two warrants were evaluated for this study:

- Warrant 1 – Eight-Hour Vehicular Volume
- Warrant 2 – Four-Hour Vehicular Volume

The purpose of these warrants is to determine if undue delay is caused by intersecting volumes of traffic. The remaining seven warrants were not evaluated with this study. The results of the warrant analysis for existing traffic volumes are shown in Table 3-3, and the warrant analysis is attached in Appendix E.

Table 3-3. MUTCD Signal Warrant Analysis - Existing Traffic

SH-44 Intersection	Warrant 1	Warrant 2
Emmett Rd	Yes	Yes
Cemetery Rd	Yes	Yes
Hawthorne Dr	Yes*	No
Duff Ln	Yes	Yes

\* Hawthorne Dr satisfies a signal warrant but will be analyzed as the existing two-way stop-controlled intersection for this study. Hawthorne Dr is approximately 1,320 ft from the S Middleton Rd signalized intersection, closer than the 2,640 ft signalized road spacing requirements per IDAPA Rule 39.03.42. Additionally, constructing a traffic signal at Hawthorne Dr would incur significant property and building impacts.

### 3.3 FUTURE CONDITION ASSUMPTIONS

The future analysis scenarios required high level assumptions to provide a basis for evaluation. The assumptions primarily relate to the potential straight-line realignment of Middleton Rd to the N Middleton Rd intersection and moving signalized control from S Middleton Rd to the N Middleton Rd intersection. This has been a long term economic and mobility improvement goal for the City of Middleton and is part of the highest priority unfunded local system project in COMPASS's updated *Communities in Motion 2050*. The City of Middleton has taken the first steps to realigning Middleton Rd with the Sawtooth Rd/Middleton Rd roundabout currently under construction, with the intention of seeking additional funding from the State's surplus funds earmarked for "economically significant local transportation projects" and "safety and capacity improvements".

For this analysis, the following are high level assumptions relevant to each scenario:

- 2025
  - Hartley Ln is programmed for reconstruction as a signalized intersection in 2023 and is therefore analyzed as a traffic signal in 2025 No Build.
  - Realignment of Middleton Rd to N Middleton Rd intersection assumed not to occur yet.
- 2035
  - Realignment of Middleton Rd to N Middleton Rd is assumed to have occurred. Therefore, the existing signal at S Middleton Rd is relocated to N Middleton Rd and traffic volumes were adjusted.

### 3.4 FORECASTED INTERSECTION OPERATIONS

The 2025 and 2035 peak hour traffic operations were analyzed for the No Build and Build scenarios. The No Build scenario represents existing intersection control and lane configuration, and the Build scenario includes warranted traffic signals (except for Hawthorne Dr as discussed in Section 3.2).

**Note:** The Build scenario signal timing splits, offsets, and green times were optimized for platooning traffic on SH-44. This came with the trade-off of worsening the side street operations more so than if the intersection were analyzed individually as uncoordinated, however no intersections failed due to the impacted side street operations.

Table 3-4 and Table 3-5 summarize the 2025 No Build and Build turning movement volumes, lane configuration, and intersection control.

Table 3-6 and Table 3-7 summarize the 2035 No Build and Build turning movement volumes, lane configuration, and intersection control.

Table 3-8 summarizes the 2025 intersection MOEs and Table 3-9 summarizes the 2035 intersection MOEs. The MOEs being reported are the worst traffic movement, the worst movement's volume to capacity ratio (v/c), intersection delay, and resultant intersection level of service (LOS). The Vistro analysis reports are attached in Appendix F.

Table 3-4. Peak Hour Volumes (AM[PM]), Lane Configuration, and Intersection Control – 2025 No Build Traffic

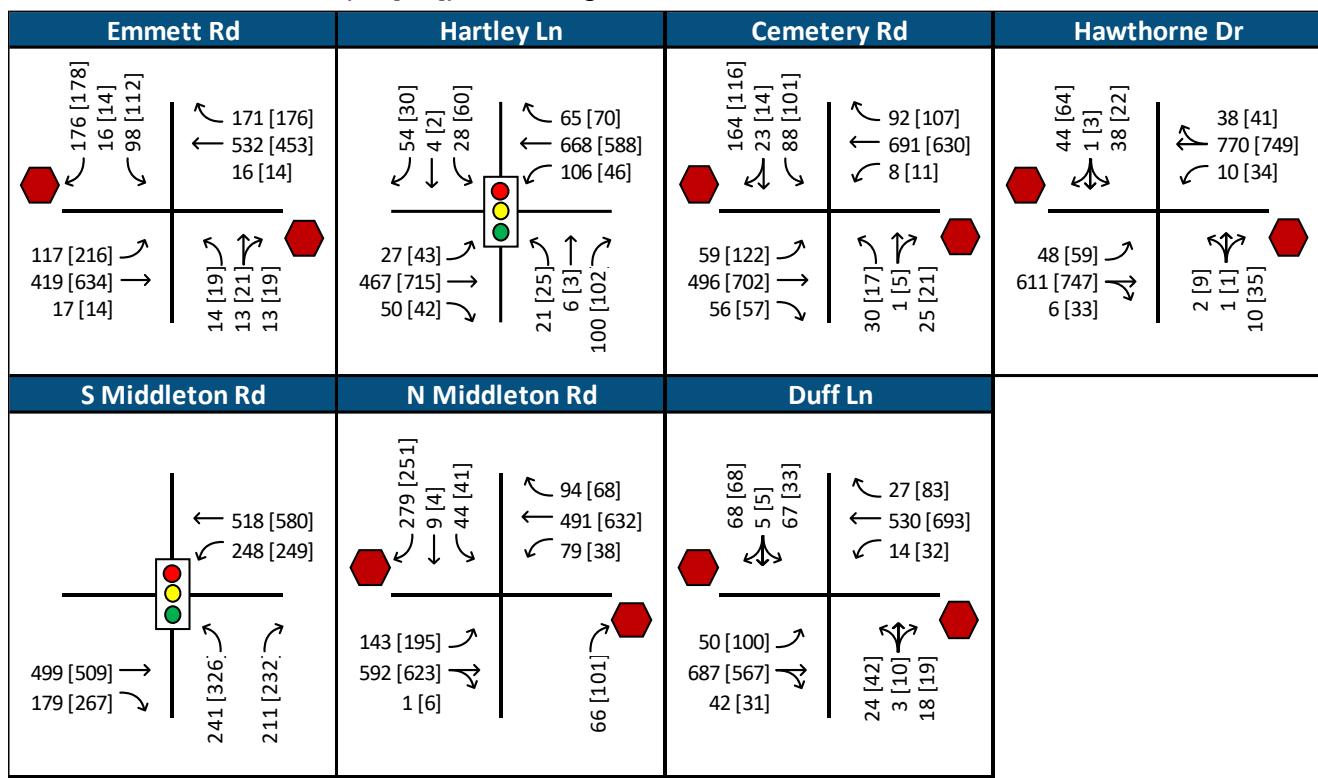


Table 3-5. Peak Hour Volumes (AM[PM]), Lane Configuration, and Intersection Control – 2025 Build Traffic

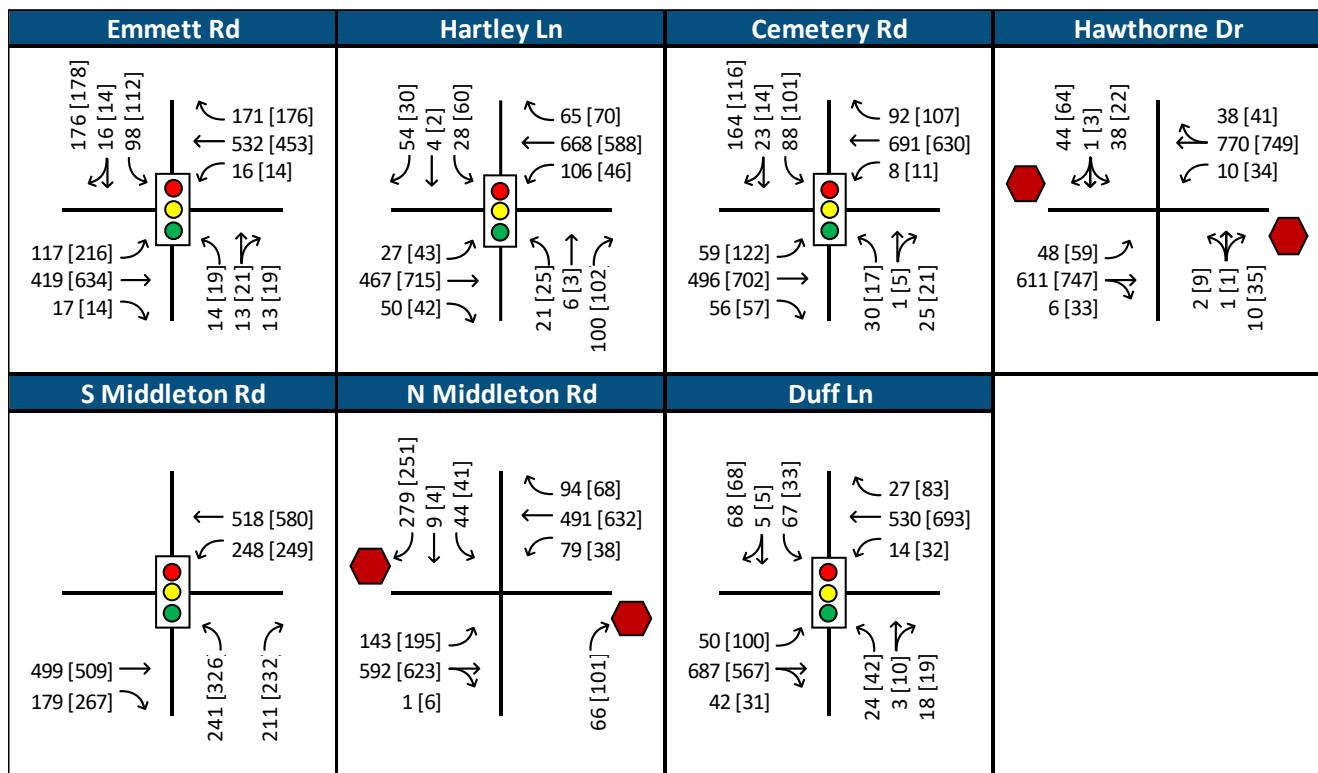


Table 3-6. Peak Hour Volumes (AM[PM]), Lane Configuration, and Intersection Control – 2035 No Build Traffic

Emmett Rd	Hartley Ln	Cemetery Rd	Hawthorne Dr
297 [288] 58 [41] 100 [119]	181 [184] 603 [546] 28 [20]	93 [94] 773 [692] 126 [70]	108 [89] 821 [713] 9 [15]
190 [305] ↗ 441 [696] → 40 [50] ↘	39 [60] ↗ 33 [55] → 20 [39] ↘	54 [25] 4 [3] 42 [83]	51 [64] 1 [3] 44 [24]
27 [34] ↗ 508 [796] → 40 [40] ↘	18 [18] ↗ 8 [4] → 120 [121] ↘	182 [162] 22 [23] 94 [91]	39 [49] 930 [797] 12 [34]
S Middleton Rd	N Middleton Rd	Duff Ln	
605 [717] 271 [348]	252 [292] 7 [4] 56 [32]	120 [58] 625 [842] 83 [43]	52 [171] 603 [719] 37 [101]
654 [580] → 188 [248] ↘	157 [205] ↗ 843 [737] → 1 [6] ↘	69 [105] ↗	65 [142] 13 [68] 45 [72]
313 [281] ↗ 317 [328] →			
96 [177] ↗ 807 [591] → 130 [77] ↘			

Table 3-7. Peak Hour Volumes (AM[PM]), Lane Configuration, and Intersection Control – 2035 Build Traffic

Emmett Rd	Hartley Ln	Cemetery Rd	Hawthorne Dr
297 [288] 58 [41] 100 [119]	181 [184] 603 [546] 28 [20]	93 [94] 773 [692] 126 [70]	108 [89] 821 [713] 9 [15]
190 [305] ↗ 441 [696] → 40 [50] ↘	39 [60] ↗ 33 [55] → 20 [39] ↘	54 [25] 4 [3] 42 [83]	51 [64] 1 [3] 44 [24]
27 [34] ↗ 508 [796] → 40 [40] ↘	18 [18] ↗ 8 [4] → 120 [121] ↘	182 [162] 22 [23] 94 [91]	39 [49] 930 [797] 12 [34]
S Middleton Rd	N Middleton Rd	Duff Ln	
217 [200] 64 [62] 51 [46]	72 [47] 678 [804] 188 [252]	142 [133] 21 [31] 143 [72]	52 [171] 603 [719] 37 [101]
Signal relocated to N Middleton Rd	138 [160] ↗ 744 [674] → 175 [240] ↘	65 [142] 13 [68] 45 [72]	65 [142] 13 [68] 45 [72]
279 [239] ↗ 67 [57] → 261 [194] ↘			

Table 3-8. Intersection MOEs – 2025 Traffic

SH-44 Intersection	Control	AM				PM			
		Worst Mvmt	Worst v/c Ratio	Delay (s/veh)	LOS	Worst Mvmt	Worst v/c Ratio	Delay (s/veh)	LOS
<b>No Build (no additional signals)</b>									
Emmett Rd		SB Left	2.07	642	F	SB Left	2.64	936	F
Hartley Ln		NB Right	0.49	15	B	NB Right	0.52	17	B
Cemetery Rd		NB Left	0.55	116	F	SB Left	0.63	55	F
Hawthorne Dr		SB Left	0.26	36	E	SB Left	0.14	33	D
S. Middleton Rd		NB Left	0.55	16	B	NB Left	0.54	16	B
N. Middleton Rd		SB Left	0.59	93	F	SB Left	0.33	47	E
Duff Ln		SB Left	1.00	231	F	NB Left	0.95	282	F
<b>Build (signals at Emmett Rd and Duff Ln)</b>									
Emmett Rd		SB Right	0.56	27	C	SB Right	0.49	23	C
Hartley Ln		NB Right	0.49	17	B	NB Right	0.52	18	B
Cemetery Rd		SB Right	0.61	24	C	SB Right	0.51	17	B
Hawthorne Dr		SB Left	0.26	36	E	SB Left	0.14	33	D
S. Middleton Rd		NB Left	0.53	24	C	NB Left	0.52	24	C
N. Middleton Rd		SB Left	0.59	93	F	SB Left	0.33	47	E
Duff Ln		SB Right	0.50	15	B	SB Right	0.48	14	B

\* TWSC delay and LOS based on worst movement, Signal delay and LOS based on overall intersection

Table 3-9. Intersection MOEs – 2035 Traffic

SH-44 Intersection	Control	AM				PM			
		Worst Mvmt	Worst v/c Ratio	Delay (s/veh)	LOS	Worst Mvmt	Worst v/c Ratio	Delay (s/veh)	LOS
<b>No Build (no additional signals)</b>									
Emmett Rd		NB Thru	1.36	10000	F	NB Thru	2.06	10000	F
Hartley Ln		NB Right	0.57	15	B	NB Right	0.55	16	B
Cemetery Rd		NB Left	2.94	1528	F	NB Left	4.35	2034	F
Hawthorne Dr		SB Left	0.38	63	F	SB Left	0.18	39	E
S. Middleton Rd		NB Right	0.74	26	C	NB Right	0.58	25	C
N. Middleton Rd		SB Left	5.33	2543	F	SB Left	0.41	79	F
Duff Ln		SB Left	7.30	3503	F	NB Left	72.16	10000	F
<b>Build (signals at all intersections)</b>									
Emmett Rd		SB Right	0.75	41	D	SB Right	0.61	34	C
Hartley Ln		NB Right	0.57	19	B	NB Right	0.60	19	B
Cemetery Rd		SB Right	0.71	27	C	SB Right	0.61	23	C
Hawthorne Dr		SB Left	0.38	63	F	SB Left	0.18	39	E
N. Middleton Rd		NB Right	0.69	35	C	SB Right	0.72	33	C
Duff Ln		SB Right	0.65	24	C	SB Right	0.59	23	C

\* TWSC delay and LOS based on worst movement, Signal delay and LOS based on overall intersection

### 3.5 CORRIDOR TRAVEL TIME OPERATIONS

Traffic signals introduce interruptions to major-road free-flow conditions when compared uninterrupted flow conditions such as two-way stop-controlled intersections. The corridor along SH-44 from Emmett Rd to Duff Ln was evaluated using microsimulation software PTV VISSIM for a travel time evaluation of the analysis scenarios. The intent is to evaluate the operational impacts to the SH-44 corridor travel times between Emmett Rd and Duff Ln with and without the additional traffic signals. The analysis looked at the travel times of each vehicle traveling through the corridor as well as the average speed through the corridor. The VISSIM model was calibrated using the *Wisconsin VISSIM Calibration Settings 2020*.

Signal timing in the VISSIM model was coordinated for SH-44 traffic. Signal timing splits, offsets, and green times were optimized for platooning traffic on SH-44 for the AM and PM peak hours individually. Existing traffic volumes and lane configurations in the study area were tested in the VISSIM model and verified against results from ITD's *SH-44 Corridor Study*.

The AM and PM peak periods were evaluated for a 1.5-hour period, including a 30-minute warm-up period to prime the VISSIM model with traffic. Table 3-10 summarizes the existing, 2025, and 2035 travel times for the AM and PM peak periods. Results from the travel time analysis are averaged from six microsimulation runs and can be viewed in Appendix G.

**Table 3-10. Summary of Travel Times**

Analysis Period	Scenario	Dir	Distance (mile)	Travel Time (min)	Average Speed (mph)	Difference between Build and No Build (sec)	Number of Failing Intersections in Scenario	Total Delay for all Intersections in Scenario (sec)
AM	Existing	EB	3.2	5.9	32.8	-	4 of 7	398
	2025 No Build	EB	3.2	6.0	31.8	-	5 of 7	1149
	2025 Build	EB	3.2	6.1	31.4	5	2 of 7	235
	2035 No Build	EB	3.2	6.3	30.6	-	5 of 7	17679
	2035 Build	EB	3.2	6.5	29.5	15	1 of 7	209
	Existing	WB	3.2	6.2	31.1	-	-	-
	2025 No Build	WB	3.2	6.2	30.8	-	-	-
	2025 Build	WB	3.2	6.5	29.4	17	-	-
	2035 No Build	WB	3.2	6.4	29.9	-	-	-
	2035 Build	WB	3.2	6.5	29.5	5	-	-
PM	Existing	EB	3.2	6.1	31.7	-	4 of 7	396
	2025 No Build	EB	3.2	6.2	30.8	-	4 of 7	1386
	2025 Build	EB	3.2	6.4	30.1	8	1 of 7	177
	2035 No Build	EB	3.2	6.2	30.9	-	5 of 7	22193
	2035 Build	EB	3.2	7.0	27.5	46	1 of 7	172
	Existing	WB	3.2	6.3	30.3	-	-	-
	2025 No Build	WB	3.2	6.5	29.5	-	-	-
	2025 Build	WB	3.2	6.8	28.1	20	-	-
	2035 No Build	WB	3.2	6.4	29.8	-	-	-
	2035 Build	WB	3.2	7.2	26.8	42	-	-

## CHAPTER 4 ACCESS MANAGEMENT

Access management refers to the design, application, and control of entry and exit points along a roadway. As part of the traffic study the City of Middleton asked for a concept level overview of access management strategies and options on SH-44 in downtown Middleton.

The goals of access management are to increase safety, maintain traffic flow, and support the economic viability of the study region. Thoughtful access management along a corridor can simultaneously enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion. For this study, access management strategies are being explored on SH-44 from Cemetery Rd and Dewey Ave.

### 4.1 ACCESS MANAGEMENT STRATEGIES

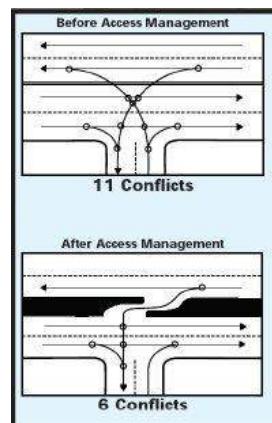
Every intersection, from a signalized intersection to an unpaved driveway, has the potential for conflicts between vehicles, pedestrians, and bicyclists. The number and types of conflict points—locations where the travel paths of two users intersect— influence the safety performance of the intersection or driveway. There are numerous strategies that can be used individually or in combination with one another.

This traffic study will focus on discussion of the following strategies:

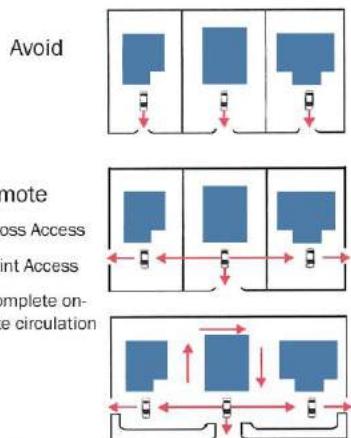
#### 4.1.1 Limit Allowable Movements

The primary purpose of limiting allowable movements is to increase safety by reducing roadway conflict points for all users. This can be implemented with roadside signage restricting certain movements, or more effectively, by installing raised medians that physically block certain movements. Research shows replacing a two-way left-turn lane by a raised median could provide an expected crash reduction of at least **23 percent**.

Essential components of raised medians are controlling where turning conflicts occur and providing mid-block access opportunities. Mid-block access can include openings at driveways to allow for intermittent access and include provisions for U-turn opportunities.



#### 4.1.2 Reduce the Number of Access Points (Driveways)



Source: FDOT Driveway Information Guide, 2008

Reducing driveways serves a similar purpose as raised medians by reducing roadway conflict points for all users. It can include closing driveways not necessary to serve a property, replacing multiple driveways serving individual properties with shared driveways, or relocating driveways to side streets. Reducing driveway density is associated with a **25-31% reduction** in fatal and injury crashes along urban/suburban arterials.

Implementation of reducing access points requires significant coordination with property owners and would be a parcel-by-parcel evaluation of off-street circulation, side street access, and permitted access points.

## 4.2 CRASH STATISTICS

On SH-44 from Cemetery Rd to Dewey Ave, there were a total of **23 crashes** between 2017-2021. The crash data can be viewed in Appendix H. The following are relevant highlights from the crash data:

- 3 crashes (**13%**) were classified as C Injury, 20 crashes (**87%**) were Property Damage Only
- 9 crashes (**39%**) occurred away from an intersection
- 8 crashes (**35%**) were turning related, 7 crashes (**30%**) were rear-ends
- 1 crash (**4%**) involved a bicycle at Hawthorne Dr (resulting in a C Injury crash)

## 4.3 ACCESS MANAGEMENT CONCEPT

Figure 4-1 below is a conceptual figure illustrating potential Access Management strategies on SH-44 in downtown Middleton. A full-size display is attached in Appendix I.

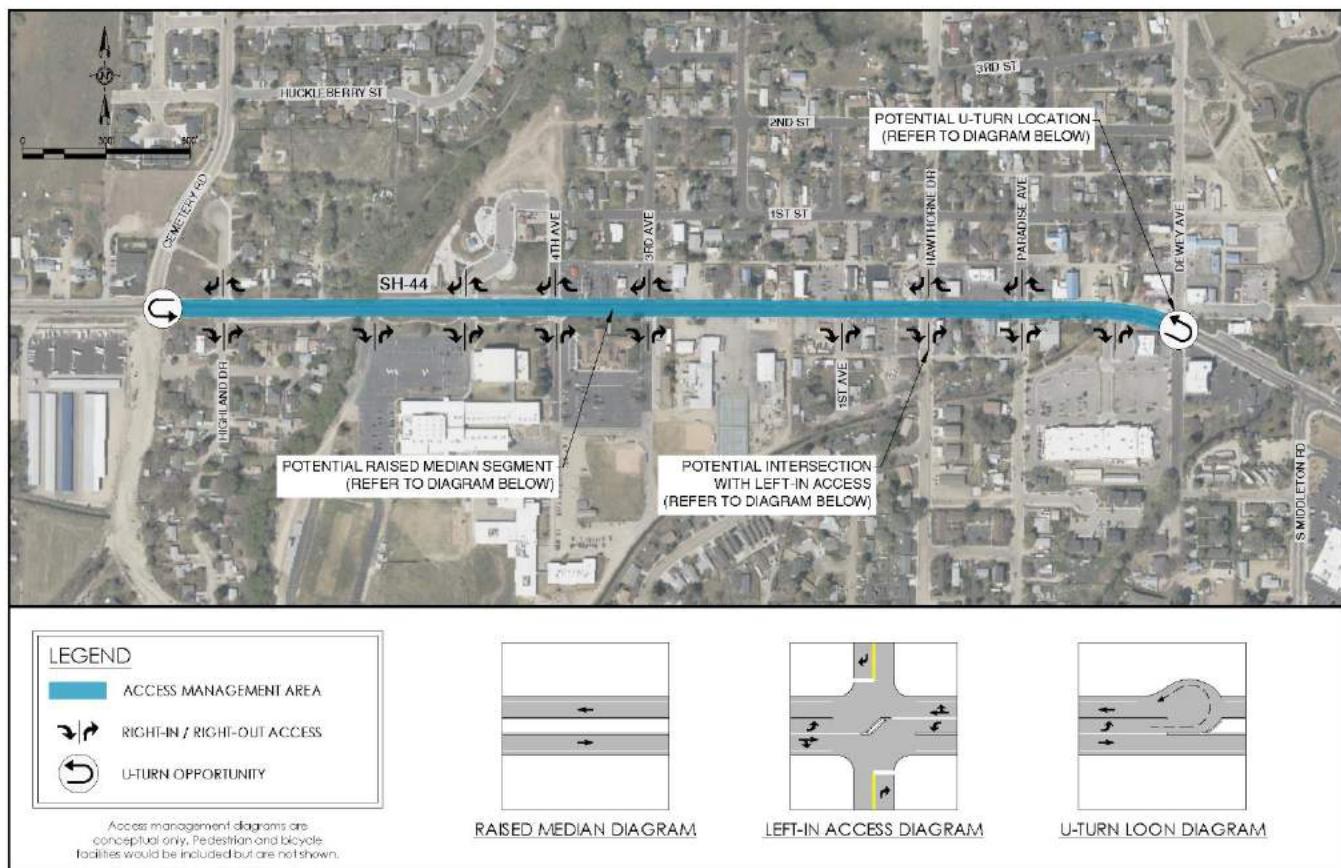


Figure 4-1. Access Management Concept Display

## CHAPTER 5 SUMMARY OF RESULTS

- **Existing Conditions**
  - The existing Emmett Rd, Hartley Ln, N Middleton Rd, and Duff Ln stop-controlled intersections fail during both the AM and PM peak hours with LOS E or worse.
  - The Cemetery Rd and Hawthorne Dr stop controlled intersections operate at LOS D during the AM and PM peak periods. S Middleton Rd signalized intersection operates at LOS B.
- **Traffic Signal Warrant Analysis**
  - The existing Emmett Rd, Cemetery Rd, Hawthorne Dr, and Duff Ln stop-controlled intersections satisfy warrants for traffic signal control with existing traffic. Hawthorne Dr technically met a warrant for a traffic signal, however the intersection was evaluated as two-way stop-controlled in all scenarios due to the intersection having excess overall capacity in all analysis scenarios and installation of a traffic signal would incur significant right-of-way and building impacts.
- **2025 Conditions**
  - No Build
    - With no signal control, the Emmett Rd and Duff Ln intersections experience significant side-street delays and LOS F in both peak periods. Cemetery Rd, Hawthorne Dr, and N Middleton Rd also fail with LOS between F/E in the AM/PM peak periods; however, the delays are much more borderline.
    - Hartley Ln and S Middleton Rd have signal control and operate at LOS B in the AM/PM peak periods.
  - Build
    - All intersections with signal control operate at LOS C or better.
    - With no signal control, the Hawthorne Dr and N Middleton Rd intersections fail with LOS E and F, respectively, in the AM peak period. Hawthorne Dr failed; however, the resultant v/c ratio of 0.26/0.14 suggest excess capacity overall for the intersection.
- **2035 Conditions**
  - No Build
    - With no signal control, the Emmett Rd, Cemetery Rd, and Duff Ln intersections experience extreme side-street delays and LOS F in both peak periods. According to Vistro, Emmett Rd and Duff Ln experience over 10,000 seconds of delay which realistically would not happen. The result is still useful to illustrate how severely under-capacity the intersections are in their analyzed configurations.
    - Hawthorne Dr and N Middleton Rd also fail with LOS F/E in the AM/PM peak periods; however, the delays are much more borderline. Hartley Ln and S Middleton Rd have signal control and operate at LOS C or better.
  - Build
    - All intersections with signal control operate at LOS D or better.
    - The stop-controlled intersection of Hawthorne Dr fails with LOS F/E in the AM/PM peak periods, but the resultant v/c ratio of 0.38/0.18 suggest excess capacity overall for the intersection.

- **Corridor Travel Times**

- 2025 Build vs No Build – No significant differences in end-to-end travel time were found with the addition of traffic signals to the corridor. Eastbound travel times experienced approximately 5-8 seconds of additional delay and westbound travel experienced approximately 17-20 seconds of additional delay.
- 2035 Build vs No Build – Travel times were more impacted by the addition of traffic signals in with 2035 traffic. Eastbound travel times experienced approximately 46 seconds of additional delay and westbound travel experienced approximately 42 seconds of additional delay.

- **General Observations and Recommendations**

- Emmett Rd and Duff Ln intersections will be significantly over capacity in the future; however, the City of Middleton does not have jurisdiction to improve those intersections. Coordination with nearby agencies and future development will be necessary to mitigate the operations.
- Installation of a traffic signal at Cemetery Ln is the suggested next operational improvement that will be most effective in improving traffic flow through the City of Middleton and particularly the area adjacent to Middleton Middle School. Additionally, signalizing the Cemetery Rd intersection would improve mobility by providing a signalized north-south crossing of SH-44. Currently there are none within Middleton.
- Middleton Rd is one of the few Boise River crossings in Ada or Canyon County, representing a significant regional mobility asset. For this reason, COMPASS's updated *Communities in Motion 2050* plan identifies improving Middleton Rd as its highest priority unfunded local system project. A traffic signal at N Middleton Rd intersection, in conjunction with the realignment of Middleton Rd, would provide operational and economic improvements to the region. This would have the added benefit of providing another signalized north-south crossing of SH-44 within Middleton.

## **APPENDIX A    INTERSECTION TURNING MOVEMENT VOLUMES**

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Emmett Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Emmett Road From North				SH-44 (State Street) From East				SH-44 (State Street) From West				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
07:30 AM	55	22	0	77	79	106	0	185	123	54	0	177	439
07:45 AM	51	29	0	80	34	124	0	158	118	30	0	148	386
Total	106	51	0	157	113	230	0	343	241	84	0	325	825
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
08:00 AM	24	19	0	43	21	123	0	144	92	16	0	108	295
08:15 AM	19	23	0	42	21	95	0	116	94	15	0	109	267
08:30 AM	14	10	0	24	16	80	0	96	64	20	0	84	204
08:45 AM	31	16	0	47	19	75	0	94	86	23	0	109	250
Total	88	68	0	156	77	373	0	450	336	74	0	410	1016
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
09:00 AM	26	23	0	49	10	91	0	101	90	16	0	106	256
09:15 AM	24	23	0	47	14	85	0	99	52	15	0	67	213
Total	50	46	0	96	24	176	0	200	142	31	0	173	469
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
03:30 PM	21	20	1	42	35	100	0	135	133	28	0	161	338
03:45 PM	55	29	0	84	48	106	0	154	132	39	0	171	409
Total	76	49	1	126	83	206	0	289	265	67	0	332	747
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
04:00 PM	40	29	0	69	49	138	0	187	123	35	0	158	414
04:15 PM	24	22	0	46	48	127	0	175	154	43	0	197	418
04:30 PM	38	17	0	55	30	115	0	145	113	48	0	161	361
04:45 PM	31	24	0	55	39	129	0	168	105	37	0	142	365
Total	133	92	0	225	166	509	0	675	495	163	0	658	1558
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
05:00 PM	27	19	0	46	35	112	0	147	126	49	0	175	368
05:15 PM	22	24	0	46	31	134	0	165	137	42	0	179	390
Grand Total	502	349	1	852	529	1740	0	2269	1742	510	0	2252	5373
Apprch %	58.9	41	0.1		23.3	76.7	0		77.4	22.6	0		
Total %	9.3	6.5	0	15.9	9.8	32.4	0	42.2	32.4	9.5	0	41.9	
General Traffic	500	328	1	829	506	1647	0	2153	1647	506	0	2153	5135
% General Traffic	99.6	94	100	97.3	95.7	94.7	0	94.9	94.5	99.2	0	95.6	95.6
3+ Axle Heavy Trucks	2	21	0	23	23	93	0	116	95	4	0	99	238
% 3+ Axle Heavy Trucks	0.4	6	0	2.7	4.3	5.3	0	5.1	5.5	0.8	0	4.4	4.4

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

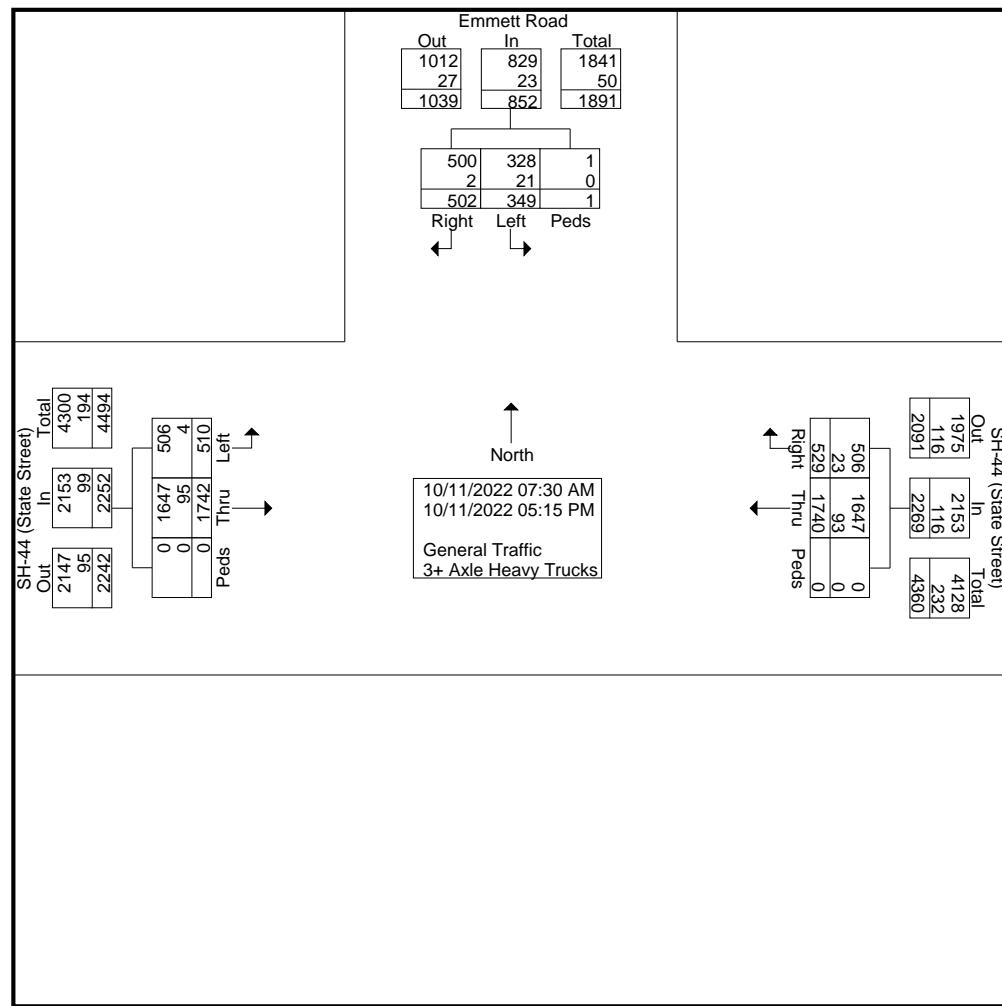
Study: PREC0007

Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Emmett Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 2



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

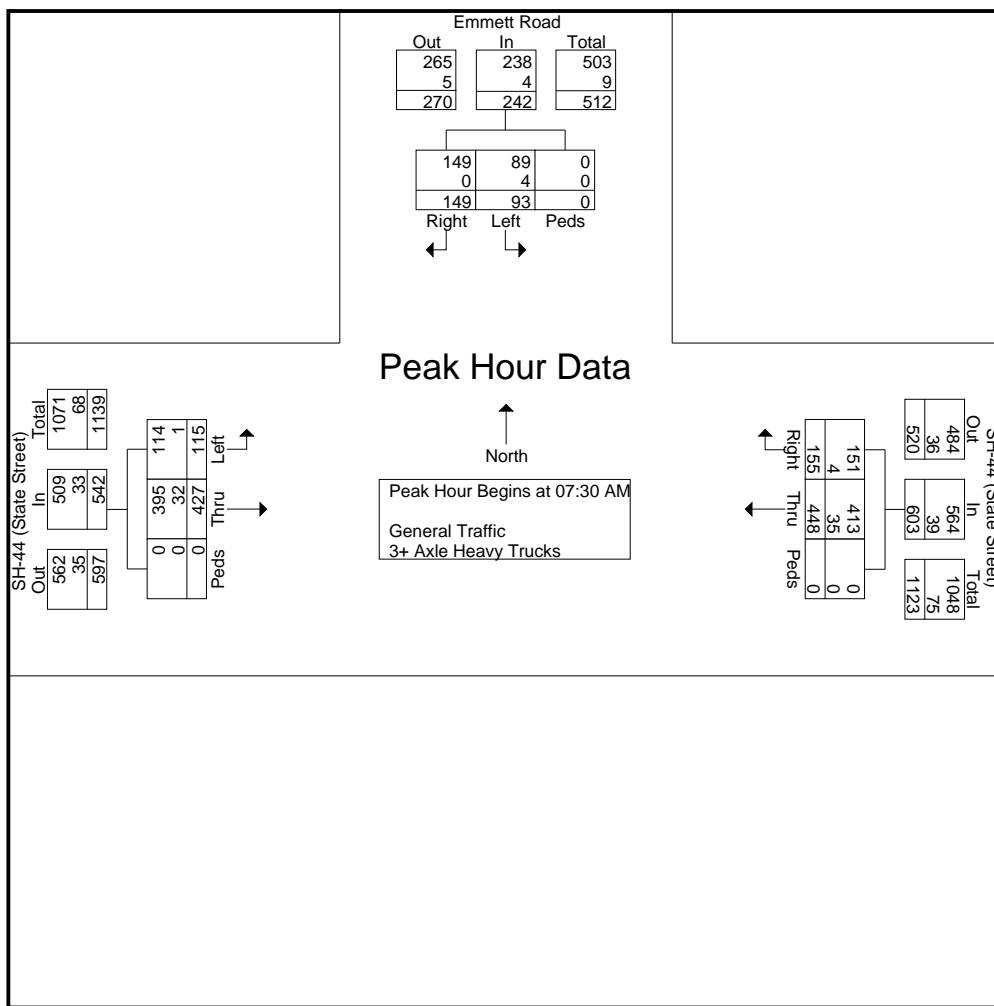
Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Emmett Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 3

	Emmett Road From North				SH-44 (State Street) From East				SH-44 (State Street) From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	55	22	0	77	79	106	0	185	123	54	0	177	439
07:45 AM	51	29	0	80	34	124	0	158	118	30	0	148	386
08:00 AM	24	19	0	43	21	123	0	144	92	16	0	108	295
08:15 AM	19	23	0	42	21	95	0	116	94	15	0	109	267
Total Volume	149	93	0	242	155	448	0	603	427	115	0	542	1387
% App. Total	61.6	38.4	0		25.7	74.3	0		78.8	21.2	0		
PHF	.677	.802	.000	.756	.491	.903	.000	.815	.868	.532	.000	.766	.790
General Traffic	149	89	0	238	151	413	0	564	395	114	0	509	1311
% General Traffic	100	95.7	0	98.3	97.4	92.2	0	93.5	92.5	99.1	0	93.9	94.5
3+ Axle Heavy Trucks	0	4	0	4	4	35	0	39	32	1	0	33	76
% 3+ Axle Heavy Trucks	0	4.3	0	1.7	2.6	7.8	0	6.5	7.5	0.9	0	6.1	5.5



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

Control: Stop Sign

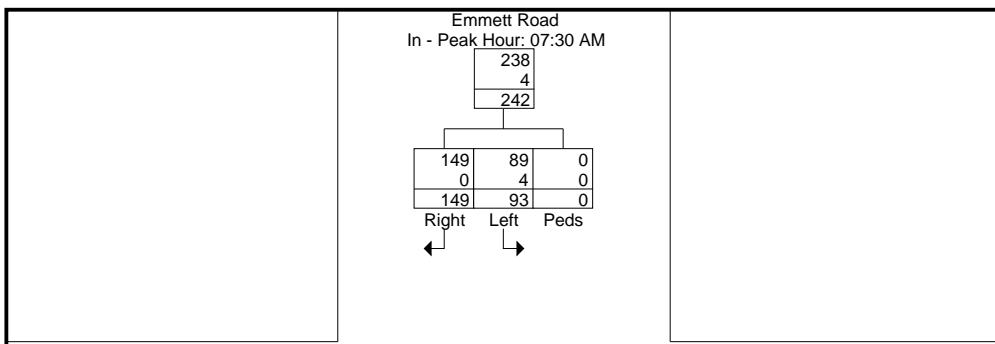
File Name : SH-44 & Emmett Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 4

	Emmett Road From North				SH-44 (State Street) From East				SH-44 (State Street) From West			
	Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds

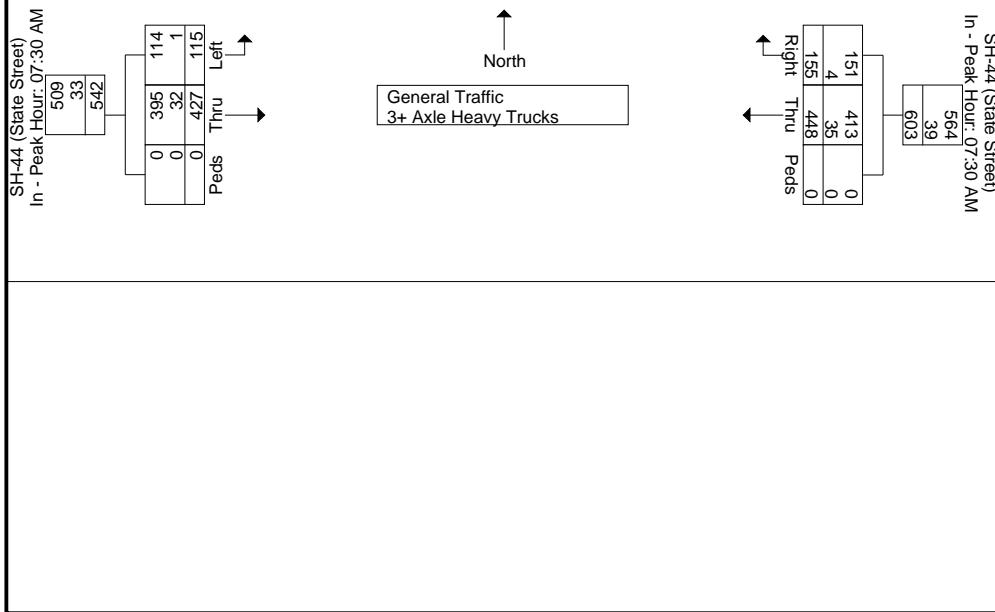
Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM			
+0 mins.	55	22	0	77	79	106	0	185	123	54	0	177
+15 mins.	51	29	0	80	34	124	0	158	118	30	0	148
+30 mins.	24	19	0	43	21	123	0	144	92	16	0	108
+45 mins.	19	23	0	42	21	95	0	116	94	15	0	109
Total Volume	149	93	0	242	155	448	0	603	427	115	0	542
% App. Total	61.6	38.4	0		25.7	74.3	0		78.8	21.2	0	
PHF	.677	.802	.000	.756	.491	.903	.000	.815	.868	.532	.000	.766
General Traffic	149	89	0	238	151	413	0	564	395	114	0	509
% General Traffic	100	95.7	0	98.3	97.4	92.2	0	93.5	92.5	99.1	0	93.9
3+ Axle Heavy Trucks	0	4	0	4	4	35	0	39	32	1	0	33
% 3+ Axle Heavy Trucks	0	4.3	0	1.7	2.6	7.8	0	6.5	7.5	0.9	0	6.1



Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

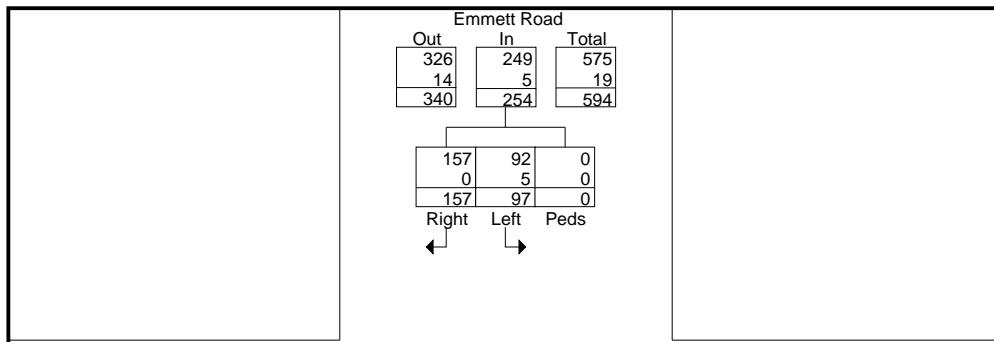
Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Emmett Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 5

Start Time	Emmett Road From North				SH-44 (State Street) From East				SH-44 (State Street) From West				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b>													
Peak Hour for Entire Intersection Begins at 03:45 PM													
03:45 PM	55	29	0	84	48	106	0	154	132	39	0	171	409
04:00 PM	40	29	0	69	49	138	0	187	123	35	0	158	414
04:15 PM	24	22	0	46	48	127	0	175	154	43	0	197	418
04:30 PM	38	17	0	55	30	115	0	145	113	48	0	161	361
Total Volume	157	97	0	254	175	486	0	661	522	165	0	687	1602
% App. Total	61.8	38.2	0		26.5	73.5	0		76	24	0		
PHF	.714	.836	.000	.756	.893	.880	.000	.884	.847	.859	.000	.872	.958
General Traffic	157	92	0	249	164	471	0	635	502	162	0	664	1548
% General Traffic	100	94.8	0	98.0	93.7	96.9	0	96.1	96.2	98.2	0	96.7	96.6
3+ Axle Heavy Trucks	0	5	0	5	11	15	0	26	20	3	0	23	54
% 3+ Axle Heavy Trucks	0	5.2	0	2.0	6.3	3.1	0	3.9	3.8	1.8	0	3.3	3.4



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

Control: Stop Sign

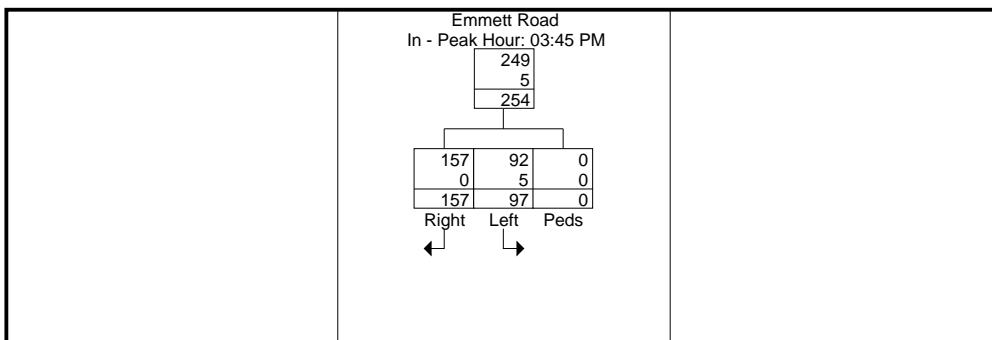
File Name : SH-44 & Emmett Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 6

	Emmett Road From North				SH-44 (State Street) From East				SH-44 (State Street) From West			
	Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds

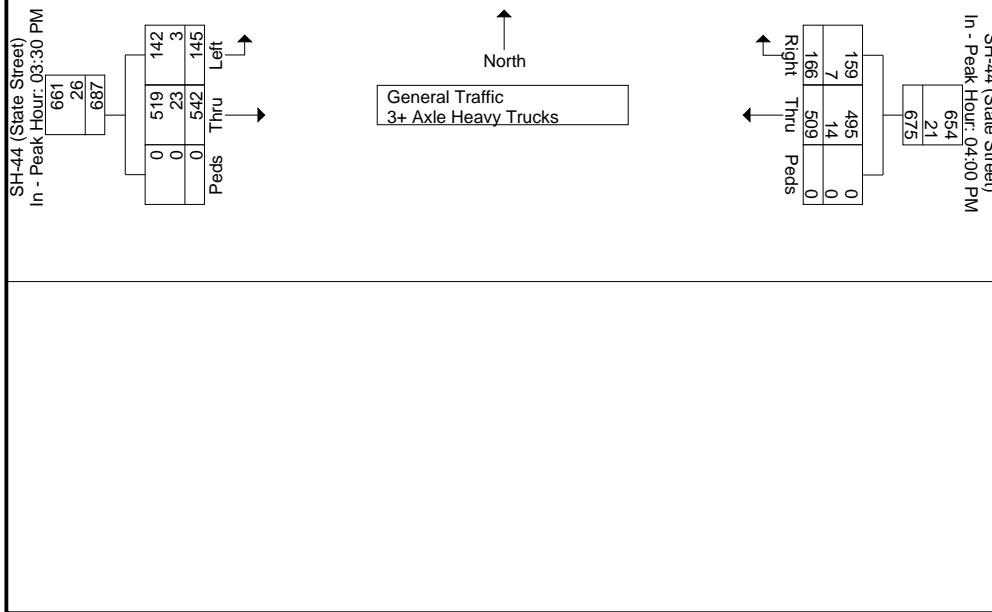
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM				04:00 PM				03:30 PM			
+0 mins.	55	29	0	84	49	138	0	187	133	28	0	161
+15 mins.	40	29	0	69	48	127	0	175	132	39	0	171
+30 mins.	24	22	0	46	30	115	0	145	123	35	0	158
+45 mins.	38	17	0	55	39	129	0	168	154	43	0	197
Total Volume	157	97	0	254	166	509	0	675	542	145	0	687
% App. Total	61.8	38.2	0		24.6	75.4	0		78.9	21.1	0	
PHF	.714	.836	.000	.756	.847	.922	.000	.902	.880	.843	.000	.872
General Traffic	157	92	0	249	159	495	0	654	519	142	0	661
% General Traffic	100	94.8	0	98	95.8	97.2	0	96.9	95.8	97.9	0	96.2
3+ Axle Heavy Trucks	0	5	0	5	7	14	0	21	23	3	0	26
% 3+ Axle Heavy Trucks	0	5.2	0	2	4.2	2.8	0	3.1	4.2	2.1	0	3.8



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Emmett Rd-D1

Site Code : Day 1

Start Date : 10/11/2022

Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Emmett Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Emmett Road From North				SH-44 (State Street) From East				SH-44 (State Street) From West				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
07:30 AM	55	42	0	97	55	99	0	154	27	17	0	44	295
07:45 AM	47	55	0	102	28	125	0	153	35	4	0	39	294
Total	102	97	0	199	83	224	0	307	62	21	0	83	589
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
08:00 AM	26	36	0	62	16	99	0	115	49	16	0	65	242
08:15 AM	20	19	0	39	11	83	0	94	71	11	0	82	215
08:30 AM	23	18	0	41	16	75	0	91	77	8	0	85	217
08:45 AM	17	14	0	31	13	82	0	95	74	13	0	87	213
Total	86	87	0	173	56	339	0	395	271	48	0	319	887
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
09:00 AM	18	11	0	29	17	67	0	84	78	17	0	95	208
09:15 AM	7	15	0	22	10	82	0	92	67	11	0	78	192
Total	25	26	0	51	27	149	0	176	145	28	0	173	400
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
03:30 PM	27	25	0	52	31	70	0	101	133	26	0	159	312
03:45 PM	30	26	0	56	34	126	0	160	110	29	0	139	355
Total	57	51	0	108	65	196	0	261	243	55	0	298	667
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
04:00 PM	32	21	0	53	42	113	0	155	96	35	0	131	339
04:15 PM	25	12	0	37	23	118	0	141	125	37	0	162	340
04:30 PM	24	19	0	43	14	126	0	140	126	37	0	163	346
04:45 PM	24	16	0	40	29	117	0	146	117	39	0	156	342
Total	105	68	0	173	108	474	0	582	464	148	0	612	1367
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
05:00 PM	14	15	0	29	31	131	0	162	116	29	0	145	336
05:15 PM	24	14	0	38	39	126	0	165	135	49	0	184	387
Grand Total	413	358	0	771	409	1639	0	2048	1436	378	0	1814	4633
Apprch %	53.6	46.4	0		20	80	0		79.2	20.8	0		
Total %	8.9	7.7	0	16.6	8.8	35.4	0	44.2	31	8.2	0	39.2	
General Traffic	407	342	0	749	398	1586	0	1984	1382	371	0	1753	4486
% General Traffic	98.5	95.5	0	97.1	97.3	96.8	0	96.9	96.2	98.1	0	96.6	96.8
3+ Axle Heavy Trucks	6	16	0	22	11	53	0	64	54	7	0	61	147
% 3+ Axle Heavy Trucks	1.5	4.5	0	2.9	2.7	3.2	0	3.1	3.8	1.9	0	3.4	3.2

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

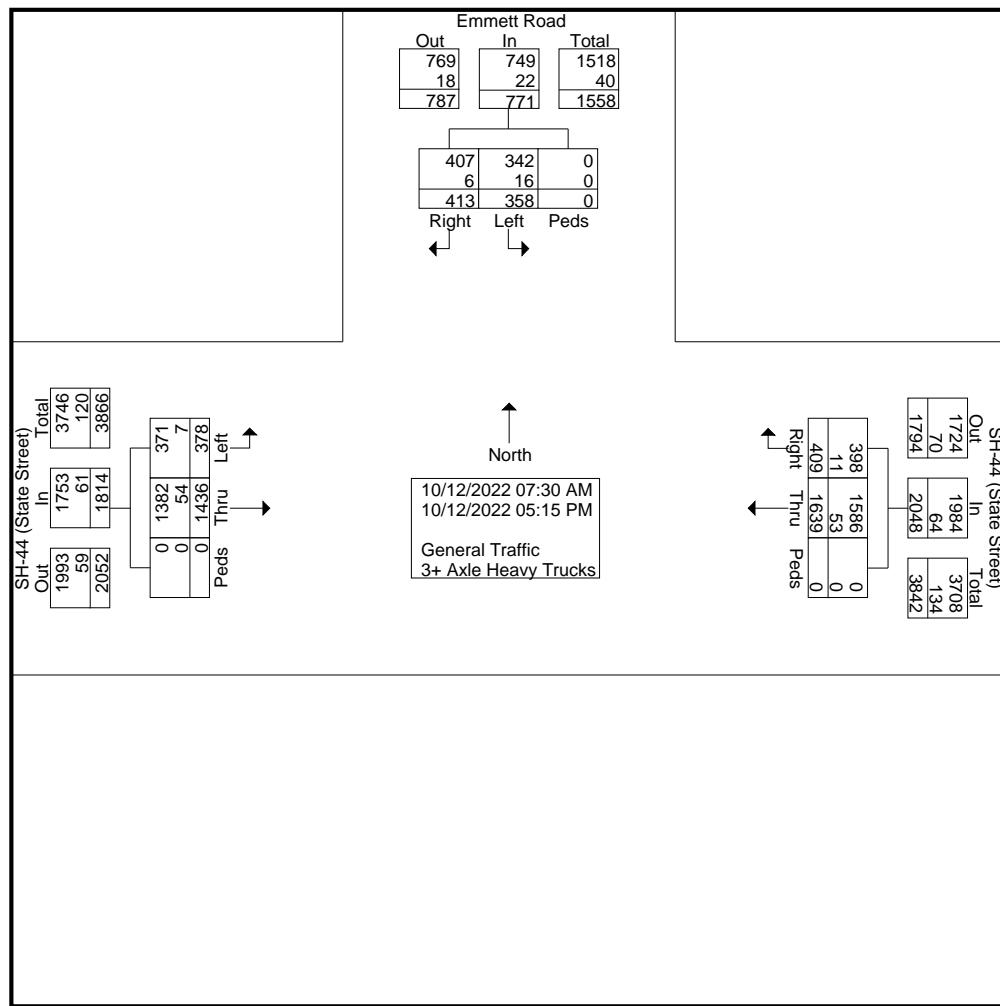
Study: PREC0007

Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Emmett Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 2



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

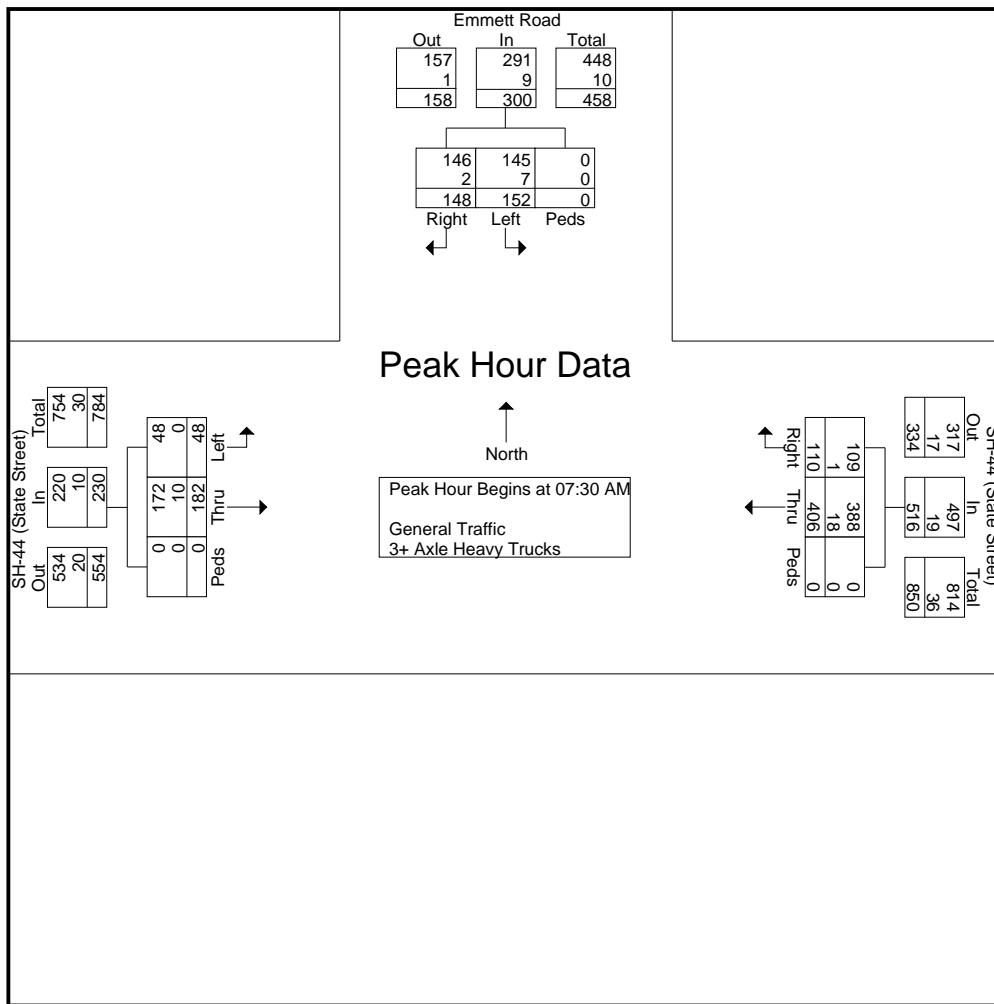
Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Emmett Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 3

	Emmett Road From North				SH-44 (State Street) From East				SH-44 (State Street) From West				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	55	42	0	97	55	99	0	154	27	17	0	44	295
07:45 AM	47	55	0	102	28	125	0	153	35	4	0	39	294
08:00 AM	26	36	0	62	16	99	0	115	49	16	0	65	242
08:15 AM	20	19	0	39	11	83	0	94	71	11	0	82	215
Total Volume	148	152	0	300	110	406	0	516	182	48	0	230	1046
% App. Total	49.3	50.7	0		21.3	78.7	0		79.1	20.9	0		
PHF	.673	.691	.000	.735	.500	.812	.000	.838	.641	.706	.000	.701	.886
General Traffic	146	145	0	291	109	388	0	497	172	48	0	220	1008
% General Traffic	98.6	95.4	0	97.0	99.1	95.6	0	96.3	94.5	100	0	95.7	96.4
3+ Axle Heavy Trucks	2	7	0	9	1	18	0	19	10	0	0	10	38
% 3+ Axle Heavy Trucks	1.4	4.6	0	3.0	0.9	4.4	0	3.7	5.5	0	0	4.3	3.6



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

Control: Stop Sign

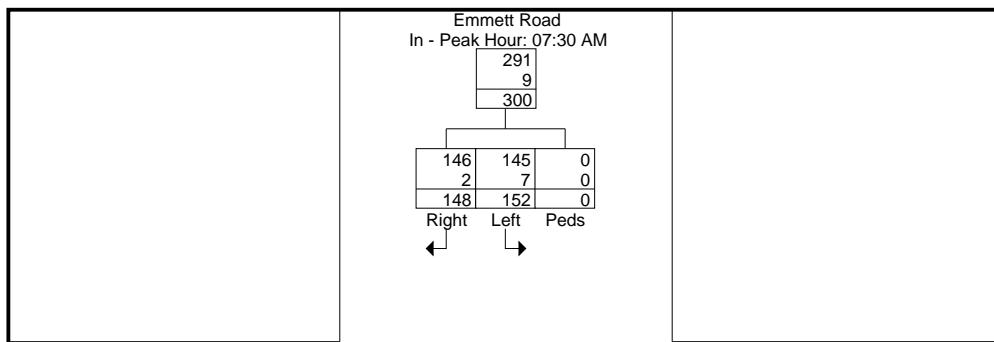
File Name : SH-44 & Emmett Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 4

	Emmett Road From North				SH-44 (State Street) From East				SH-44 (State Street) From West			
	Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds

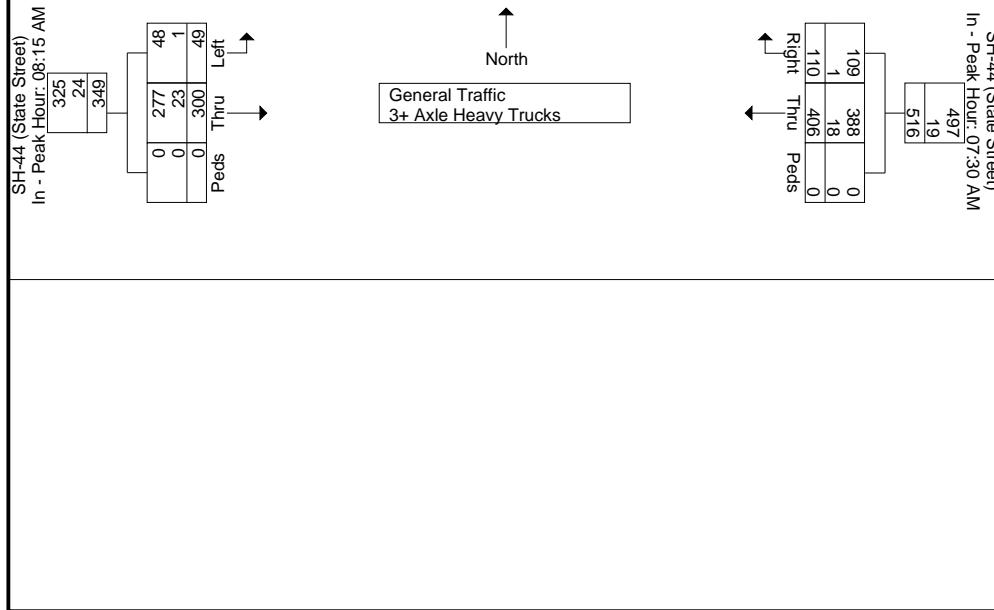
Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				08:15 AM			
+0 mins.	55	42	0	97	55	99	0	154	71	11	0	82
+15 mins.	47	55	0	102	28	125	0	153	77	8	0	85
+30 mins.	26	36	0	62	16	99	0	115	74	13	0	87
+45 mins.	20	19	0	39	11	83	0	94	78	17	0	95
Total Volume	148	152	0	300	110	406	0	516	300	49	0	349
% App. Total	49.3	50.7	0		21.3	78.7	0		86	14	0	
PHF	.673	.691	.000	.735	.500	.812	.000	.838	.962	.721	.000	.918
General Traffic	146	145	0	291	109	388	0	497	277	48	0	325
% General Traffic	98.6	95.4	0	97	99.1	95.6	0	96.3	92.3	98	0	93.1
3+ Axle Heavy Trucks	2	7	0	9	1	18	0	19	23	1	0	24
% 3+ Axle Heavy Trucks	1.4	4.6	0	3	0.9	4.4	0	3.7	7.7	2	0	6.9



Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

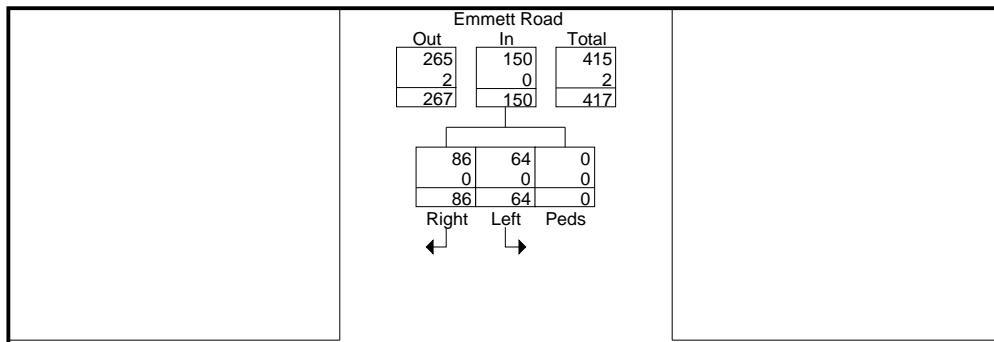
Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

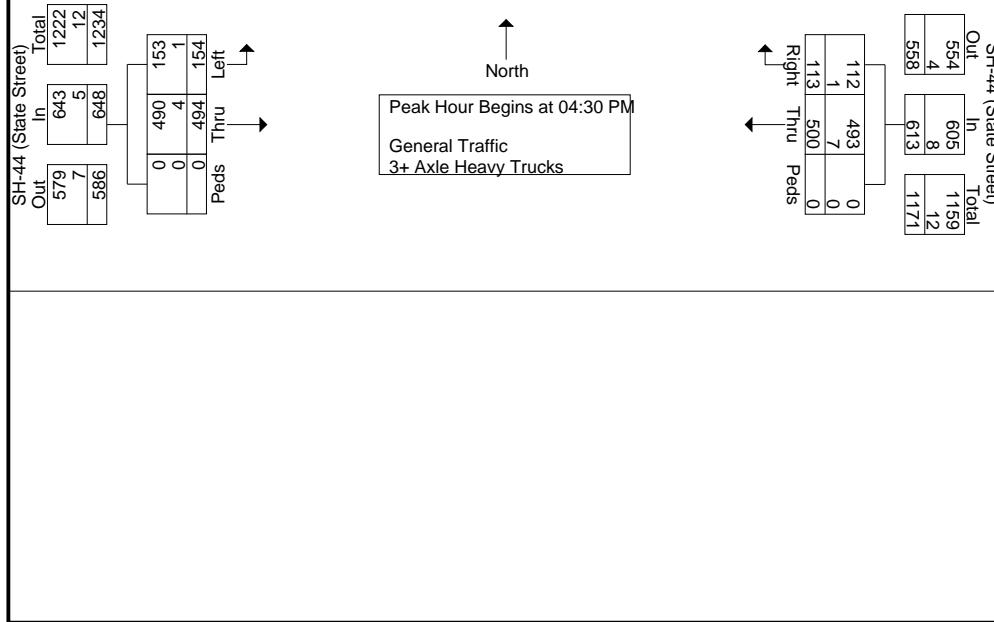
Control: Stop Sign

File Name : SH-44 & Emmett Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 5

Start Time	Emmett Road From North				SH-44 (State Street) From East				SH-44 (State Street) From West				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b>													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	24	19	0	43	14	126	0	140	126	37	0	163	346
04:45 PM	24	16	0	40	29	117	0	146	117	39	0	156	342
05:00 PM	14	15	0	29	31	131	0	162	116	29	0	145	336
05:15 PM	24	14	0	38	39	126	0	165	135	49	0	184	387
Total Volume	86	64	0	150	113	500	0	613	494	154	0	648	1411
% App. Total	57.3	42.7	0		18.4	81.6	0		76.2	23.8	0		
PHF	.896	.842	.000	.872	.724	.954	.000	.929	.915	.786	.000	.880	.911
General Traffic	86	64	0	150	112	493	0	605	490	153	0	643	1398
% General Traffic	100	100	0	100	99.1	98.6	0	98.7	99.2	99.4	0	99.2	99.1
3+ Axle Heavy Trucks	0	0	0	0	1	7	0	8	4	1	0	5	13
% 3+ Axle Heavy Trucks	0	0	0	0	0.9	1.4	0	1.3	0.8	0.6	0	0.8	0.9



Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

Control: Stop Sign

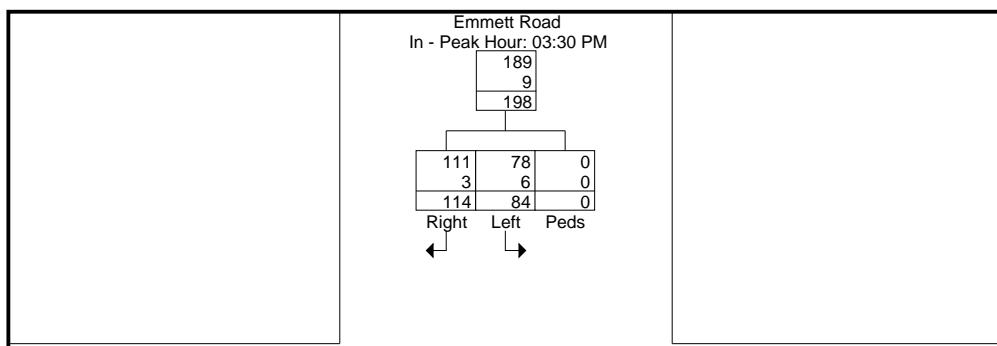
File Name : SH-44 & Emmett Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 6

	Emmett Road From North				SH-44 (State Street) From East				SH-44 (State Street) From West			
	Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds

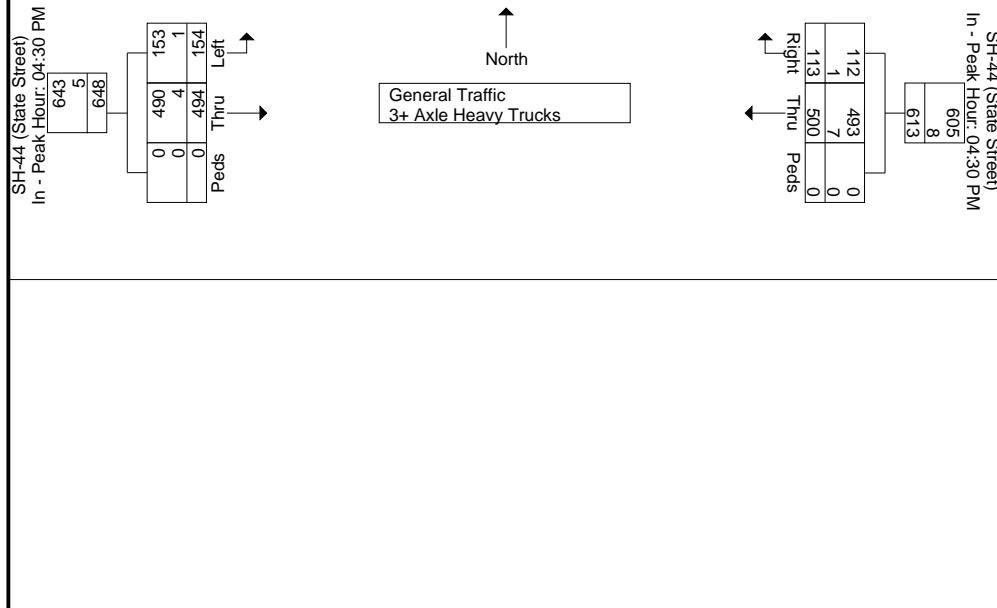
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM			04:30 PM			04:30 PM					
+0 mins.	27	25	0	52	14	126	0	140	126	37	0	163
+15 mins.	30	26	0	56	29	117	0	146	117	39	0	156
+30 mins.	32	21	0	53	31	131	0	162	116	29	0	145
+45 mins.	25	12	0	37	39	126	0	165	135	49	0	184
Total Volume	114	84	0	198	113	500	0	613	494	154	0	648
% App. Total	57.6	42.4	0		18.4	81.6	0		76.2	23.8	0	
PHF	.891	.808	.000	.884	.724	.954	.000	.929	.915	.786	.000	.880
General Traffic	111	78	0	189	112	493	0	605	490	153	0	643
% General Traffic	97.4	92.9	0	95.5	99.1	98.6	0	98.7	99.2	99.4	0	99.2
3+ Axle Heavy Trucks	3	6	0	9	1	7	0	8	4	1	0	5
% 3+ Axle Heavy Trucks	2.6	7.1	0	4.5	0.9	1.4	0	1.3	0.8	0.6	0	0.8



Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Emmett Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Emmett Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hartley Ln

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Hartley Ln-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Hartley Lane From North				SH-44 (State Street) From East				Hartley Lane From South				SH-44 (State Street) From West				Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	13	0	13	0	26	12	179	8	0	199	0	0	0	0	0	3	131	2	0	136	361
07:45 AM	12	2	3	0	17	15	158	24	0	197	6	0	2	0	8	13	140	11	0	164	386
Total	25	2	16	0	43	27	337	32	0	396	6	0	2	0	8	16	271	13	0	300	747
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
08:00 AM	18	2	2	0	22	9	122	44	0	175	50	0	10	0	60	24	83	7	0	114	371
08:15 AM	8	0	7	0	15	12	91	19	0	122	37	5	8	0	50	17	93	5	0	115	302
08:30 AM	10	0	8	0	18	5	96	2	0	103	3	0	2	0	5	1	92	5	0	98	224
08:45 AM	10	1	5	0	16	6	81	2	0	89	1	0	2	0	3	0	92	5	0	97	205
Total	46	3	22	0	71	32	390	67	0	489	91	5	22	0	118	42	360	22	0	424	1102
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
09:00 AM	4	0	8	0	12	4	88	0	0	92	1	0	0	0	1	1	105	5	0	111	216
09:15 AM	9	0	4	0	13	3	87	1	0	91	0	0	0	0	0	1	74	4	0	79	183
Total	13	0	12	0	25	7	175	1	0	183	1	0	0	0	1	2	179	9	0	190	399
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
03:30 PM	8	0	10	0	18	18	128	19	0	165	2	1	1	0	4	19	134	12	0	165	352
03:45 PM	6	2	9	0	17	22	147	15	0	184	29	1	4	0	34	14	142	6	0	162	397
Total	14	2	19	0	35	40	275	34	0	349	31	2	5	0	38	33	276	18	0	327	749
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
04:00 PM	6	0	10	0	16	10	169	4	0	183	50	0	16	0	66	3	131	11	0	145	410
04:15 PM	9	0	14	0	23	14	151	3	0	168	12	1	7	0	20	2	162	9	0	173	384
04:30 PM	6	0	10	0	16	13	145	2	0	160	4	0	0	0	4	0	125	10	0	135	315
04:45 PM	8	0	8	0	16	13	164	1	0	178	2	0	1	0	3	0	119	14	0	133	330
Total	29	0	42	0	71	50	629	10	0	689	68	1	24	0	93	5	537	44	0	586	1439
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
05:00 PM	9	0	8	0	17	8	124	10	0	142	4	0	5	0	9	5	134	15	0	154	322
05:15 PM	12	1	13	0	26	16	146	1	0	163	6	2	3	0	11	2	142	24	0	168	368
Grand Total	148	8	132	0	288	180	2076	155	0	2411	207	10	61	0	278	105	1899	145	0	2149	5126
Apprch %	51.4	2.8	45.8	0		7.5	86.1	6.4	0		74.5	3.6	21.9	0		4.9	88.4	6.7	0		
Total %	2.9	0.2	2.6	0	5.6	3.5	40.5	3	0	47	4	0.2	1.2	0	5.4	2	37	2.8	0	41.9	
General Traffic	146	8	132	0	286	179	1967	155	0	2301	207	10	61	0	278	105	1787	143	0	2035	4900
% General Traffic	98.6	100	100	0	99.3	99.4	94.7	100	0	95.4	100	100	100	0	100	100	94.1	98.6	0	94.7	95.6
3+ Axle Heavy Trucks	2	0	0	0	2	1	109	0	0	110	0	0	0	0	0	0	112	2	0	114	226
% 3+ Axle Heavy Trucks	1.4	0	0	0	0.7	0.6	5.3	0	0	4.6	0	0	0	0	0	0	5.9	1.4	0	5.3	4.4

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hartley Ln

City, State: Middleton, Idaho

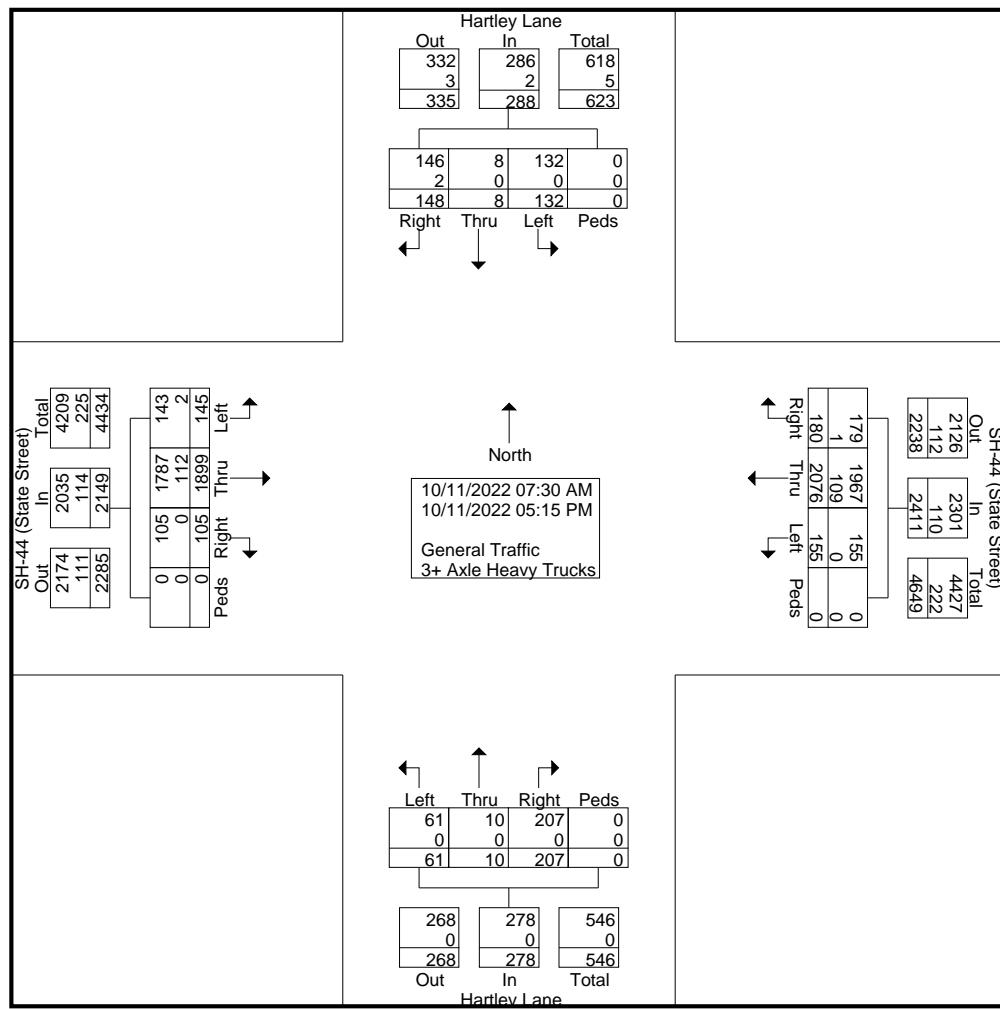
Control: Stop Sign

File Name : SH-44 & Hartley Ln-D1

Site Code : Day 1

Start Date : 10/11/2022

Page No : 2



# L2 Data Collection

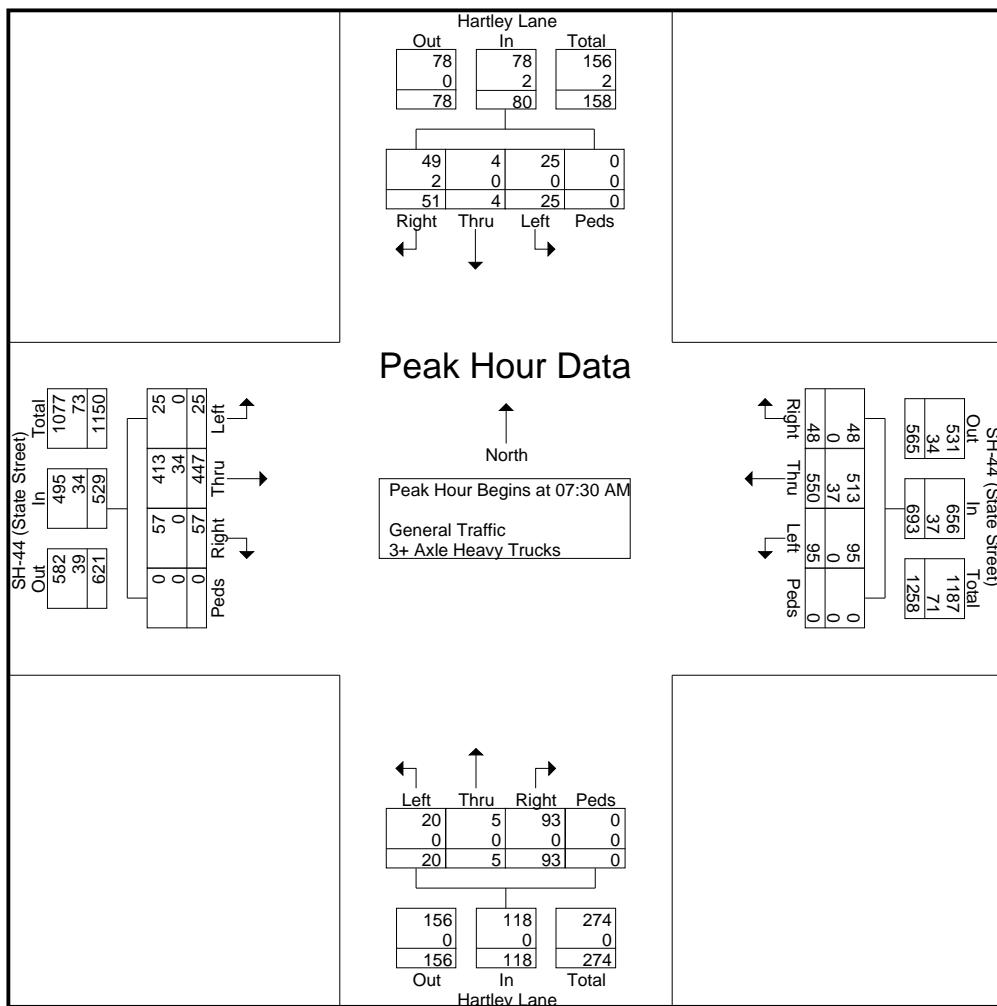
L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hartley Ln  
City, State: Middleton, Idaho  
Control: Stop Sign

File Name : SH-44 & Hartley Ln-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 3

Start Time	Hartley Lane From North					SH-44 (State Street) From East					Hartley Lane From South					SH-44 (State Street) From West					
	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	13	0	13	0	26	12	179	8	0	199	0	0	0	0	0	3	131	2	0	136	361
07:45 AM	12	2	3	0	17	15	158	24	0	197	6	0	2	0	8	13	140	11	0	164	386
08:00 AM	18	2	2	0	22	9	122	44	0	175	50	0	10	0	60	24	83	7	0	114	371
08:15 AM	8	0	7	0	15	12	91	19	0	122	37	5	8	0	50	17	93	5	0	115	302
Total Volume	51	4	25	0	80	48	550	95	0	693	93	5	20	0	118	57	447	25	0	529	1420
% App. Total	63.8	5	31.2	0		6.9	79.4	13.7	0		78.8	4.2	16.9	0		10.8	84.5	4.7	0		
PHF	.708	.500	.481	.000	.769	.800	.768	.540	.000	.871	.465	.250	.500	.000	.492	.594	.798	.568	.000	.806	.920
General Traffic	49	4	25	0	78	48	513	95	0	656	93	5	20	0	118	57	413	25	0	495	1347
% General Traffic	96.1	100	100	0	97.5	100	93.3	100	0	94.7	100	100	100	0	100	100	92.4	100	0	93.6	94.9
3+ Axle Heavy Trucks	2	0	0	0	2	0	37	0	0	37	0	0	0	0	0	0	34	0	0	34	73
% 3+ Axle Heavy Trucks	3.9	0	0	0	2.5	0	6.7	0	0	5.3	0	0	0	0	0	0	7.6	0	0	6.4	5.1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hartley Ln  
City, State: Middleton, Idaho  
Control: Stop Sign

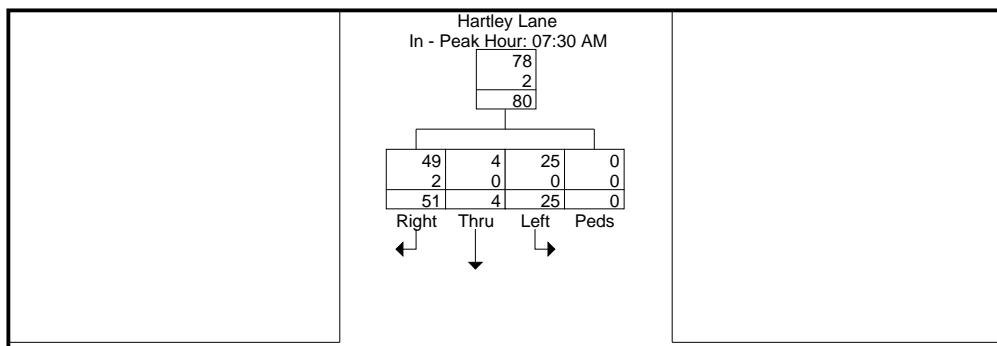
File Name : SH-44 & Hartley Ln-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 4

Start Time	Hartley Lane From North				SH-44 (State Street) From East				Hartley Lane From South				SH-44 (State Street) From West							
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total

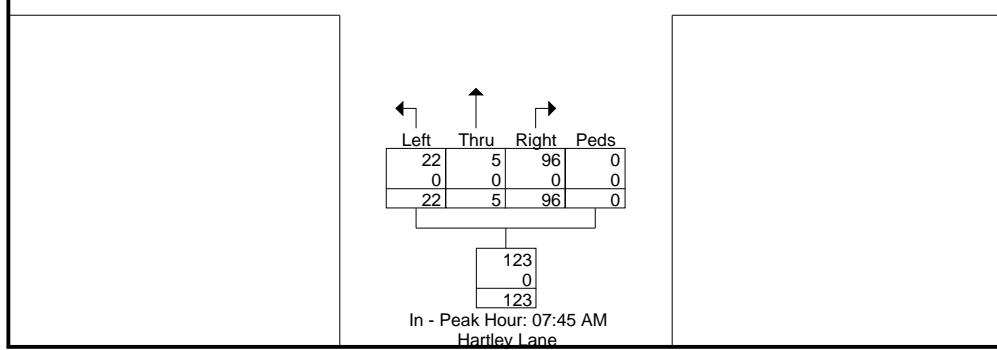
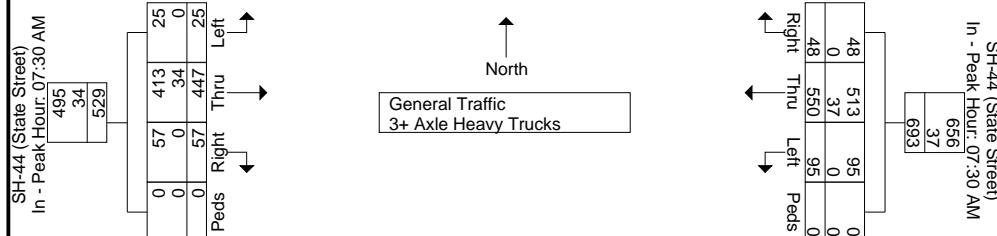
## Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:30 AM								
+0 mins.	13	0	13	0	26	12	179	8	0	199	6	0	2	0	8	3	131	2	0	136	
+15 mins.	12	2	3	0	17	15	158	24	0	197	50	0	10	0	60	13	140	11	0	164	
+30 mins.	18	2	2	0	22	9	122	44	0	175	37	5	8	0	50	24	83	7	0	114	
+45 mins.	8	0	7	0	15	12	91	19	0	122	3	0	2	0	5	17	93	5	0	115	
Total Volume	51	4	25	0	80	48	550	95	0	693	96	5	22	0	123	57	447	25	0	529	
% App. Total	63.8	5	31.2	0		6.9	79.4	13.7	0		78	4.1	17.9	0		10.8	84.5	4.7	0		
PHF	.708	.500	.481	.000	.769	.800	.768	.540	.000	.871	.480	.250	.550	.000	.513	.594	.798	.568	.000	.806	
General Traffic	49	4	25	0	78	48	513	95	0	656	96	5	22	0	123	57	413	25	0	495	
% General Traffic	96.	1	100	0	97.5	100	93.	3	0	94.7	100	100	100	0	100	100	92.	4	100	0	93.6
3+ Axle Heavy Trucks	2	0	0	0	2	0	37	0	0	37	0	0	0	0	0	0	0	34	0	0	34
% 3+ Axle Heavy Trucks	3.9	0	0	0	2.5	0	6.7	0	0	5.3	0	0	0	0	0	0	0	7.6	0	0	6.4



## Peak Hour Data



# L2 Data Collection

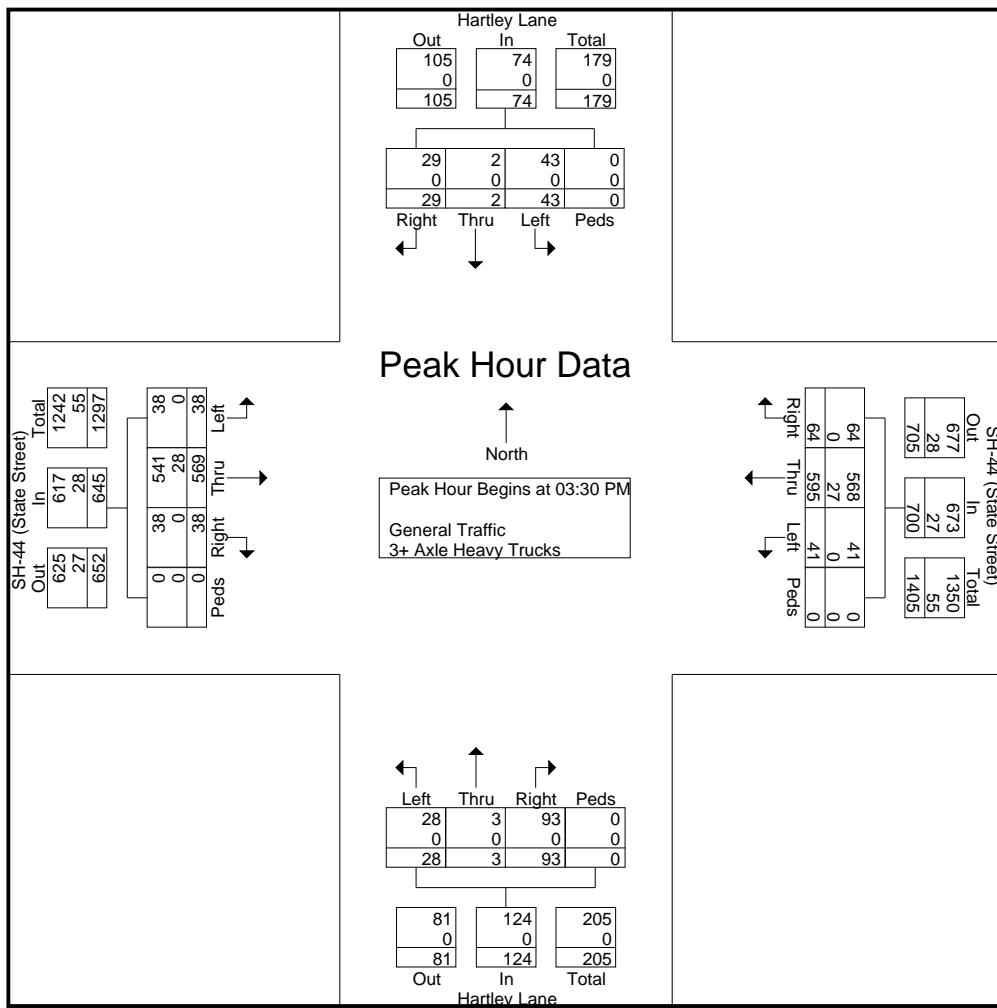
L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hartley Ln  
City, State: Middleton, Idaho  
Control: Stop Sign

File Name : SH-44 & Hartley Ln-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 5

Start Time	Hartley Lane From North				SH-44 (State Street) From East				Hartley Lane From South				SH-44 (State Street) From West								
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
<b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	8	0	10	0	18	18	128	<b>19</b>	0	165	2	<b>1</b>	1	0	4	<b>19</b>	134	<b>12</b>	0	165	352
03:45 PM	6	<b>2</b>	9	0	17	<b>22</b>	147	15	0	<b>184</b>	29	1	4	0	34	14	142	6	0	162	397
04:00 PM	6	0	10	0	16	10	<b>169</b>	4	0	183	<b>50</b>	0	<b>16</b>	0	<b>66</b>	3	131	11	0	145	<b>410</b>
04:15 PM	<b>9</b>	0	<b>14</b>	0	<b>23</b>	14	151	3	0	168	12	1	7	0	20	2	<b>162</b>	9	0	<b>173</b>	384
Total Volume	29	2	43	0	74	64	595	41	0	700	93	3	28	0	124	38	569	38	0	645	1543
% App. Total	39.2	2.7	58.1	0		9.1	85	5.9	0		75	2.4	22.6	0		5.9	88.2	5.9	0		
PHF	.806	.250	.768	.000	.804	.727	.880	.539	.000	.951	.465	.750	.438	.000	.470	.500	.878	.792	.000	.932	.941
General Traffic	29	2	43	0	74	64	568	41	0	673	93	3	28	0	124	38	541	38	0	617	1488
% General Traffic	100	100	100	0	100	100	95.5	100	0	96.1	100	100	100	0	100	100	95.1	100	0	95.7	96.4
3+ Axle Heavy Trucks	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	28	0	0	28	55
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	4.5	0	0	3.9	0	0	0	0	0	0	4.9	0	0	4.3	3.6



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hartley Ln  
City, State: Middleton, Idaho  
Control: Stop Sign

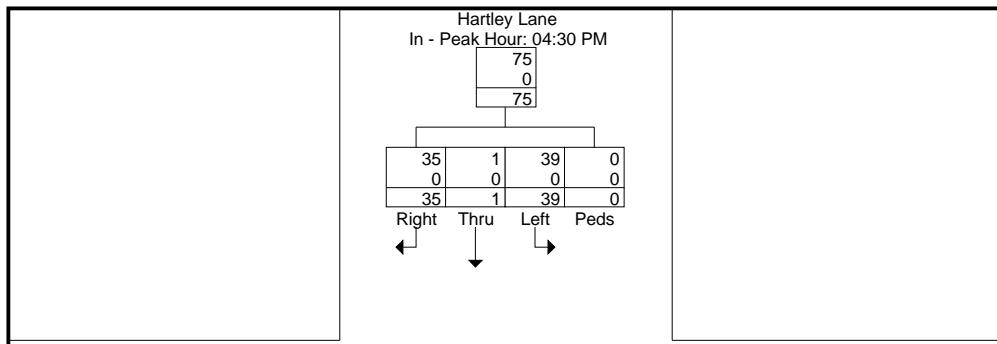
File Name : SH-44 & Hartley Ln-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 6

	Hartley Lane From North				SH-44 (State Street) From East				Hartley Lane From South				SH-44 (State Street) From West								
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

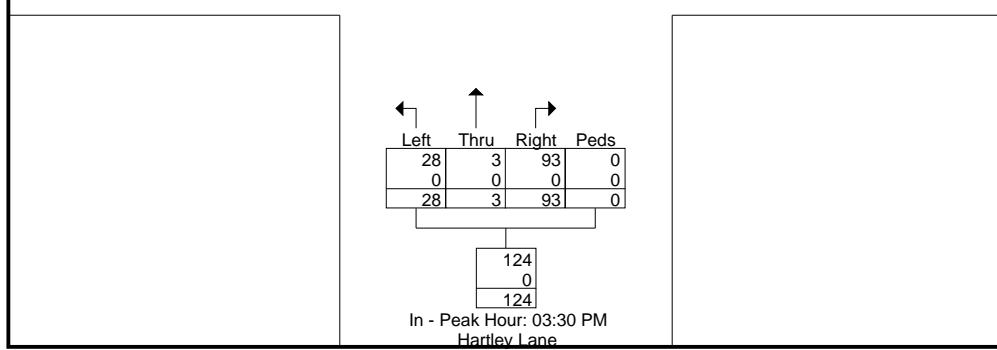
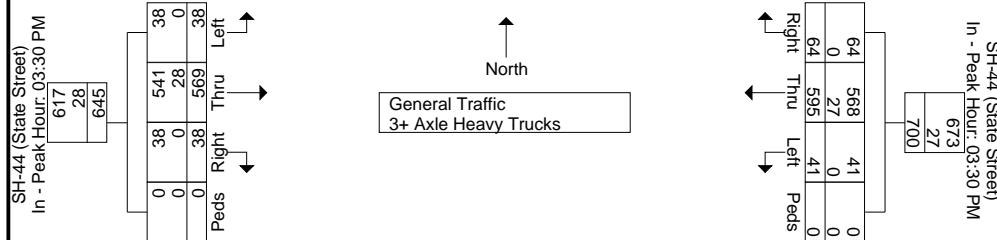
## Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				03:30 PM				03:30 PM				03:30 PM								
+0 mins.	6	0	10	0	16	18	128	<b>19</b>	0	165	2	1	1	0	4	<b>19</b>	134	<b>12</b>	0	165	
+15 mins.	8	0	8	0	16	<b>22</b>	147	15	0	<b>184</b>	29	1	4	0	34	14	142	6	0	162	
+30 mins.	9	0	8	0	17	10	<b>169</b>	4	0	183	<b>50</b>	0	<b>16</b>	0	<b>66</b>	3	131	11	0	145	
+45 mins.	<b>12</b>	<b>1</b>	<b>13</b>	0	<b>26</b>	14	151	3	0	168	12	1	7	0	20	2	<b>162</b>	9	0	<b>173</b>	
Total Volume	35	1	39	0	75	64	595	41	0	700	93	3	28	0	124	38	569	38	0	645	
% App. Total	46.7	1.3	52	0		9.1	85	5.9	0		75	2.4	22.6	0		5.9	88.2	5.9	0		
PHF	.729	.250	.750	.000	.721	.727	.880	.539	.000	.951	.465	.750	.438	.000	.470	.500	.878	.792	.000	.932	
General Traffic	35	1	39	0	75	64	568	41	0	673	93	3	28	0	124	38	541	38	0	617	
% General Traffic	100	100	100	0	100	100	95.	5	100	0	96.1	100	100	100	0	100	100	1	100	0	95.7
3+ Axle Heavy Trucks	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	0	28	0	0	28
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	4.5	0	0	3.9	0	0	0	0	0	0	0	4.9	0	0	4.3



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hartley Ln

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Hartley Ln-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hartley Ln  
City, State: Middleton, Idaho  
Control: Stop Sign

File Name : SH-44 & Hartley Ln-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Hartley Lane From North				SH-44 (State Street) From East				Hartley Lane From South				SH-44 (State Street) From West				Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	15	0	19	0	34	14	137	9	0	160	1	0	0	0	1	2	72	2	0	76	271
07:45 AM	13	4	9	0	26	12	152	25	0	189	6	0	3	0	9	9	80	3	0	92	316
Total	28	4	28	0	60	26	289	34	0	349	7	0	3	0	10	11	152	5	0	168	587
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
08:00 AM	7	4	9	0	20	9	102	45	0	156	45	2	8	0	55	21	61	5	0	87	318
08:15 AM	8	1	6	0	15	13	65	13	0	91	33	4	15	0	52	23	80	4	0	107	265
08:30 AM	14	0	11	0	25	8	77	2	0	87	3	3	6	0	12	2	91	3	0	96	220
08:45 AM	8	1	4	0	13	5	79	1	0	85	0	0	1	0	1	1	78	9	0	88	187
Total	37	6	30	0	73	35	323	61	0	419	81	9	30	0	120	47	310	21	0	378	990
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
09:00 AM	13	0	9	0	22	3	67	3	0	73	1	0	2	0	3	2	81	6	0	89	187
09:15 AM	13	0	5	0	18	8	89	2	0	99	3	0	2	0	5	2	70	10	0	82	204
Total	26	0	14	0	40	11	156	5	0	172	4	0	4	0	8	4	151	16	0	171	391
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
03:30 PM	7	1	10	0	18	10	93	20	0	123	4	0	3	0	7	15	142	13	0	170	318
03:45 PM	10	2	10	0	22	27	147	16	0	190	23	1	8	0	32	12	114	19	0	145	389
Total	17	3	20	0	40	37	240	36	0	313	27	1	11	0	39	27	256	32	0	315	707
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
04:00 PM	9	0	5	0	14	18	138	7	0	163	55	1	13	0	69	2	112	7	0	121	367
04:15 PM	12	0	5	0	17	12	146	0	0	158	8	0	2	0	10	0	133	11	0	144	329
04:30 PM	11	0	9	0	20	10	122	1	0	133	2	0	1	0	3	1	121	10	0	132	288
04:45 PM	12	0	7	0	19	13	135	2	0	150	4	1	2	0	7	0	124	17	0	141	317
Total	44	0	26	0	70	53	541	10	0	604	69	2	18	0	89	3	490	45	0	538	1301
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
05:00 PM	11	1	8	0	20	10	143	4	0	157	1	0	1	0	2	2	124	19	0	145	324
05:15 PM	7	0	15	0	22	18	149	7	0	174	9	2	5	0	16	1	133	15	0	149	361
Grand Total	170	14	141	0	325	190	1841	157	0	2188	198	14	72	0	284	95	1616	153	0	1864	4661
Apprch %	52.3	4.3	43.4	0		8.7	84.1	7.2	0		69.7	4.9	25.4	0		5.1	86.7	8.2	0		
Total %	3.6	0.3	3	0	7	4.1	39.5	3.4	0	46.9	4.2	0.3	1.5	0	6.1	2	34.7	3.3	0	40	
General Traffic	166	14	141	0	321	190	1783	157	0	2130	198	14	72	0	284	95	1543	153	0	1791	4526
% General Traffic	97.6	100	100	0	98.8	100	96.8	100	0	97.3	100	100	100	0	100	100	95.5	100	0	96.1	97.1
3+ Axle Heavy Trucks	4	0	0	0	4	0	58	0	0	58	0	0	0	0	0	0	73	0	0	73	135
% 3+ Axle Heavy Trucks	2.4	0	0	0	1.2	0	3.2	0	0	2.7	0	0	0	0	0	0	4.5	0	0	3.9	2.9

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hartley Ln

City, State: Middleton, Idaho

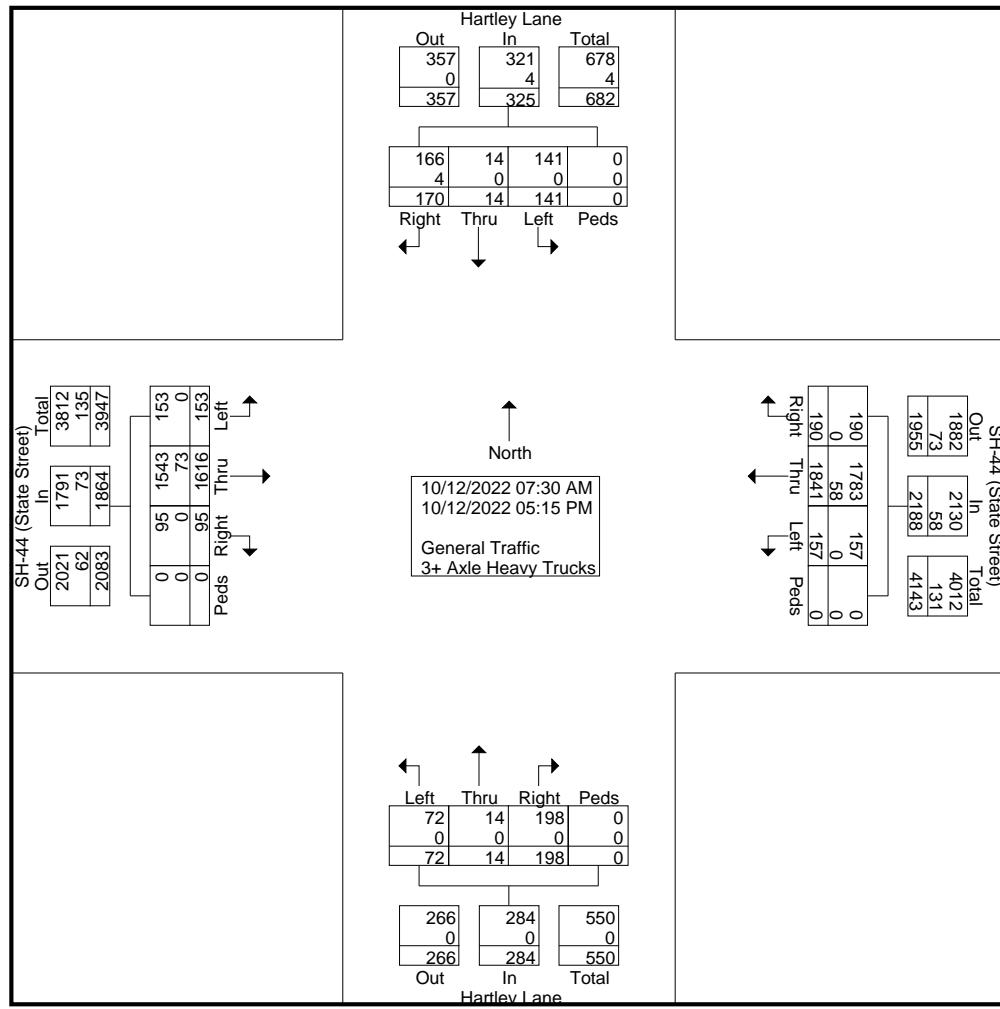
Control: Stop Sign

File Name : SH-44 & Hartley Ln-D2

Site Code : Day 2

Start Date : 10/12/2022

Page No : 2



# L2 Data Collection

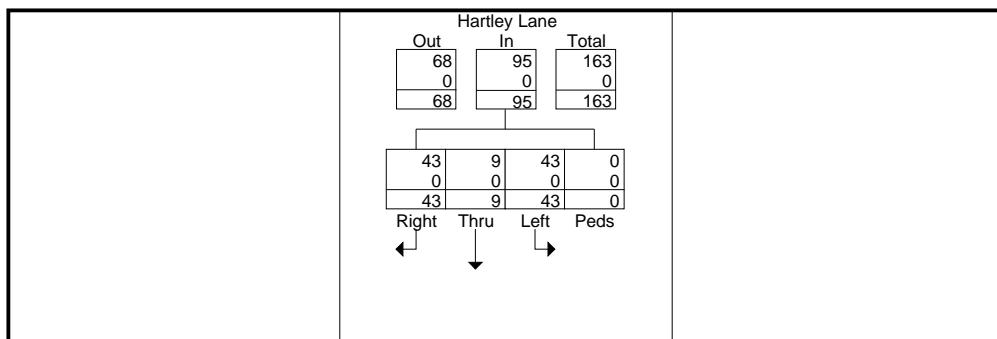
L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

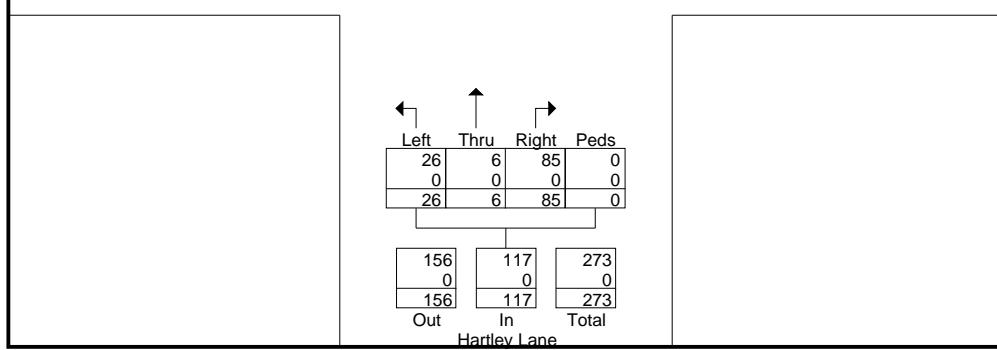
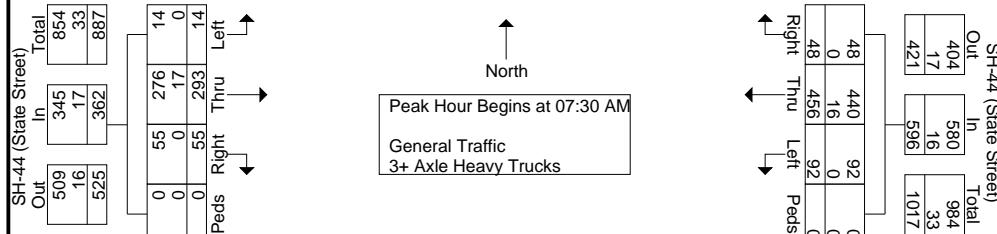
Intersection: SH-44 / Hartley Ln  
City, State: Middleton, Idaho  
Control: Stop Sign

File Name : SH-44 & Hartley Ln-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 3

Start Time	Hartley Lane From North					SH-44 (State Street) From East					Hartley Lane From South					SH-44 (State Street) From West					
	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	15	0	19	0	34	14	137	9	0	160	1	0	0	0	1	2	72	2	0	76	271
07:45 AM	13	4	9	0	26	12	152	25	0	189	6	0	3	0	9	9	80	3	0	92	316
08:00 AM	7	4	9	0	20	9	102	45	0	156	45	2	8	0	55	21	61	5	0	87	318
08:15 AM	8	1	6	0	15	13	65	13	0	91	33	4	15	0	52	23	80	4	0	107	265
Total Volume	43	9	43	0	95	48	456	92	0	596	85	6	26	0	117	55	293	14	0	362	1170
% App. Total	45.3	9.5	45.3	0		8.1	76.5	15.4	0		72.6	5.1	22.2	0		15.2	80.9	3.9	0		
PHF	.717	.563	.566	.000	.699	.857	.750	.511	.000	.788	.472	.375	.433	.000	.532	.598	.916	.700	.000	.846	.920
General Traffic	43	9	43	0	95	48	440	92	0	580	85	6	26	0	117	55	276	14	0	345	1137
% General Traffic	100	100	100	0	100	100	96.5	100	0	97.3	100	100	100	0	100	100	94.2	100	0	95.3	97.2
3+ Axle Heavy Trucks	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	17	0	0	17	33
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	3.5	0	0	2.7	0	0	0	0	0	0	5.8	0	0	4.7	2.8



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hartley Ln  
City, State: Middleton, Idaho  
Control: Stop Sign

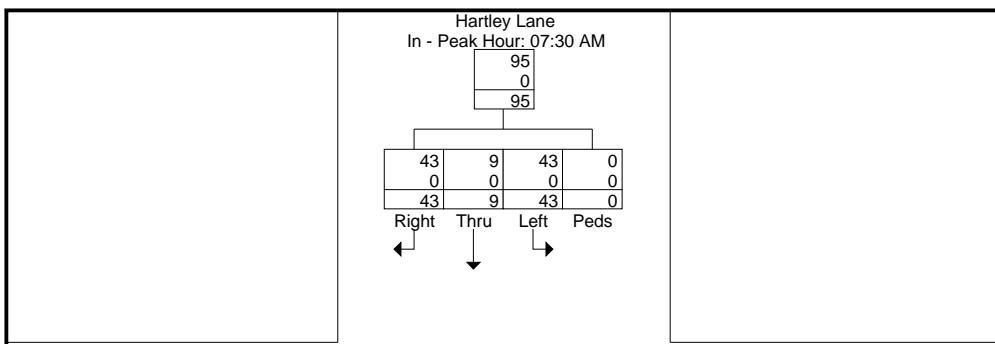
File Name : SH-44 & Hartley Ln-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 4

	Hartley Lane From North				SH-44 (State Street) From East				Hartley Lane From South				SH-44 (State Street) From West								
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

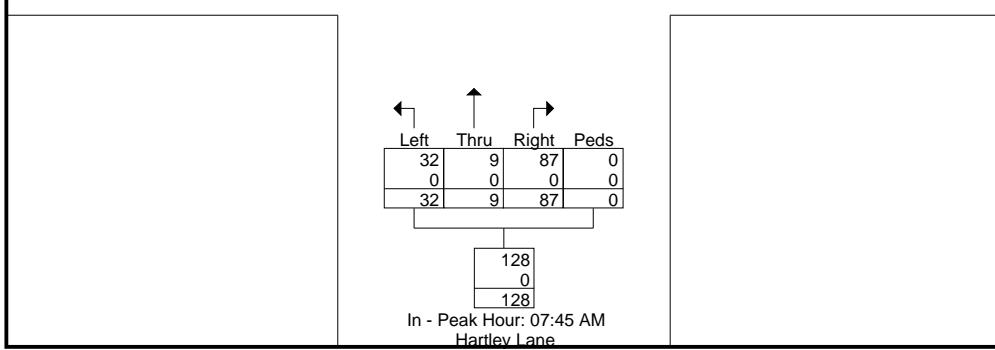
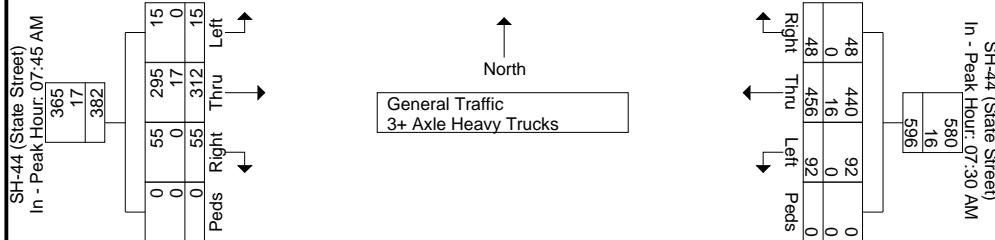
## Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:45 AM								
+0 mins.	15	0	19	0	34	14	137	9	0	160	6	0	3	0	9	9	80	3	0	92	
+15 mins.	13	4	9	0	26	12	152	25	0	189	45	2	8	0	55	21	61	5	0	87	
+30 mins.	7	4	9	0	20	9	102	45	0	156	33	4	15	0	52	23	80	4	0	107	
+45 mins.	8	1	6	0	15	13	65	13	0	91	3	3	6	0	12	2	91	3	0	96	
Total Volume	43	9	43	0	95	48	456	92	0	596	87	9	32	0	128	55	312	15	0	382	
% App. Total	45.3	9.5	45.3	0		8.1	76.5	15.4	0		68	7	25	0		14.4	81.7	3.9	0		
PHF	.717	.563	.566	.000	.699	.857	.750	.511	.000	.788	.483	.563	.533	.000	.582	.598	.857	.750	.000	.893	
General Traffic	43	9	43	0	95	48	440	92	0	580	87	9	32	0	128	55	295	15	0	365	
% General Traffic	100	100	100	0	100	100	96.	100	0	97.3	100	100	100	0	100	100	94.	6	100	0	95.5
3+ Axle Heavy Trucks	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	17	0	0	17
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	3.5	0	0	2.7	0	0	0	0	0	0	0	5.4	0	0	4.5
Trucks																					



## Peak Hour Data



# L2 Data Collection

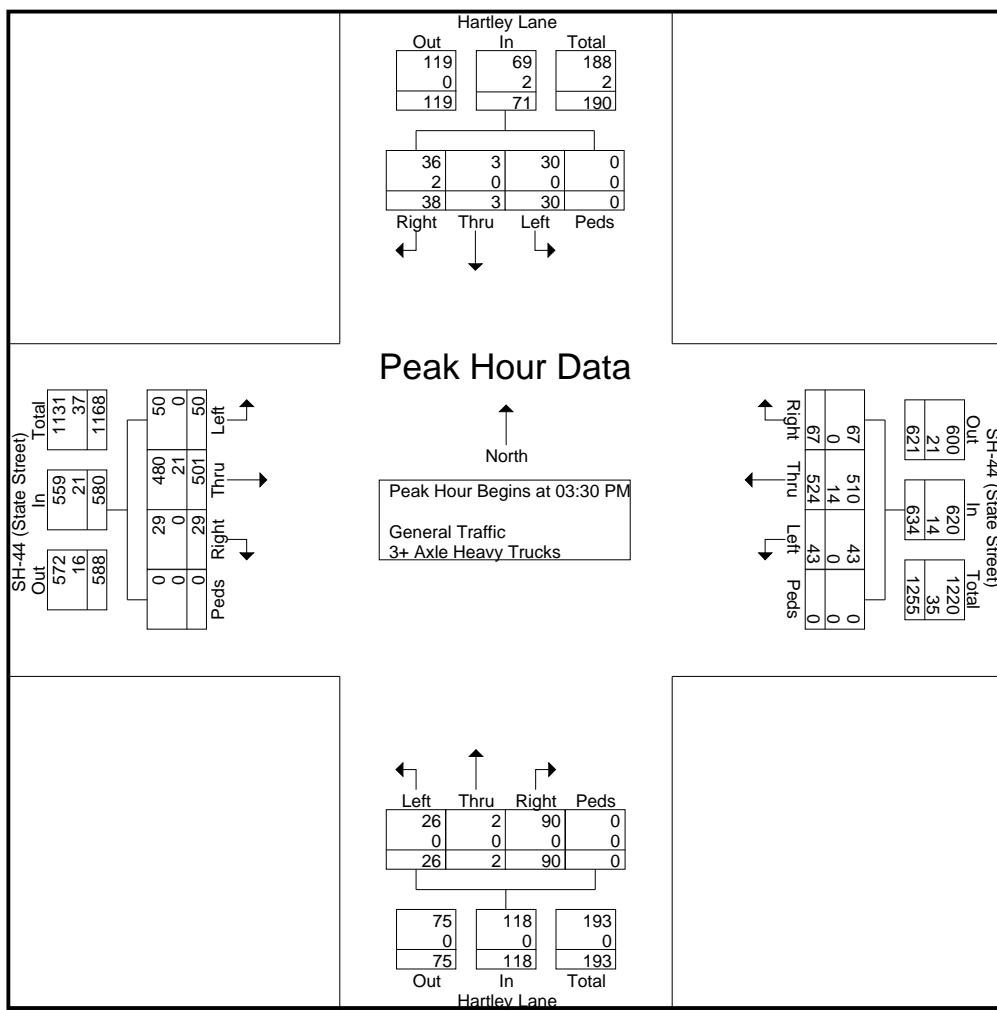
L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hartley Ln  
City, State: Middleton, Idaho  
Control: Stop Sign

File Name : SH-44 & Hartley Ln-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 5

Start Time	Hartley Lane From North				SH-44 (State Street) From East				Hartley Lane From South				SH-44 (State Street) From West				Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
<b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	7	1	<b>10</b>	0	18	10	93	<b>20</b>	0	123	4	0	3	0	7	<b>15</b>	<b>142</b>	13	0	<b>170</b>	318
03:45 PM	10	2	10	0	22	<b>27</b>	<b>147</b>	16	0	<b>190</b>	23	<b>1</b>	8	0	32	12	114	<b>19</b>	0	145	<b>389</b>
04:00 PM	9	0	5	0	14	18	138	7	0	163	<b>55</b>	1	<b>13</b>	0	<b>69</b>	2	112	7	0	121	367
04:15 PM	<b>12</b>	0	5	0	17	12	146	0	0	158	8	0	2	0	10	0	133	11	0	144	329
Total Volume	38	3	30	0	71	67	524	43	0	634	90	2	26	0	118	29	501	50	0	580	1403
% App. Total	53.5	4.2	42.3	0		10.6	82.6	6.8	0		76.3	1.7	22	0		5	86.4	8.6	0		
PHF	.792	.375	.750	.000	.807	.620	.891	.538	.000	.834	.409	.500	.500	.000	.428	.483	.882	.658	.000	.853	.902
General Traffic	36	3	30	0	69	67	510	43	0	620	90	2	26	0	118	29	480	50	0	559	1366
% General Traffic	94.7	100	100	0	97.2	100	97.3	100	0	97.8	100	100	100	0	100	100	95.8	100	0	96.4	97.4
3+ Axle Heavy Trucks	2	0	0	0	2	0	14	0	0	14	0	0	0	0	0	0	21	0	0	21	37
% 3+ Axle Heavy Trucks	5.3	0	0	0	2.8	0	2.7	0	0	2.2	0	0	0	0	0	0	4.2	0	0	3.6	2.6



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hartley Ln  
City, State: Middleton, Idaho  
Control: Stop Sign

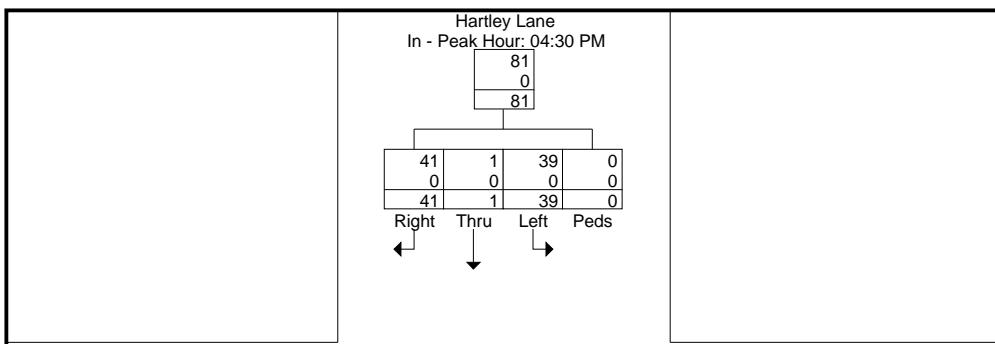
File Name : SH-44 & Hartley Ln-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 6

	Hartley Lane From North				SH-44 (State Street) From East				Hartley Lane From South				SH-44 (State Street) From West								
Start Time	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total

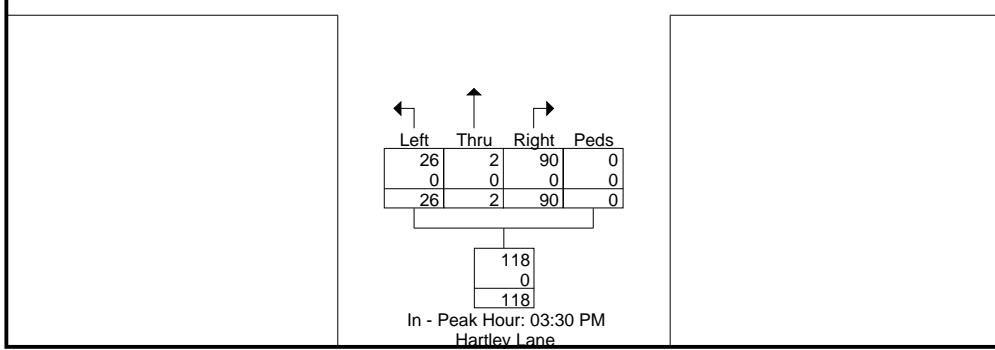
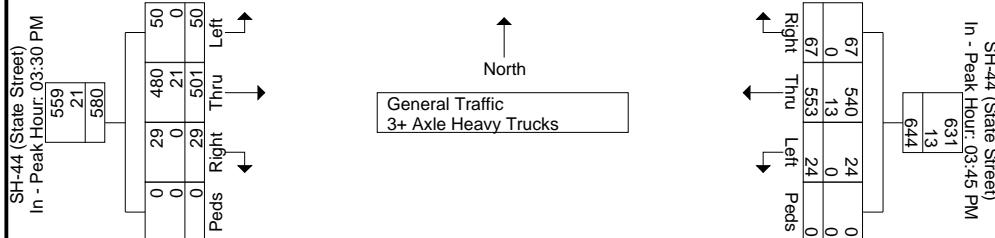
## Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				03:45 PM				03:30 PM				03:30 PM								
	Right	Thru	Left	Peds	Right	Thru	Left	Peds													
+0 mins.	11	0	9	0	20	27	147	16	0	190	4	0	3	0	7	15	142	13	0	170	
+15 mins.	12	0	7	0	19	18	138	7	0	163	23	1	8	0	32	12	114	19	0	145	
+30 mins.	11	1	8	0	20	12	146	0	0	158	55	1	13	0	69	2	112	7	0	121	
+45 mins.	7	0	15	0	22	10	122	1	0	133	8	0	2	0	10	0	133	11	0	144	
Total Volume	41	1	39	0	81	67	553	24	0	644	90	2	26	0	118	29	501	50	0	580	
% App. Total	50.6	1.2	48.1	0		10.4	85.9	3.7	0		76.3	1.7	22	0		5	86.4	8.6	0		
PHF	.854	.250	.650	.000	.920	.620	.940	.375	.000	.847	.409	.500	.500	.000	.428	.483	.882	.658	.000	.853	
General Traffic	41	1	39	0	81	67	540	24	0	631	90	2	26	0	118	29	480	50	0	559	
% General Traffic	100	100	100	0	100	100	97.	6	0	98	100	100	100	0	100	100	95.	8	100	0	96.4
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	21	0	0	21
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	2.4	0	0	2	0	0	0	0	0	0	4.2	0	0	3.6



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hartley Ln

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Hartley Ln-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Cemetery Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Cemetery Road From North				SH-44 (State Street) From East				Cemetery Road From South				SH-44 (State Street) From West				Int. Total				
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:30 AM	36	5	23	0	64	22	157	0	0	179	6	0	11	1	18	13	128	9	0	150	411
07:45 AM	44	7	20	0	71	27	182	3	0	212	8	1	2	0	11	20	118	20	0	158	452
Total	80	12	43	0	135	49	339	3	0	391	14	1	13	1	29	33	246	29	0	308	863
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
08:00 AM	38	7	20	1	66	25	135	3	0	163	4	0	2	0	6	6	97	15	0	118	353
08:15 AM	21	3	22	1	47	14	95	1	0	110	1	0	4	0	5	16	130	12	0	158	320
08:30 AM	17	4	27	2	50	15	79	1	0	95	1	0	3	0	4	6	88	9	0	103	252
08:45 AM	13	1	14	0	28	17	93	1	0	111	1	1	1	0	3	5	89	10	0	104	246
Total	89	15	83	4	191	71	402	6	0	479	7	1	10	0	18	33	404	46	0	483	1171
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
09:00 AM	22	5	22	1	50	15	71	1	0	87	1	1	1	0	3	4	98	10	0	112	252
09:15 AM	10	0	11	0	21	14	82	0	0	96	1	1	2	0	4	7	75	8	0	90	211
Total	32	5	33	1	71	29	153	1	0	183	2	2	3	0	7	11	173	18	0	202	463
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
03:30 PM	16	4	19	1	40	25	139	0	0	164	2	0	7	0	9	4	130	22	0	156	369
03:45 PM	32	3	26	7	68	21	147	1	0	169	4	0	5	0	9	16	146	19	0	181	427
Total	48	7	45	8	108	46	286	1	0	333	6	0	12	0	18	20	276	41	0	337	796
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
04:00 PM	38	3	18	2	61	28	176	2	0	206	5	1	2	1	9	17	143	34	0	194	470
04:15 PM	25	4	23	0	52	27	141	3	0	171	5	1	4	0	10	8	158	25	0	191	424
04:30 PM	16	2	29	0	47	27	160	4	0	191	2	2	2	0	6	2	118	18	0	138	382
04:45 PM	24	4	20	0	48	34	165	1	0	200	4	2	6	0	12	5	118	17	0	140	400
Total	103	13	90	2	208	116	642	10	0	768	16	6	14	1	37	32	537	94	0	663	1676
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
05:00 PM	20	0	27	1	48	31	136	4	0	171	5	0	2	0	7	12	129	19	0	160	386
05:15 PM	11	5	20	2	38	25	157	4	0	186	6	0	1	0	7	12	137	21	0	170	401
Grand Total	383	57	341	18	799	367	2115	29	0	2511	56	10	55	2	123	153	1902	268	0	2323	5756
Apprch %	47.9	7.1	42.7	2.3		14.6	84.2	1.2	0		45.5	8.1	44.7	1.6		6.6	81.9	11.5	0		
Total %	6.7	1	5.9	0.3	13.9	6.4	36.7	0.5	0	43.6	1	0.2	1	0	2.1	2.7	33	4.7	0	40.4	
General Traffic	379	56	338	18	791	366	2010	27	0	2403	55	10	54	2	121	134	1817	267	0	2218	5533
% General Traffic	99	98.2	99.1	100	99	99.7	95	93.1	0	95.7	98.2	100	98.2	100	98.4	87.6	95.5	99.6	0	95.5	96.1
3+ Axle Heavy Trucks	4	1	3	0	8	1	105	2	0	108	1	0	1	0	2	19	85	1	0	105	223
% 3+ Axle Heavy Trucks	1	1.8	0.9	0	1	0.3	5	6.9	0	4.3	1.8	0	1.8	0	1.6	12.4	4.5	0.4	0	4.5	3.9

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

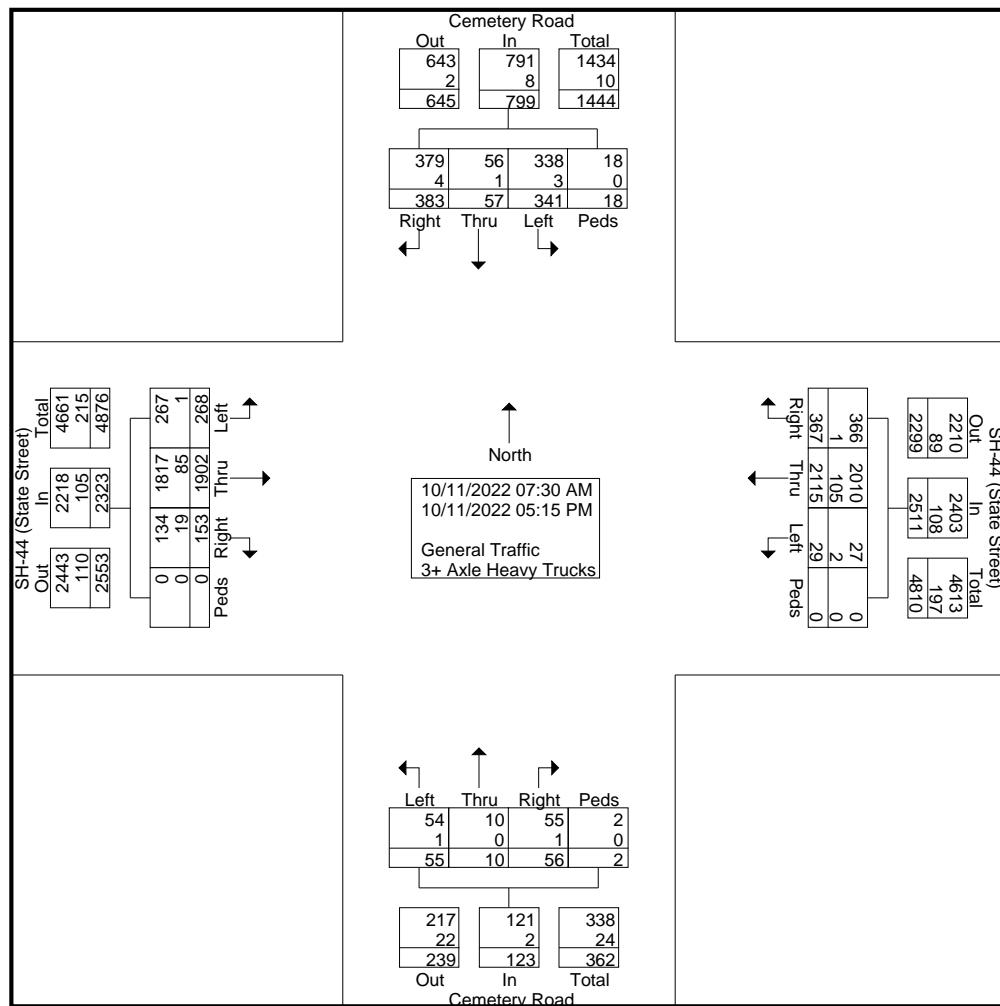
Study: PREC0007

Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Cemetery Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 2



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

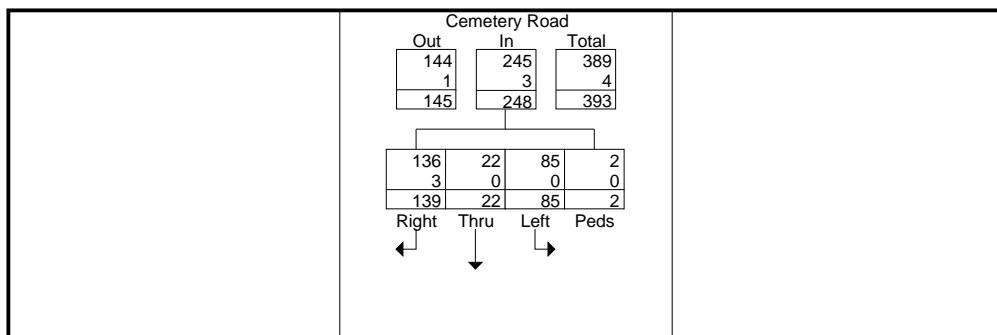
Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

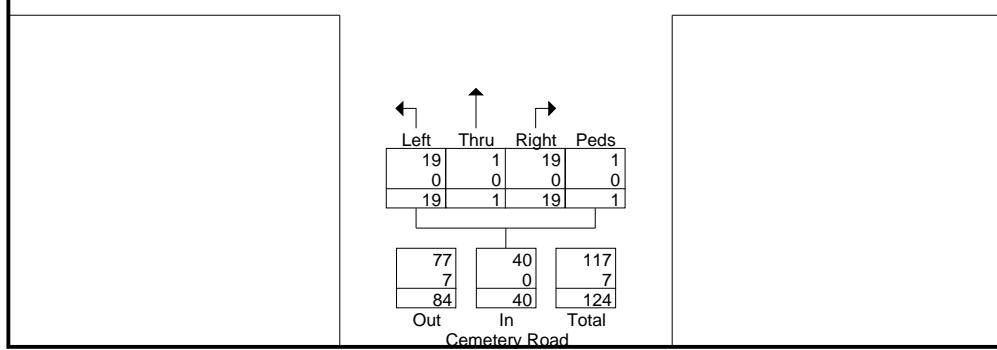
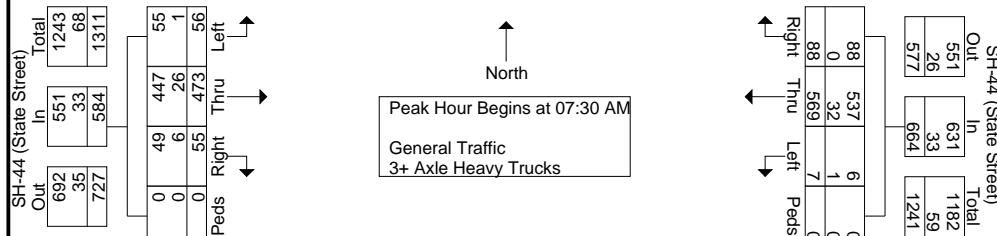
Control: Stop Sign

File Name : SH-44 & Cemetery Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 3

Start Time	Cemetery Road From North					SH-44 (State Street) From East					Cemetery Road From South					SH-44 (State Street) From West					
	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	36	5	23	0	64	22	157	0	0	179	6	0	11	1	18	13	128	9	0	150	411
07:45 AM	44	7	20	0	71	27	182	3	0	212	8	1	2	0	11	20	118	20	0	158	452
08:00 AM	38	7	20	1	66	25	135	3	0	163	4	0	2	0	6	6	97	15	0	118	353
08:15 AM	21	3	22	1	47	14	95	1	0	110	1	0	4	0	5	16	130	12	0	158	320
Total Volume	139	22	85	2	248	88	569	7	0	664	19	1	19	1	40	55	473	56	0	584	1536
% App. Total	56	8.9	34.3	0.8		13.3	85.7	1.1	0		47.5	2.5	47.5	2.5		9.4	81	9.6	0		
PHF	.790	.786	.924	.500	.873	.815	.782	.583	.000	.783	.594	.250	.432	.250	.556	.688	.910	.700	.000	.924	.850
General Traffic	136	22	85	2	245	88	537	6	0	631	19	1	19	1	40	49	447	55	0	551	1467
% General Traffic	97.8	100	100	100	98.8	100	94.4	85.7	0	95.0	100	100	100	100	100	89.1	94.5	98.2	0	94.3	95.5
3+ Axle Heavy Trucks	3	0	0	0	3	0	32	1	0	33	0	0	0	0	0	6	26	1	0	33	69
% 3+ Axle Heavy Trucks	2.2	0	0	0	1.2	0	5.6	14.3	0	5.0	0	0	0	0	0	10.9	5.5	1.8	0	5.7	4.5



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

Control: Stop Sign

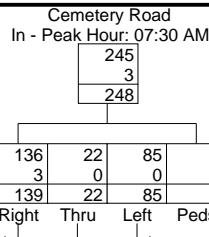
File Name : SH-44 & Cemetery Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 4

Start Time	Cemetery Road From North				SH-44 (State Street) From East				Cemetery Road From South				SH-44 (State Street) From West							
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total

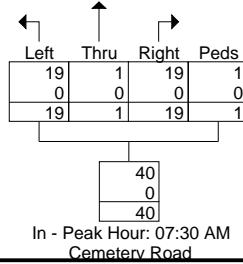
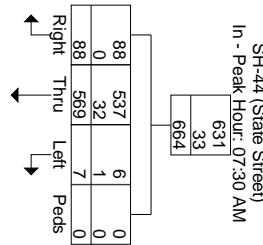
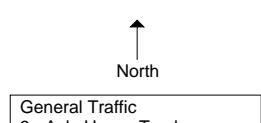
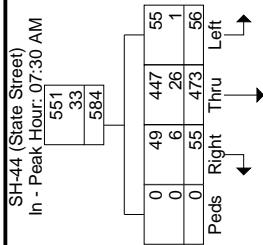
## Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM							
+0 mins.	36	5	23	0	64	22	157	0	0	179	6	0	11	1	18	13	128	9	0	150
+15 mins.	44	7	20	0	71	27	182	3	0	212	8	1	2	0	11	20	118	20	0	158
+30 mins.	38	7	20	1	66	25	135	3	0	163	4	0	2	0	6	6	97	15	0	118
+45 mins.	21	3	22	1	47	14	95	1	0	110	1	0	4	0	5	16	130	12	0	158
Total Volume	139	22	85	2	248	88	569	7	0	664	19	1	19	1	40	55	473	56	0	584
% App. Total	56	8.9	34.3	0.8		13.3	85.7	1.1	0		47.5	2.5	47.5	2.5		9.4	81	9.6	0	
PHF	.790	.786	.924	.500	.873	.815	.782	.583	.000	.783	.594	.250	.432	.250	.556	.688	.910	.700	.000	.924
General Traffic	136	22	85	2	245	88	537	6	0	631	19	1	19	1	40	49	447	55	0	551
% General Traffic	97.	100	100	100	98.8	100	94.	85.			100	100	100	100	100	89.	94.	98.	0	94.3
3+ Axle Heavy Trucks	3	0	0	0	3	0	32	1	0	33	0	0	0	0	0	6	26	1	0	33
% 3+ Axle Heavy Trucks	2.2	0	0	0	1.2	0	5.6	14.	3	0	5	0	0	0	0	10.	5.5	1.8	0	5.7



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

Control: Stop Sign

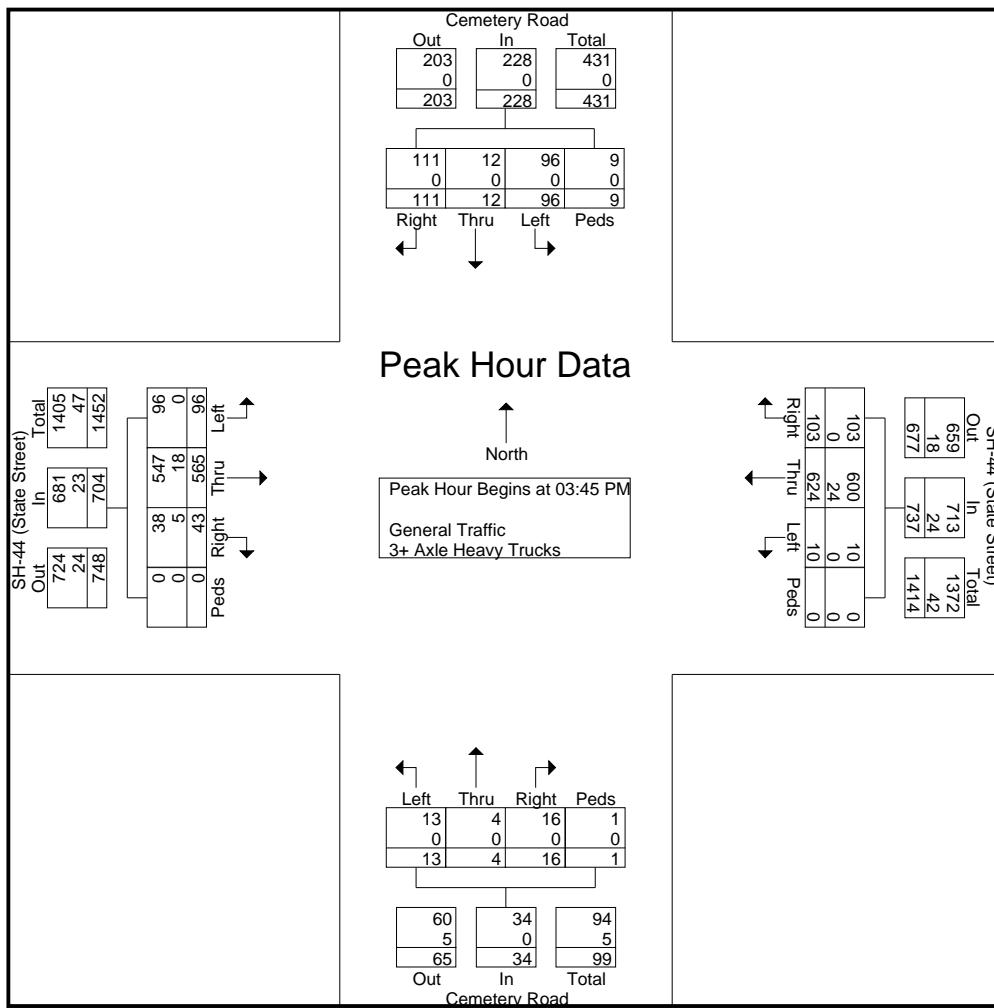
File Name : SH-44 & Cemetery Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 5

Start Time	Cemetery Road From North					SH-44 (State Street) From East					Cemetery Road From South					SH-44 (State Street) From West				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total

## Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:45 PM

03:45 PM	32	3	26	7	68	21	147	1	0	169	4	0	5	0	9	16	146	19	0	181	427
04:00 PM	38	3	18	2	61	28	176	2	0	206	5	1	2	1	9	17	143	34	0	194	470
04:15 PM	25	4	23	0	52	27	141	3	0	171	5	1	4	0	10	8	158	25	0	191	424
04:30 PM	16	2	29	0	47	27	160	4	0	191	2	2	2	0	6	2	118	18	0	138	382
Total Volume	111	12	96	9	228	103	624	10	0	737	16	4	13	1	34	43	565	96	0	704	1703
% App. Total	48.7	5.3	42.1	3.9		14	84.7	1.4	0		47.1	11.8	38.2	2.9		6.1	80.3	13.6	0		
PHF	.730	.750	.828	.321	.838	.920	.886	.625	.000	.894	.800	.500	.650	.250	.850	.632	.894	.706	.000	.907	.906
General Traffic	111	12	96	9	228	103	600	10	0	713	16	4	13	1	34	38	547	96	0	681	1656
% General Traffic	100	100	100	100	100	100	96.2	100	0	96.7	100	100	100	100	100	88.4	96.8	100	0	96.7	97.2
3+ Axle Heavy Trucks	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	5	18	0	0	23	47
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	3.8	0	0	3.3	0	0	0	0	0	11.6	3.2	0	0	3.3	2.8



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Cemetery Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 6

Start Time	Cemetery Road From North				SH-44 (State Street) From East				Cemetery Road From South				SH-44 (State Street) From West							
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total

## Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM				04:00 PM				03:30 PM				03:30 PM							
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
+0 mins.	32	3	26	7	<b>68</b>	28	<b>176</b>	2	0	<b>206</b>	2	0	<b>7</b>	0	<b>9</b>	4	130	22	0	<b>156</b>
+15 mins.	<b>38</b>	3	18	2	61	27	141	3	0	171	4	0	5	0	9	16	146	19	0	181
+30 mins.	25	<b>4</b>	23	0	52	27	160	<b>4</b>	0	191	<b>5</b>	<b>1</b>	2	<b>1</b>	9	<b>17</b>	143	<b>34</b>	0	<b>194</b>
+45 mins.	16	2	<b>29</b>	0	47	<b>34</b>	165	1	0	200	5	1	4	0	<b>10</b>	8	<b>158</b>	25	0	191
Total Volume	111	12	96	9	228	116	642	10	0	768	16	2	18	1	37	45	577	100	0	722
% App. Total	48.7	5.3	42.1	3.9		15.1	83.6	1.3	0		43.2	5.4	48.6	2.7		6.2	79.9	13.9	0	
PHF	.730	.750	.828	.321	.838	.853	.912	.625	.000	.932	.800	.500	.643	.250	.925	.662	.913	.735	.000	.930
General Traffic	111	12	96	9	228	115	621	10	0	746	16	2	17	1	36	38	557	100	0	695
% General Traffic	100	100	100	100	100	99.	96.	1	7	100	100	100	4	100	97.3	84.	96.	100	0	96.3
3+ Axle Heavy Trucks	0	0	0	0	0	1	21	0	0	22	0	0	1	0	1	7	20	0	0	27
% 3+ Axle Heavy Trucks	0	0	0	0	0	0.9	3.3	0	0	2.9	0	0	5.6	0	2.7	15.	3.5	0	0	3.7

Cemetery Road  
In - Peak Hour: 03:45 PM

228	0	228
111	12	96
0	0	9

Right Thru Left Peds

Peak Hour Data

SH-44 (State Street)	In - Peak Hour: 03:30 PM
695	27
722	
0	0
0	45
0	57
0	100
0	0
0	3
0	7
0	20

North  
General Traffic  
3+ Axle Heavy Trucks

SH-44 (State Street)	In - Peak Hour: 04:00 PM
115	621
1	21
116	642
0	10
0	0

Right Thru Left Peds

Left	Thru	Right	Peds
17	2	16	1
1	0	0	0

In - Peak Hour: 03:30 PM  
Cemetery Road

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Cemetery Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Cemetery Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Cemetery Road From North				SH-44 (State Street) From East				Cemetery Road From South				SH-44 (State Street) From West				Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	33	3	26	0	62	12	120	2	0	134	2	4	7	0	13	13	87	6	0	106	315
07:45 AM	39	10	31	0	80	43	156	2	0	201	12	1	3	0	16	10	82	6	0	98	395
Total	72	13	57	0	142	55	276	4	0	335	14	5	10	0	29	23	169	12	0	204	710
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
08:00 AM	48	7	22	1	78	19	131	5	0	155	3	0	8	0	11	9	90	10	0	109	353
08:15 AM	19	3	26	0	48	15	67	0	0	82	0	1	2	0	3	16	105	11	0	132	265
08:30 AM	10	1	15	0	26	16	70	0	0	86	0	0	5	0	5	4	86	9	0	99	216
08:45 AM	12	3	16	0	31	12	82	0	0	94	1	2	1	0	4	3	84	2	0	89	218
Total	89	14	79	1	183	62	350	5	0	417	4	3	16	0	23	32	365	32	0	429	1052
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
09:00 AM	11	2	15	1	29	15	54	2	0	71	1	1	2	1	5	1	87	7	0	95	200
09:15 AM	9	3	15	0	27	11	98	1	0	110	3	0	1	0	4	5	73	5	0	83	224
Total	20	5	30	1	56	26	152	3	0	181	4	1	3	1	9	6	160	12	0	178	424
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
03:30 PM	18	1	13	0	32	28	111	4	0	143	4	2	2	0	8	4	134	13	0	151	334
03:45 PM	26	6	22	4	58	22	174	1	0	197	1	3	5	0	9	10	132	21	0	163	427
Total	44	7	35	4	90	50	285	5	0	340	5	5	7	0	17	14	266	34	0	314	761
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
04:00 PM	26	3	21	0	50	30	130	1	0	161	2	3	5	1	11	13	129	22	0	164	386
04:15 PM	20	2	20	0	42	25	139	0	0	164	1	0	2	0	3	4	125	25	0	154	363
04:30 PM	11	0	17	0	28	27	131	0	0	158	2	4	1	0	7	2	110	19	0	131	324
04:45 PM	24	7	20	0	51	28	144	1	0	173	3	1	1	0	5	8	114	25	0	147	376
Total	81	12	78	0	171	110	544	2	0	656	8	8	9	1	26	27	478	91	0	596	1449
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
05:00 PM	21	3	10	0	34	35	137	0	0	172	1	0	7	0	8	10	116	22	0	148	362
05:15 PM	16	1	22	1	40	25	153	2	0	180	1	0	2	0	3	9	119	11	0	139	362
Grand Total	343	55	311	7	716	363	1897	21	0	2281	37	22	54	2	115	121	1673	214	0	2008	5120
Apprch %	47.9	7.7	43.4	1		15.9	83.2	0.9	0		32.2	19.1	47	1.7		6	83.3	10.7	0		
Total %	6.7	1.1	6.1	0.1	14	7.1	37.1	0.4	0	44.6	0.7	0.4	1.1	0	2.2	2.4	32.7	4.2	0	39.2	
General Traffic	341	55	310	7	713	362	1842	21	0	2225	37	22	54	2	115	110	1614	213	0	1937	4990
% General Traffic	99.4	100	99.7	100	99.6	99.7	97.1	100	0	97.5	100	100	100	100	100	90.9	96.5	99.5	0	96.5	97.5
3+ Axle Heavy Trucks	2	0	1	0	3	1	55	0	0	56	0	0	0	0	0	11	59	1	0	71	130
% 3+ Axle Heavy Trucks	0.6	0	0.3	0	0.4	0.3	2.9	0	0	2.5	0	0	0	0	0	9.1	3.5	0.5	0	3.5	2.5

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

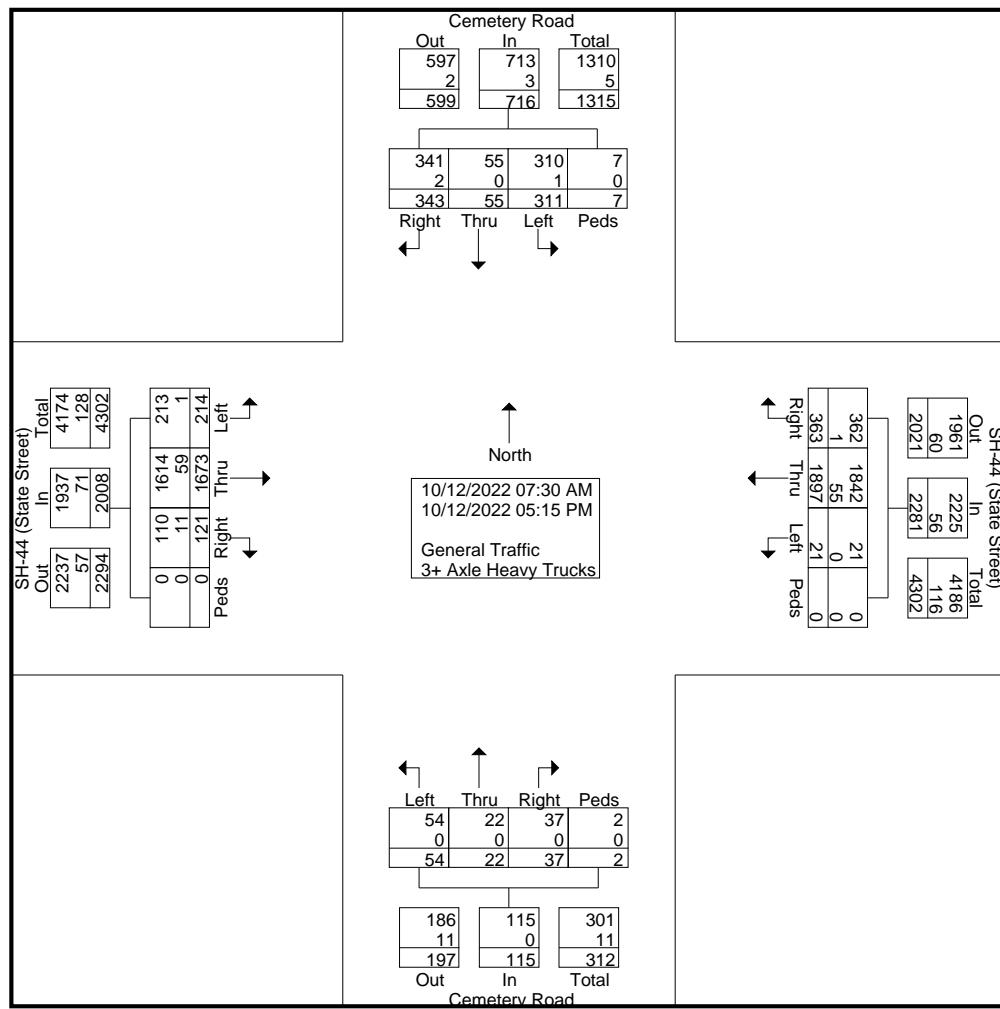
Study: PREC0007

Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Cemetery Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 2



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

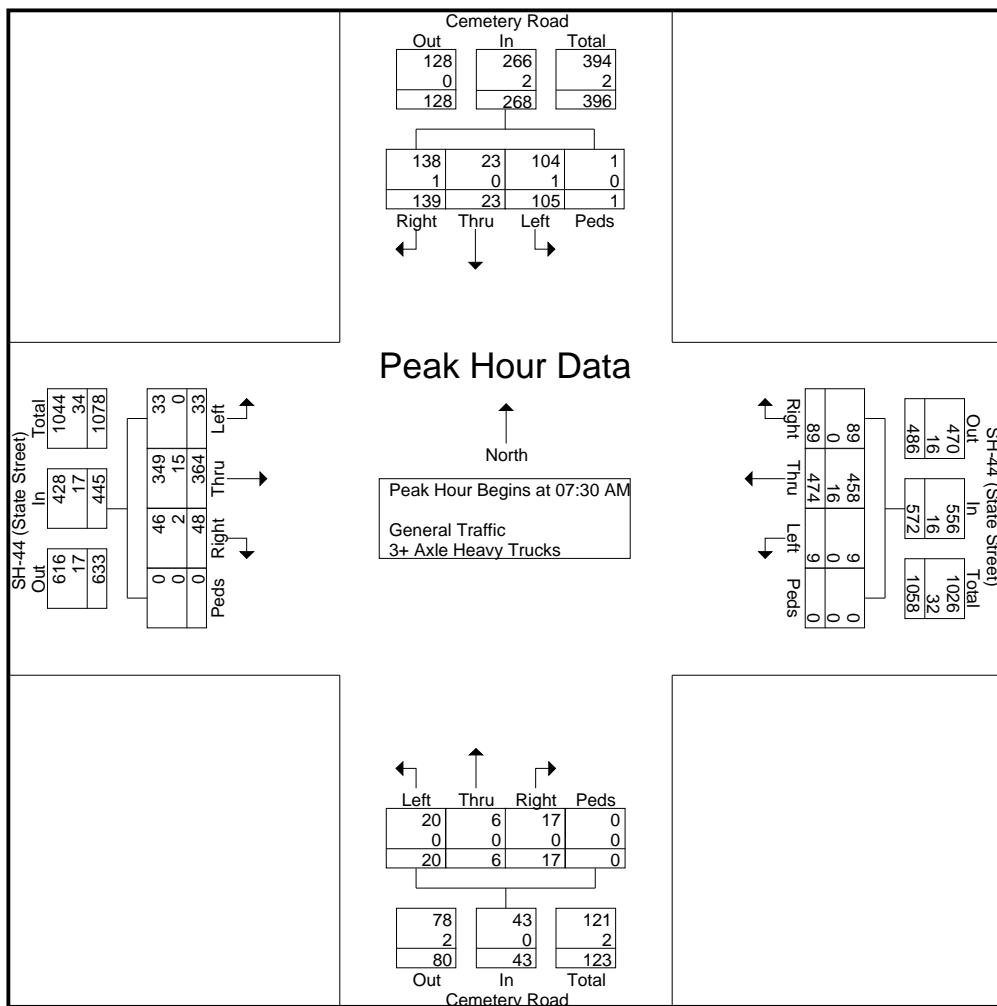
Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Cemetery Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 3

Start Time	Cemetery Road From North					SH-44 (State Street) From East					Cemetery Road From South					SH-44 (State Street) From West					
	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	33	3	26	0	62	12	120	2	0	134	2	4	7	0	13	13	87	6	0	106	315
07:45 AM	39	10	31	0	80	43	156	2	0	201	12	1	3	0	16	10	82	6	0	98	395
08:00 AM	48	7	22	1	78	19	131	5	0	155	3	0	8	0	11	9	90	10	0	109	353
08:15 AM	19	3	26	0	48	15	67	0	0	82	0	1	2	0	3	16	105	11	0	132	265
Total Volume	139	23	105	1	268	89	474	9	0	572	17	6	20	0	43	48	364	33	0	445	1328
% App. Total	51.9	8.6	39.2	0.4		15.6	82.9	1.6	0		39.5	14	46.5	0		10.8	81.8	7.4	0		
PHF	.724	.575	.847	.250	.838	.517	.760	.450	.000	.711	.354	.375	.625	.000	.672	.750	.867	.750	.000	.843	.841
General Traffic	138	23	104	1	266	89	458	9	0	556	17	6	20	0	43	46	349	33	0	428	1293
% General Traffic	99.3	100	99.0	100	99.3	100	96.6	100	0	97.2	100	100	100	0	100	95.8	95.9	100	0	96.2	97.4
3+ Axle Heavy Trucks	1	0	1	0	2	0	16	0	0	16	0	0	0	0	0	2	15	0	0	17	35
% 3+ Axle Heavy Trucks	0.7	0	1.0	0	0.7	0	3.4	0	0	2.8	0	0	0	0	0	4.2	4.1	0	0	3.8	2.6



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

## Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

## Control: Stop Sign

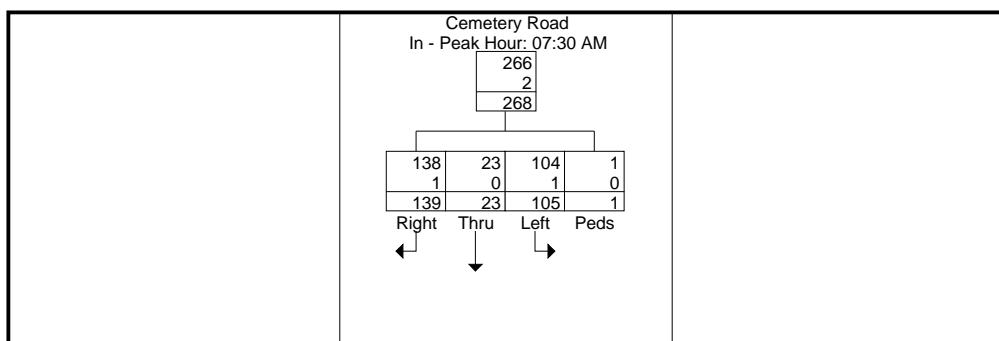
File Name : SH-44 & Cemetery Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 4

	Cemetery Road From North				SH-44 (State Street) From East				Cemetery Road From South				SH-44 (State Street) From West								
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

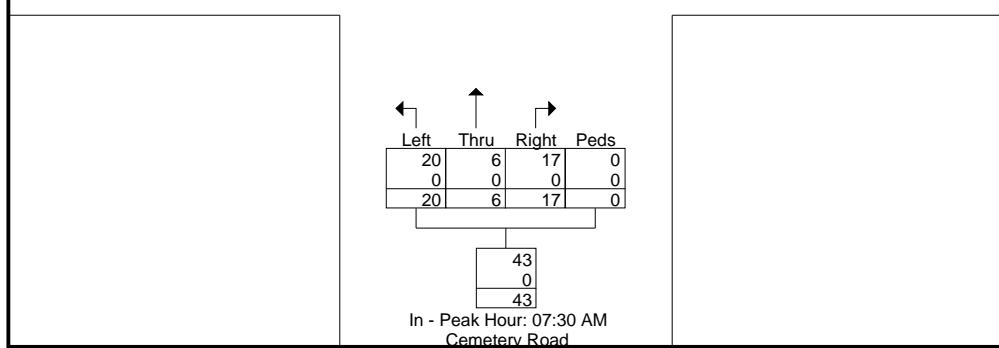
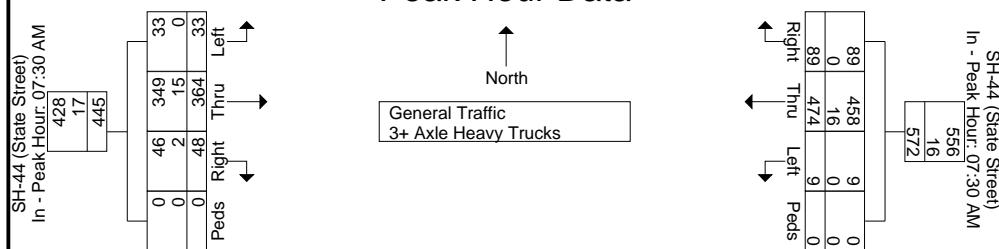
Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

Each Approach Begins at											07:30 AM									
	07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	33	3	26	0	62	12	120	2	0	134	2	4	7	0	13	13	87	6	0	106
+15 mins.	39	10	31	0	80	43	156	2	0	201	12	1	3	0	16	10	82	6	0	98
+30 mins.	48	7	22	1	78	19	131	5	0	155	3	0	8	0	11	9	90	10	0	109
+45 mins.	19	3	26	0	48	15	67	0	0	82	0	1	2	0	3	16	105	11	0	132
Total Volume	139	23	105	1	268	89	474	9	0	572	17	6	20	0	43	48	364	33	0	445
% App. Total	51.9	8.6	39.2	0.4		15.6	82.9	1.6	0		39.5	14	46.5	0		10.8	81.8	7.4	0	
PHF	.724	.575	.847	.250	.838	.517	.760	.450	.000	.711	.354	.375	.625	.000	.672	.750	.867	.750	.000	.843
General Traffic	138	23	104	1	266	89	458	9	0	556	17	6	20	0	43	46	349	33	0	428
% General Traffic	99. 3	100	99	100	99.3	100	96. 6	100	0	97.2	100	100	100	0	100	95. 8	95. 9	100	0	96.2
3+ Axle Heavy Trucks	1	0	1	0	2	0	16	0	0	16	0	0	0	0	0	2	15	0	0	17
% 3+ Axle Heavy Trucks	0.7	0	1	0	0.7	0	3.4	0	0	2.8	0	0	0	0	0	4.2	4.1	0	0	3.8



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

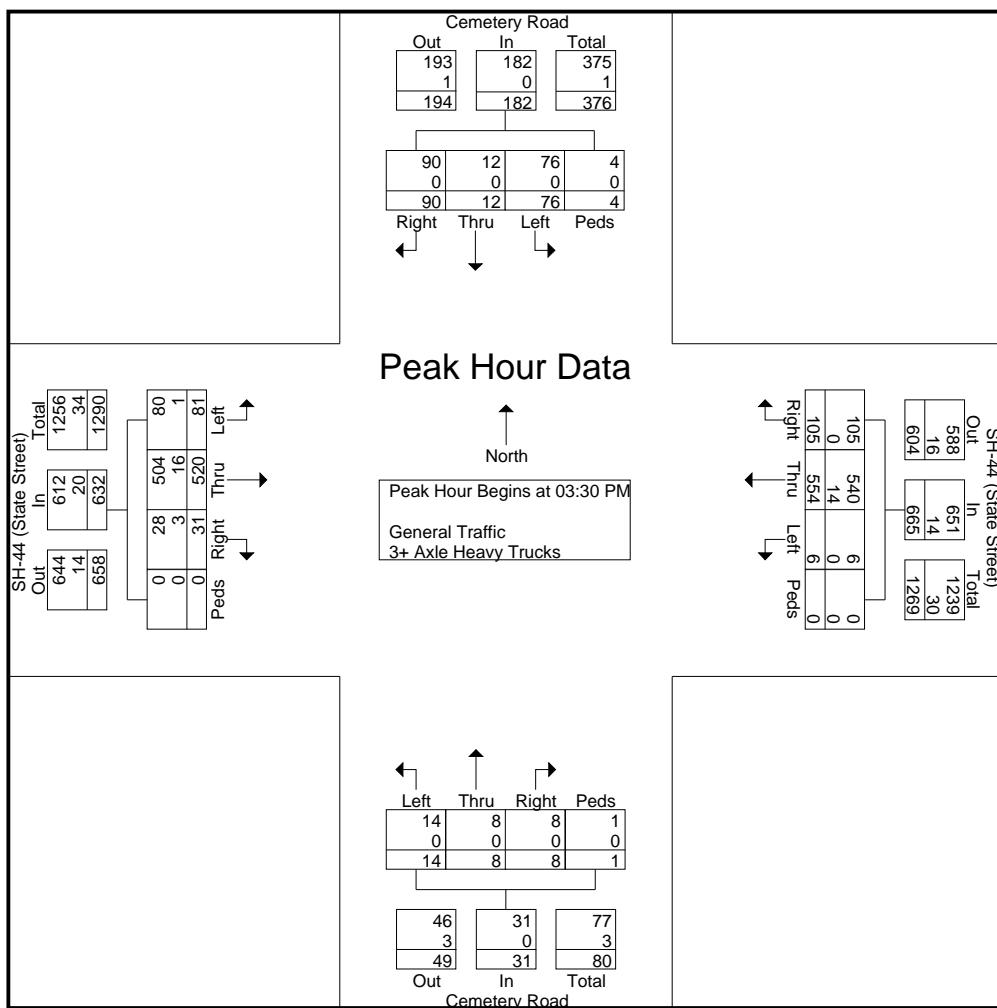
Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Cemetery Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 5

Start Time	Cemetery Road From North					SH-44 (State Street) From East					Cemetery Road From South					SH-44 (State Street) From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
<b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	18	1	13	0	32	28	111	4	0	143	4	2	2	0	8	4	134	13	0	151	334
03:45 PM	26	6	22	4	58	22	174	1	0	197	1	3	5	0	9	10	132	21	0	163	427
04:00 PM	26	3	21	0	50	30	130	1	0	161	2	3	5	1	11	13	129	22	0	164	386
04:15 PM	20	2	20	0	42	25	139	0	0	164	1	0	2	0	3	4	125	25	0	154	363
Total Volume	90	12	76	4	182	105	554	6	0	665	8	8	14	1	31	31	520	81	0	632	1510
% App. Total	49.5	6.6	41.8	2.2		15.8	83.3	0.9	0		25.8	25.8	45.2	3.2		4.9	82.3	12.8	0		
PHF	.865	.500	.864	.250	.784	.875	.796	.375	.000	.844	.500	.667	.700	.250	.705	.596	.970	.810	.000	.963	.884
General Traffic	90	12	76	4	182	105	540	6	0	651	8	8	14	1	31	28	504	80	0	612	1476
% General Traffic	100	100	100	100	100	100	97.5	100	0	97.9	100	100	100	100	100	90.3	96.9	98.8	0	96.8	97.7
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	3	16	1	0	20
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	2.5	0	0	2.1	0	0	0	0	9.7	3.1	1.2	0	3.2	2.3



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

Control: Stop Sign

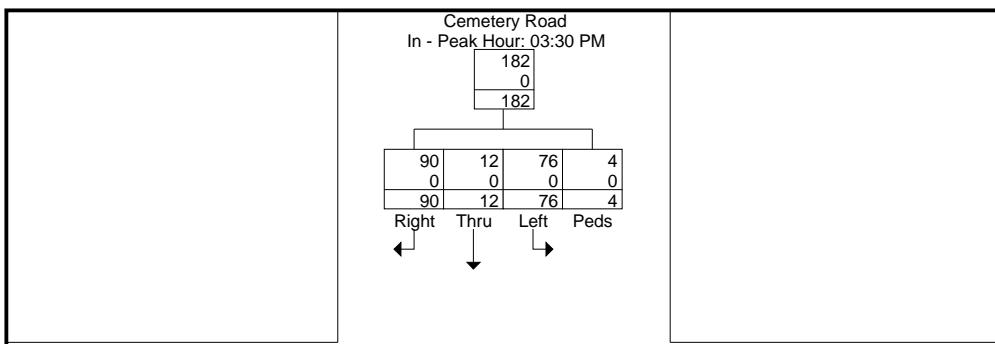
File Name : SH-44 & Cemetery Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 6

Start Time	Cemetery Road From North					SH-44 (State Street) From East					Cemetery Road From South					SH-44 (State Street) From West				
	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total

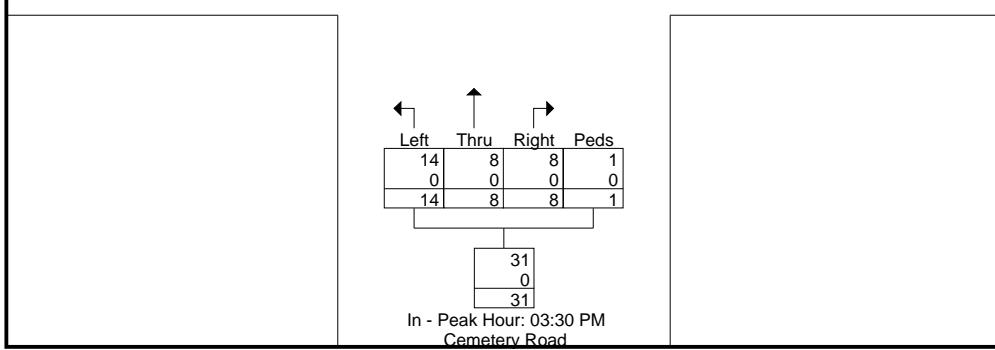
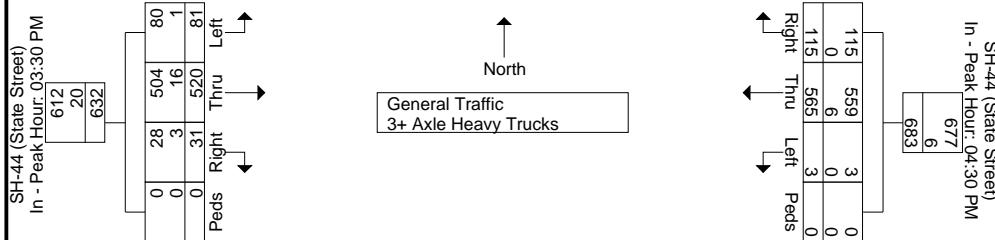
## Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM					04:30 PM					03:30 PM					03:30 PM				
+0 mins.	18	1	13	0	32	27	131	0	0	158	4	2	2	0	8	4	134	13	0	151
+15 mins.	26	6	22	4	58	28	144	1	0	173	1	3	5	0	9	10	132	21	0	163
+30 mins.	26	3	21	0	50	35	137	0	0	172	2	3	5	1	11	13	129	22	0	164
+45 mins.	20	2	20	0	42	25	153	2	0	180	1	0	2	0	3	4	125	25	0	154
Total Volume	90	12	76	4	182	115	565	3	0	683	8	8	14	1	31	31	520	81	0	632
% App. Total	49.5	6.6	41.8	2.2		16.8	82.7	0.4	0		25.8	25.8	45.2	3.2		4.9	82.3	12.8	0	
PHF	.865	.500	.864	.250	.784	.821	.923	.375	.000	.949	.500	.667	.700	.250	.705	.596	.970	.810	.000	.963
General Traffic	90	12	76	4	182	115	559	3	0	677	8	8	14	1	31	28	504	80	0	612
% General Traffic	100	100	100	100	100	100	98.	9	100	0	99.1	100	100	100	100	90.	96.	98.	0	96.8
3+ Axle Heavy Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	3	16	1	0	20
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	1.1	0	0	0.9	0	0	0	0	0	9.7	3.1	1.2	0	3.2



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Cemetery Rd

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Cemetery Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hawthorne Dr

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Hawthorne Dr-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Hawthorne Road From North				SH-44 (State Street) From East				Hawthorne Road From South				SH-44 (State Street) From West				Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	12	1	12	9	34	12	187	2	1	202	6	0	1	2	9	1	143	17	0	161	406
07:45 AM	16	0	12	0	28	9	218	2	1	230	1	0	0	1	2	1	178	20	0	199	459
Total	28	1	24	9	62	21	405	4	2	432	7	0	1	3	11	2	321	37	0	360	865
08:00 AM	8	0	12	0	20	4	141	3	0	148	3	0	0	0	3	1	135	6	0	142	313
08:15 AM	11	0	6	0	17	9	89	2	0	100	1	0	1	0	2	3	128	7	0	138	257
08:30 AM	10	0	11	0	21	3	88	6	2	99	2	0	3	0	5	7	107	5	0	119	244
08:45 AM	5	2	4	4	15	6	104	5	0	115	5	0	2	0	7	5	77	8	0	90	227
Total	34	2	33	4	73	22	422	16	2	462	11	0	6	0	17	16	447	26	0	489	1041
09:00 AM	8	1	12	1	22	6	89	3	2	100	1	0	1	1	3	5	130	4	0	139	264
09:15 AM	2	1	10	0	13	3	93	4	0	100	4	0	0	1	5	4	86	6	0	96	214
Total	10	2	22	1	35	9	182	7	2	200	5	0	1	2	8	9	216	10	0	235	478
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
03:30 PM	16	1	4	0	21	11	222	4	0	237	6	1	2	0	9	4	119	6	0	129	396
03:45 PM	11	1	7	36	55	17	168	15	5	205	7	0	2	12	21	6	159	22	0	187	468
Total	27	2	11	36	76	28	390	19	5	442	13	1	4	12	30	10	278	28	0	316	864
04:00 PM	19	0	8	27	54	9	192	12	7	220	9	0	2	6	17	6	179	14	0	199	490
04:15 PM	12	1	5	10	28	17	166	9	2	194	12	0	3	2	17	8	167	9	0	184	423
04:30 PM	13	0	8	25	46	14	167	11	0	192	8	0	2	0	10	8	132	5	0	145	393
04:45 PM	8	2	4	4	18	22	197	17	1	237	13	0	2	2	17	10	154	10	0	174	446
Total	52	3	25	66	146	62	722	49	10	843	42	0	9	10	61	32	632	38	0	702	1752
05:00 PM	10	1	6	6	23	10	172	6	0	188	5	1	0	0	6	4	143	11	0	158	375
05:15 PM	14	2	7	4	27	10	218	3	8	239	4	1	1	0	6	4	129	7	0	140	412
Grand Total	175	13	128	126	442	162	2511	104	29	2806	87	3	22	27	139	77	2166	157	0	2400	5787
Apprch %	39.6	2.9	29	28.5		5.8	89.5	3.7	1		62.6	2.2	15.8	19.4		3.2	90.2	6.5	0		
Total %	3	0.2	2.2	2.2	7.6	2.8	43.4	1.8	0.5	48.5	1.5	0.1	0.4	0.5	2.4	1.3	37.4	2.7	0	41.5	
General Traffic	175	13	128	126	442	162	2405	104	29	2700	86	3	22	27	138	76	2081	157	0	2314	5594
% General Traffic	100	100	100	100	100	100	95.8	100	100	96.2	98.9	100	100	100	99.3	98.7	96.1	100	0	96.4	96.7
3+ Axle Heavy Trucks	0	0	0	0	0	0	106	0	0	106	1	0	0	0	1	1	85	0	0	86	193
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	4.2	0	0	3.8	1.1	0	0	0	0.7	1.3	3.9	0	0	3.6	3.3

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

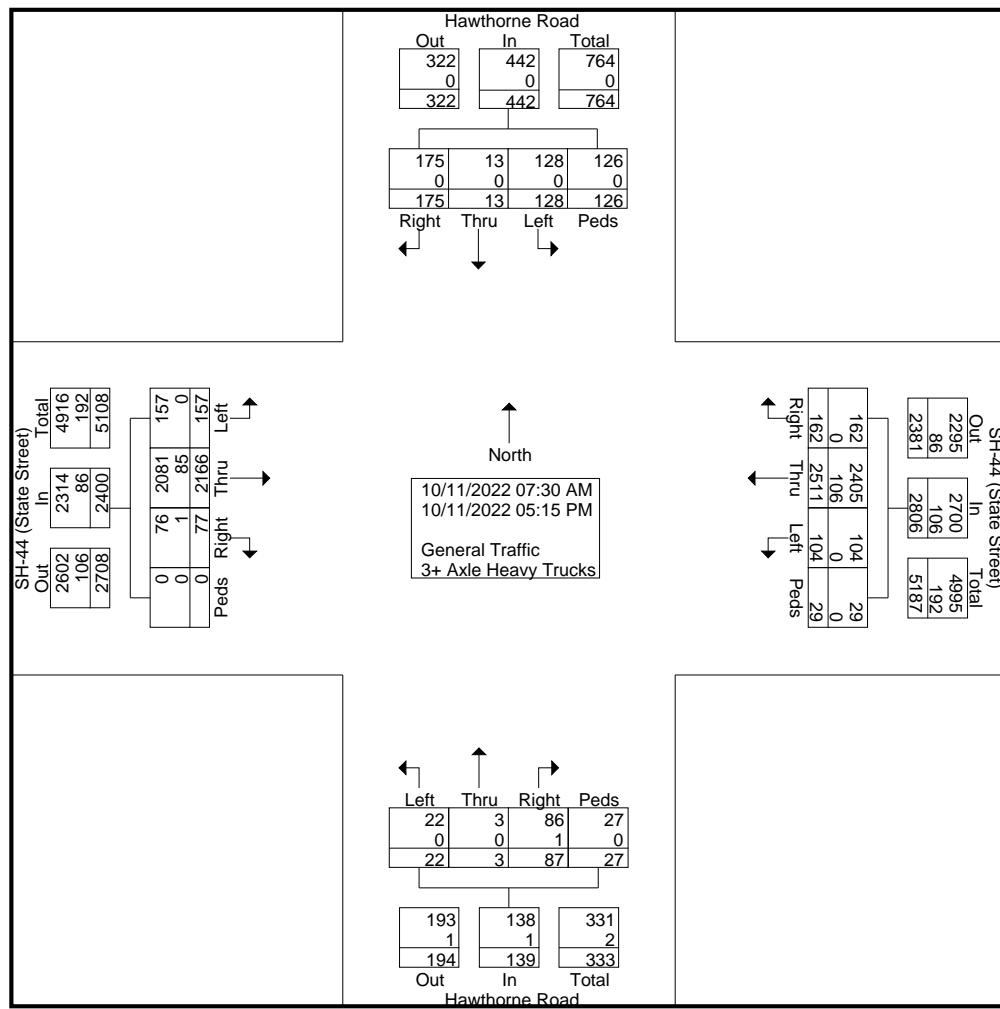
Study: PREC0007

Intersection: SH-44 / Hawthorne Dr

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Hawthorne Dr-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 2



# L2 Data Collection

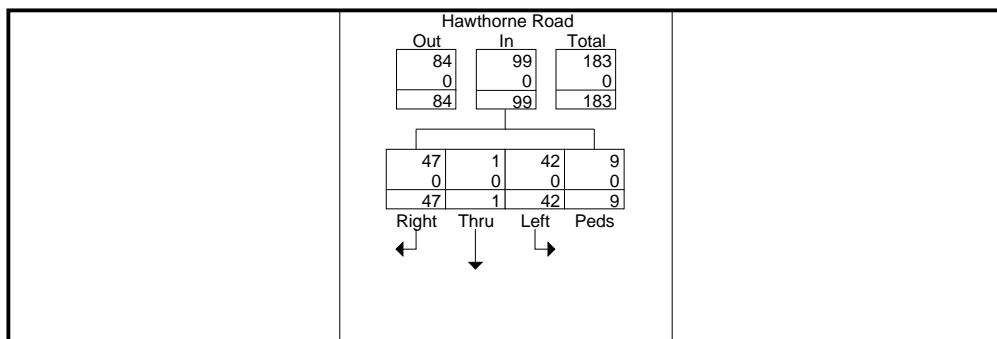
L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

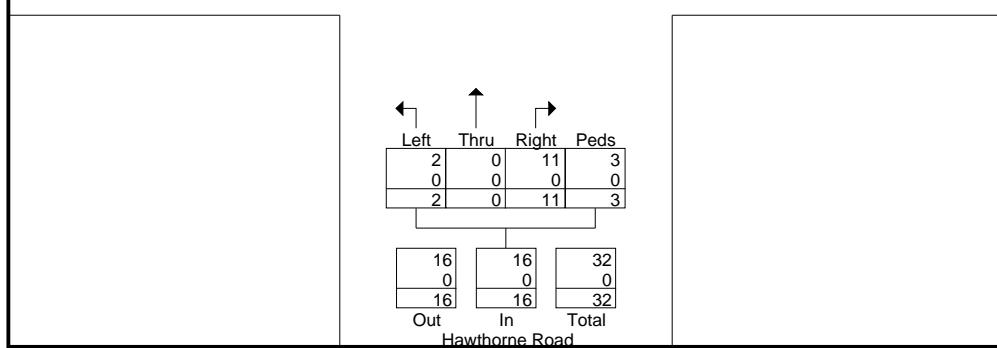
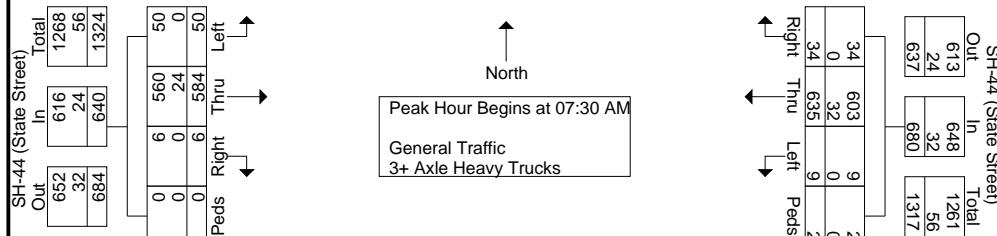
Intersection: SH-44 / Hawthorne Dr  
City, State: Middleton, Idaho  
Control: Stop Sign

File Name : SH-44 & Hawthorne Dr-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 3

Start Time	Hawthorne Road From North					SH-44 (State Street) From East					Hawthorne Road From South					SH-44 (State Street) From West					
	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	12	1	12	9	34	12	187	2	1	202	6	0	1	2	9	1	143	17	0	161	406
07:45 AM	16	0	12	0	28	9	218	2	1	230	1	0	0	1	2	1	178	20	0	199	459
08:00 AM	8	0	12	0	20	4	141	3	0	148	3	0	0	0	3	1	135	6	0	142	313
08:15 AM	11	0	6	0	17	9	89	2	0	100	1	0	1	0	2	3	128	7	0	138	257
Total Volume	47	1	42	9	99	34	635	9	2	680	11	0	2	3	16	6	584	50	0	640	1435
% App. Total	47.5	1	42.4	9.1		5	93.4	1.3	0.3		68.8	0	12.5	18.8		0.9	91.2	7.8	0		
PHF	.734	.250	.875	.250	.728	.708	.728	.750	.500	.739	.458	.000	.500	.375	.444	.500	.820	.625	.000	.804	.782
General Traffic	47	1	42	9	99	34	603	9	2	648	11	0	2	3	16	6	560	50	0	616	1379
% General Traffic	100	100	100	100	100	100	95.0	100	100	95.3	100	0	100	100	100	100	95.9	100	0	96.3	96.1
3+ Axle Heavy Trucks	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	24	0	0	24	56
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	5.0	0	0	4.7	0	0	0	0	0	0	4.1	0	0	3.8	3.9



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hawthorne Dr

City, State: Middleton, Idaho

Control: Stop Sign

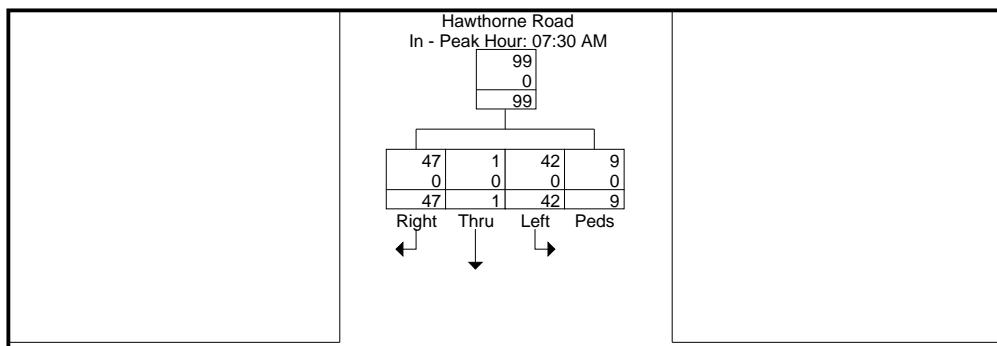
File Name : SH-44 & Hawthorne Dr-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 4

	Hawthorne Road From North					SH-44 (State Street) From East					Hawthorne Road From South					SH-44 (State Street) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

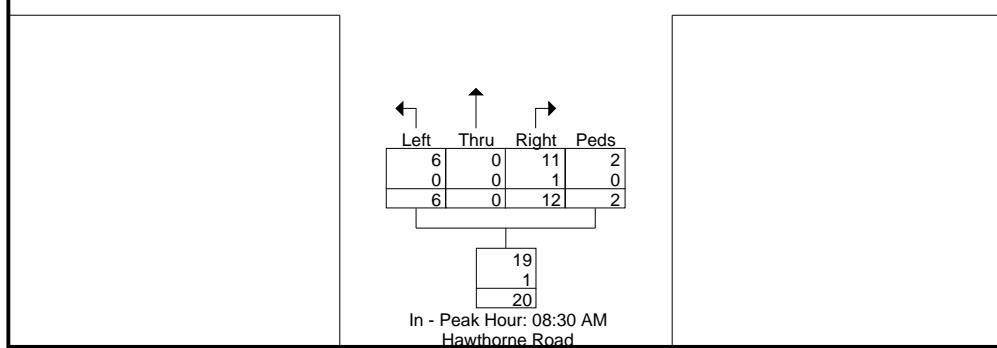
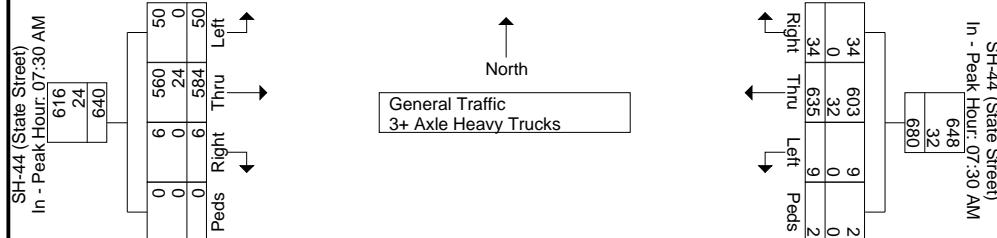
## Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					08:30 AM					07:30 AM						
+0 mins.	12	1	12	9	34	12	187	2	1	202	2	0	3	0	5	1	143	17	0	161		
+15 mins.	16	0	12	0	28	9	218	2	1	230	5	0	2	0	7	1	178	20	0	199		
+30 mins.	8	0	12	0	20	4	141	3	0	148	1	0	1	3	3	1	135	6	0	142		
+45 mins.	11	0	6	0	17	9	89	2	0	100	4	0	0	1	5	3	128	7	0	138		
Total Volume	47	1	42	9	99	34	635	9	2	680	12	0	6	2	20	6	584	50	0	640		
% App. Total	47.5	1	42.4	9.1		5	93.4	1.3	0.3		60	0	30	10		0.9	91.2	7.8	0			
PHF	.734	.250	.875	.250	.728	.708	.728	.750	.500	.739	.600	.000	.500	.500	.714	.500	.820	.625	.000	.804		
General Traffic	47	1	42	9	99	34	603	9	2	648	11	0	6	2	19	6	560	50	0	616		
% General Traffic	100	100	100	100	100	100	95	100	100	95.3	91.	7	0	100	100	95	100	95.	9	100	0	96.2
3+ Axle Heavy Trucks	0	0	0	0	0	0	32	0	0	32	1	0	0	0	1	0	24	0	0	0	24	
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	5	0	0	4.7	8.3	0	0	0	5	0	4.1	0	0	0	3.8	



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hawthorne Dr  
City, State: Middleton, Idaho  
Control: Stop Sign

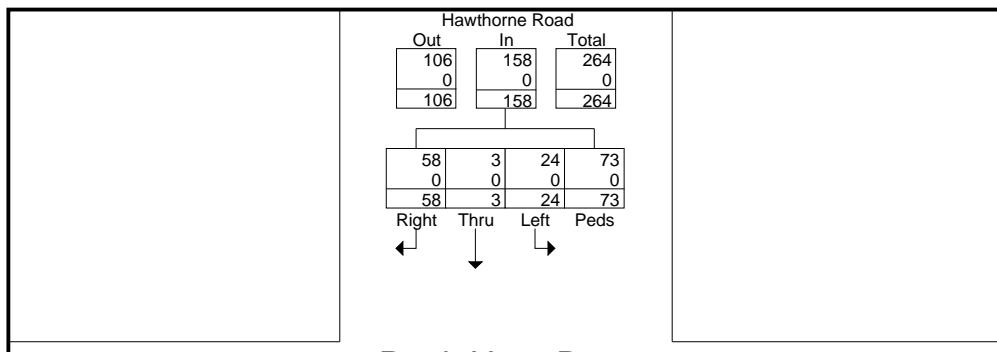
File Name : SH-44 & Hawthorne Dr-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 5

	Hawthorne Road From North					SH-44 (State Street) From East					Hawthorne Road From South					SH-44 (State Street) From West					
	Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total

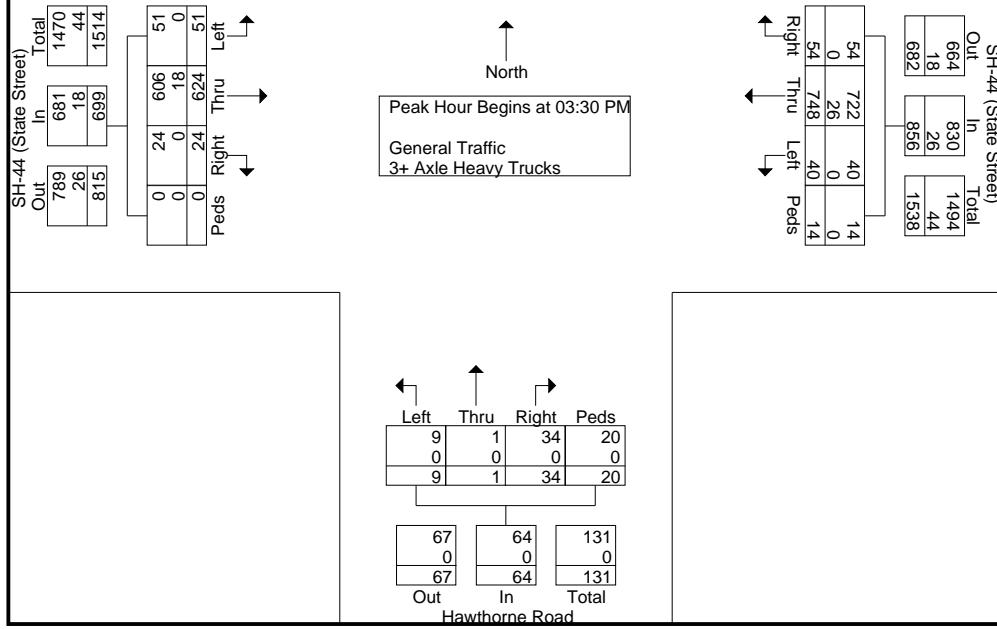
## Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	16	1	4	0	21	11	222	4	0	237	6	1	2	0	9	4	119	6	0	129	396
03:45 PM	11	1	7	36	55	17	168	15	5	205	7	0	2	12	21	6	159	22	0	187	468
04:00 PM	19	0	8	27	54	9	192	12	7	220	9	0	2	6	17	6	179	14	0	199	490
04:15 PM	12	1	5	10	28	17	166	9	2	194	12	0	3	2	17	8	167	9	0	184	423
Total Volume	58	3	24	73	158	54	748	40	14	856	34	1	9	20	64	24	624	51	0	699	1777
% App. Total	36.7	1.9	15.2	46.2		6.3	87.4	4.7	1.6		53.1	1.6	14.1	31.2		3.4	89.3	7.3	0		
PHF	.763	.750	.750	.507	.718	.794	.842	.667	.500	.903	.708	.250	.750	.417	.762	.750	.872	.580	.000	.878	.907
General Traffic	58	3	24	73	158	54	722	40	14	830	34	1	9	20	64	24	606	51	0	681	1733
% General Traffic	100	100	100	100	100	100	96.5	100	100	97.0	100	100	100	100	100	100	97.1	100	0	97.4	97.5
3+ Axle Heavy Trucks	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	0	18	0	0	18
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	3.5	0	0	3.0	0	0	0	0	0	0	0	2.9	0	0	2.5



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hawthorne Dr

City, State: Middleton, Idaho

Control: Stop Sign

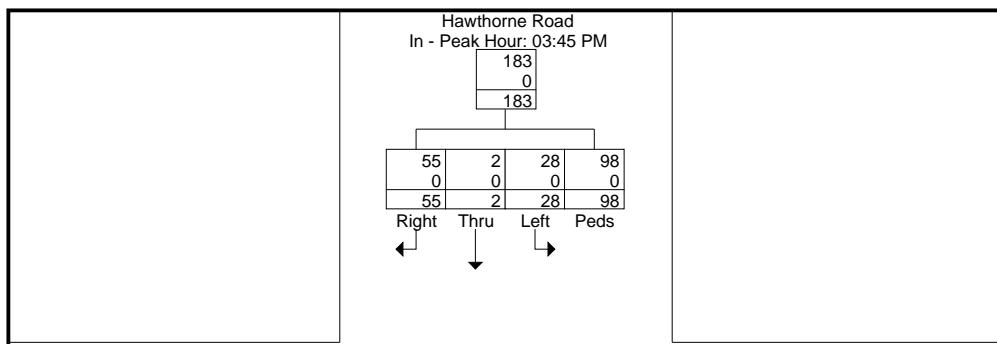
File Name : SH-44 & Hawthorne Dr-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 6

	Hawthorne Road From North					SH-44 (State Street) From East					Hawthorne Road From South					SH-44 (State Street) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

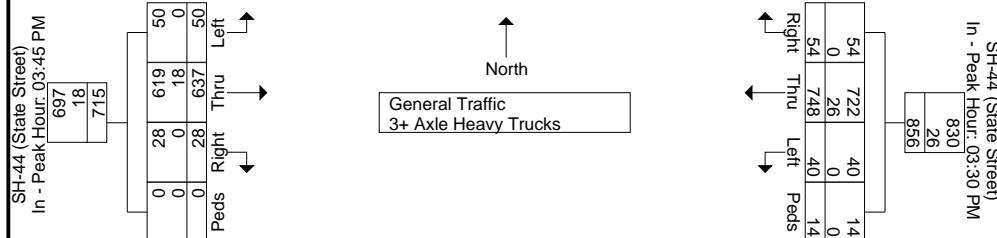
## Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM					03:30 PM					03:45 PM					03:45 PM					
+0 mins.	11	1	7	36	55	11	222	4	0	237	7	0	2	12	21	6	159	22	0	187	
+15 mins.	19	0	8	27	54	17	168	15	5	205	9	0	2	6	17	6	179	14	0	199	
+30 mins.	12	1	5	10	28	9	192	12	7	220	12	0	3	2	17	8	167	9	0	184	
+45 mins.	13	0	8	25	46	17	166	9	2	194	8	0	2	0	10	8	132	5	0	145	
Total Volume	55	2	28	98	183	54	748	40	14	856	36	0	9	20	65	28	637	50	0	715	
% App. Total	30.1	1.1	15.3	53.6		6.3	87.4	4.7	1.6		55.4	0	13.8	30.8		3.9	89.1	7	0		
PHF	.724	.500	.875	.681	.832	.794	.842	.667	.500	.903	.750	.000	.750	.417	.774	.875	.890	.568	.000	.898	
General Traffic	55	2	28	98	183	54	722	40	14	830	36	0	9	20	65	28	619	50	0	697	
% General Traffic	100	100	100	100	100	100	96.	100	100	97	100	0	100	100	100	100	97.	2	100	0	97.5
3+ Axle Heavy Trucks	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	0	18	0	0	18
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	3.5	0	0	3	0	0	0	0	0	0	0	2.8	0	0	2.5



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hawthorne Dr

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Hawthorne Dr-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hawthorne Dr

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Hawthorne Dr-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Hawthorne Road From North				SH-44 (State Street) From East				Hawthorne Road From South				SH-44 (State Street) From West				Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	9	1	13	7	30	9	178	0	1	188	7	1	0	2	10	2	114	13	0	129	357
07:45 AM	17	0	13	1	31	10	187	2	0	199	2	0	0	1	3	3	188	14	0	205	438
Total	26	1	26	8	61	19	365	2	1	387	9	1	0	3	13	5	302	27	0	334	795
08:00 AM	13	1	15	2	31	3	136	2	0	141	5	0	0	0	5	2	125	15	0	142	319
08:15 AM	4	0	4	0	8	8	79	3	0	90	1	1	1	0	3	5	140	2	0	147	248
08:30 AM	1	0	15	0	16	4	87	0	0	91	1	0	0	0	1	3	90	11	0	104	212
08:45 AM	7	0	15	2	24	6	86	4	0	96	1	0	2	0	3	3	89	2	0	94	217
Total	25	1	49	4	79	21	388	9	0	418	8	1	3	0	12	13	444	30	0	487	996
09:00 AM	3	1	13	0	17	6	70	1	0	77	3	0	0	0	3	6	91	3	0	100	197
09:15 AM	9	0	11	0	20	5	106	2	0	113	4	0	0	0	4	2	93	7	0	102	239
Total	12	1	24	0	37	11	176	3	0	190	7	0	0	0	7	8	184	10	0	202	436
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
03:30 PM	6	0	8	0	14	18	174	10	0	202	4	0	5	0	9	9	114	6	0	129	354
03:45 PM	20	0	11	10	41	8	186	6	2	202	4	0	1	2	7	6	163	17	0	186	436
Total	26	0	19	10	55	26	360	16	2	404	8	0	6	2	16	15	277	23	0	315	790
04:00 PM	9	2	8	14	33	20	126	9	5	160	7	0	0	3	10	9	182	15	0	206	409
04:15 PM	11	1	10	14	36	15	157	3	3	178	7	0	3	1	11	6	135	6	0	147	372
04:30 PM	12	0	10	1	23	17	155	6	4	182	3	0	3	2	8	6	142	7	0	155	368
04:45 PM	6	0	7	2	15	13	165	12	1	191	4	0	1	0	5	9	144	11	0	164	375
Total	38	3	35	31	107	65	603	30	13	711	21	0	7	6	34	30	603	39	0	672	1524
05:00 PM	7	1	6	2	16	13	163	3	0	179	4	0	0	0	4	5	124	11	0	140	339
05:15 PM	16	0	6	0	22	13	187	1	0	201	3	1	1	0	5	4	120	6	0	130	358
Grand Total	150	7	165	55	377	168	2242	64	16	2490	60	3	17	11	91	80	2054	146	0	2280	5238
Apprch %	39.8	1.9	43.8	14.6		6.7	90	2.6	0.6		65.9	3.3	18.7	12.1		3.5	90.1	6.4	0		
Total %	2.9	0.1	3.2	1.1	7.2	3.2	42.8	1.2	0.3	47.5	1.1	0.1	0.3	0.2	1.7	1.5	39.2	2.8	0	43.5	
General Traffic	148	7	165	55	375	166	2176	64	16	2422	60	3	17	11	91	80	1974	146	0	2200	5088
% General Traffic	98.7	100	100	100	99.5	98.8	97.1	100	100	97.3	100	100	100	100	100	100	96.1	100	0	96.5	97.1
3+ Axle Heavy Trucks	2	0	0	0	2	2	66	0	0	68	0	0	0	0	0	0	80	0	0	80	150
% 3+ Axle Heavy Trucks	1.3	0	0	0	0.5	1.2	2.9	0	0	2.7	0	0	0	0	0	0	3.9	0	0	3.5	2.9

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

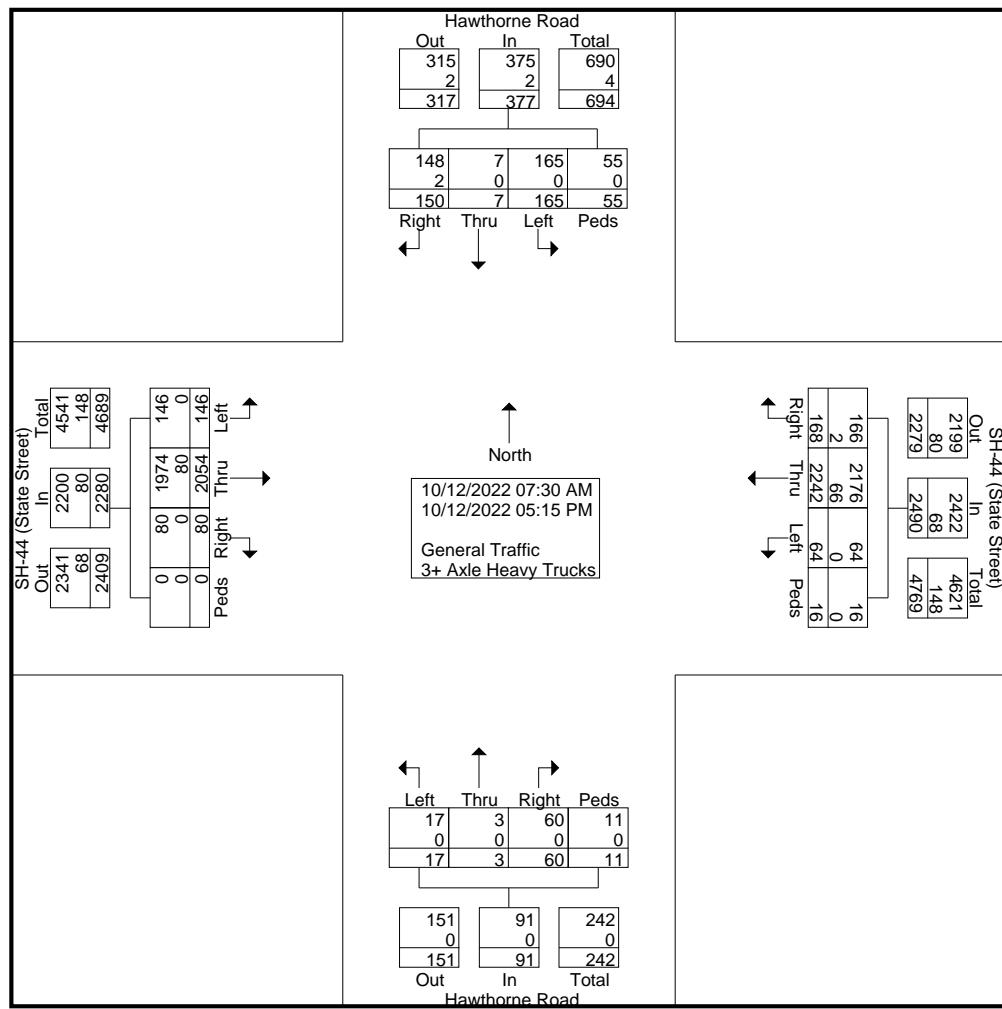
Study: PREC0007

Intersection: SH-44 / Hawthorne Dr

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Hawthorne Dr-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 2



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

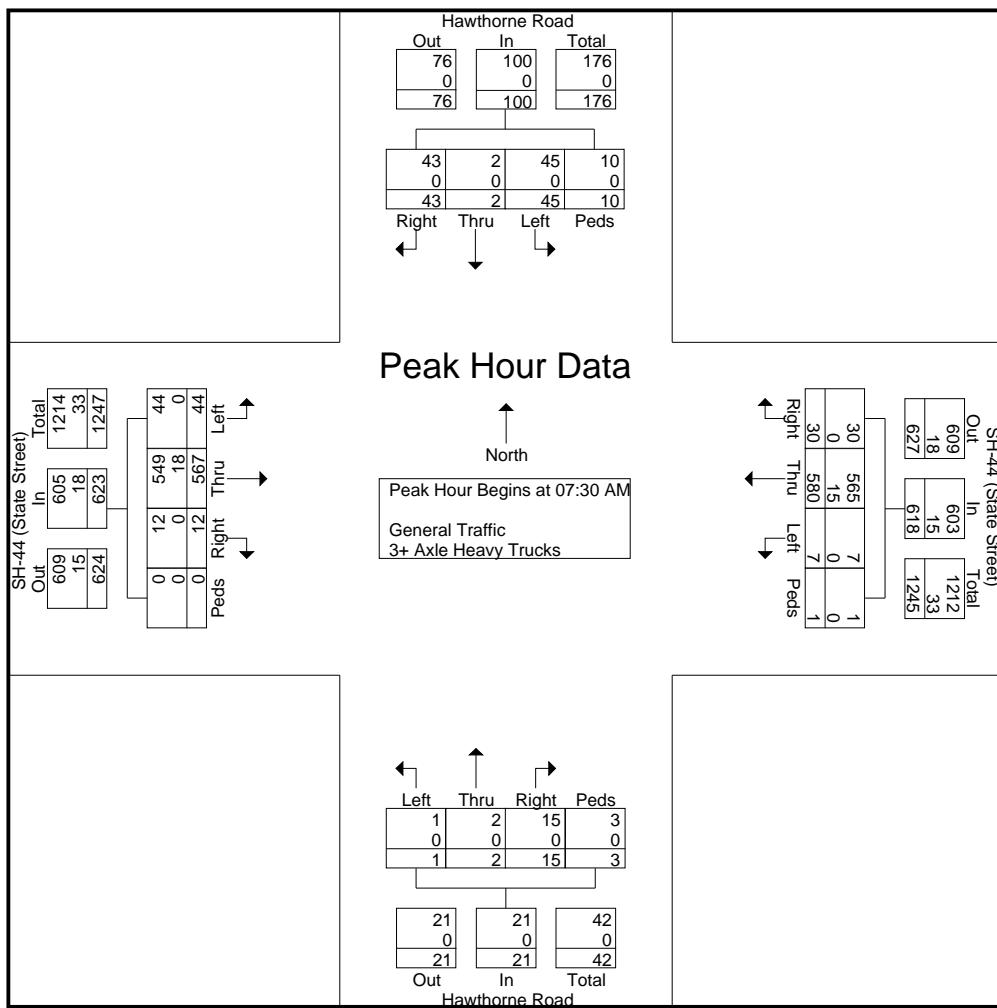
Intersection: SH-44 / Hawthorne Dr

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Hawthorne Dr-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 3

Start Time	Hawthorne Road From North					SH-44 (State Street) From East					Hawthorne Road From South					SH-44 (State Street) From West					
	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	9	1	13	7	30	9	178	0	1	188	7	1	0	2	10	2	114	13	0	129	357
07:45 AM	17	0	13	1	31	10	187	2	0	199	2	0	0	1	3	3	188	14	0	205	438
08:00 AM	13	1	15	2	31	3	136	2	0	141	5	0	0	0	5	2	125	15	0	142	319
08:15 AM	4	0	4	0	8	8	79	3	0	90	1	1	1	0	3	5	140	2	0	147	248
Total Volume	43	2	45	10	100	30	580	7	1	618	15	2	1	3	21	12	567	44	0	623	1362
% App. Total	43	2	45	10		4.9	93.9	1.1	0.2		71.4	9.5	4.8	14.3		1.9	91	7.1	0		
PHF	.632	.500	.750	.357	.806	.750	.775	.583	.250	.776	.536	.500	.250	.375	.525	.600	.754	.733	.000	.760	.777
General Traffic	43	2	45	10	100	30	565	7	1	603	15	2	1	3	21	12	549	44	0	605	1329
% General Traffic	100	100	100	100	100	100	97.4	100	100	97.6	100	100	100	100	100	100	96.8	100	0	97.1	97.6
3+ Axle Heavy Trucks	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	18	0	0	18	33
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	2.6	0	0	2.4	0	0	0	0	0	0	3.2	0	0	2.9	2.4



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hawthorne Dr

City, State: Middleton, Idaho

Control: Stop Sign

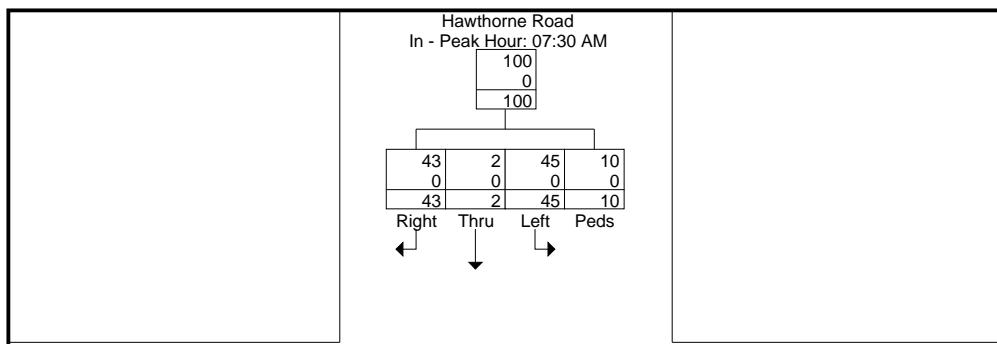
File Name : SH-44 & Hawthorne Dr-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 4

	Hawthorne Road From North					SH-44 (State Street) From East					Hawthorne Road From South					SH-44 (State Street) From West					
Start Time	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total

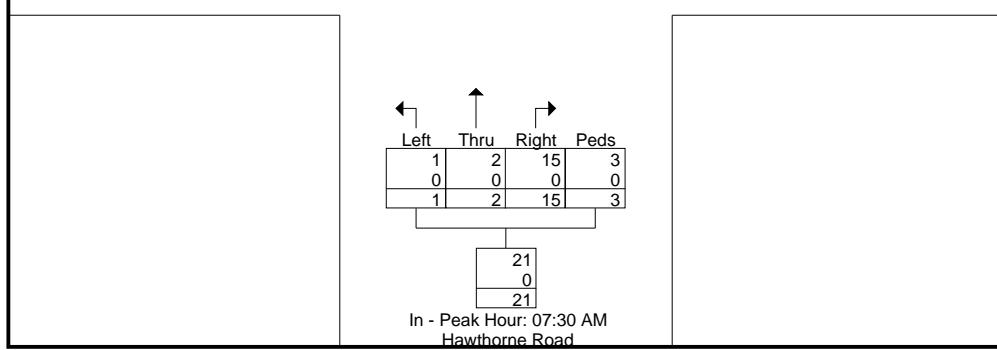
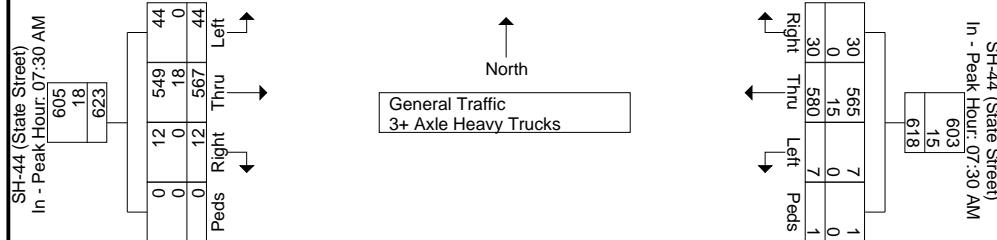
## Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					
+0 mins.	9	1	13	7	30	9	178	0	1	188	7	1	0	2	10	2	114	13	0	129	
+15 mins.	17	0	13	1	31	10	187	2	0	199	2	0	0	1	3	3	188	14	0	205	
+30 mins.	13	1	15	2	31	3	136	2	0	141	5	0	0	0	5	2	125	15	0	142	
+45 mins.	4	0	4	0	8	8	79	3	0	90	1	1	1	0	3	5	140	2	0	147	
Total Volume	43	2	45	10	100	30	580	7	1	618	15	2	1	3	21	12	567	44	0	623	
% App. Total	43	2	45	10		4.9	93.9	1.1	0.2		71.4	9.5	4.8	14.3		1.9	91	7.1	0		
PHF	.632	.500	.750	.357	.806	.750	.775	.583	.250	.776	.536	.500	.250	.375	.525	.600	.754	.733	.000	.760	
General Traffic	43	2	45	10	100	30	565	7	1	603	15	2	1	3	21	12	549	44	0	605	
% General Traffic	100	100	100	100	100	100	97.	4	100	100	100	100	100	100	100	100	96.	8	100	0	97.1
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	18	0	0	18
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	2.6	0	0	2.4	0	0	0	0	0	0	3.2	0	0	2.9



## Peak Hour Data



# L2 Data Collection

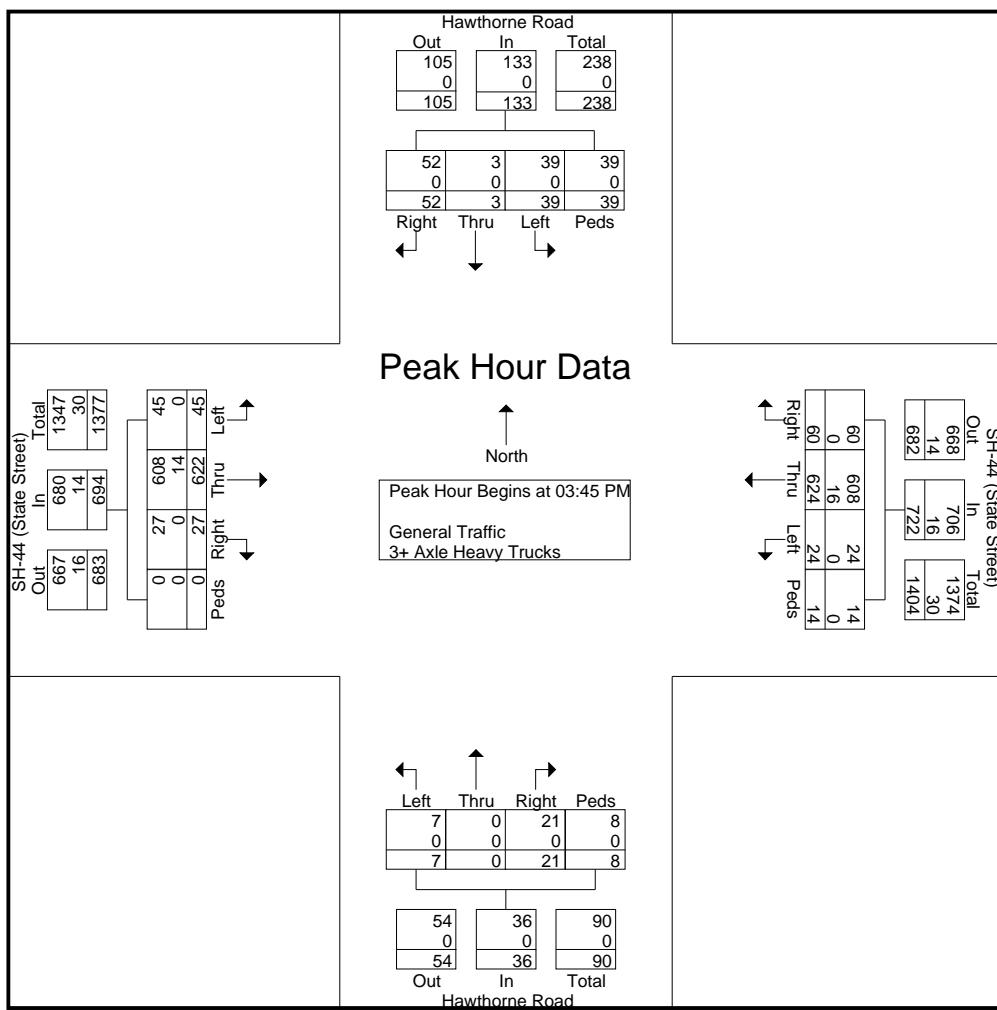
L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hawthorne Dr  
City, State: Middleton, Idaho  
Control: Stop Sign

File Name : SH-44 & Hawthorne Dr-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 5

Start Time	Hawthorne Road From North				SH-44 (State Street) From East				Hawthorne Road From South				SH-44 (State Street) From West								
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
<b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	20	0	11	10	41	8	186	6	2	202	4	0	1	2	7	6	163	17	0	186	436
04:00 PM	9	2	8	14	33	20	126	9	5	160	7	0	0	3	10	9	182	15	0	206	409
04:15 PM	11	1	10	14	36	15	157	3	3	178	7	0	3	1	11	6	135	6	0	147	372
04:30 PM	12	0	10	1	23	17	155	6	4	182	3	0	3	2	8	6	142	7	0	155	368
Total Volume	52	3	39	39	133	60	624	24	14	722	21	0	7	8	36	27	622	45	0	694	1585
% App. Total	39.1	2.3	29.3	29.3		8.3	86.4	3.3	1.9		58.3	0	19.4	22.2		3.9	89.6	6.5	0		
PHF	.650	.375	.886	.696	.811	.750	.839	.667	.700	.894	.750	.000	.583	.667	.818	.750	.854	.662	.000	.842	.909
General Traffic	52	3	39	39	133	60	608	24	14	706	21	0	7	8	36	27	608	45	0	680	1555
% General Traffic	100	100	100	100	100	100	97.4	100	100	97.8	100	0	100	100	100	100	97.7	100	0	98.0	98.1
3+ Axle Heavy Trucks	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	14	0	0	30
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	2.6	0	0	2.2	0	0	0	0	0	0	0	2.3	0	0	2.0
Trucks																					1.9



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hawthorne Dr

City, State: Middleton, Idaho

Control: Stop Sign

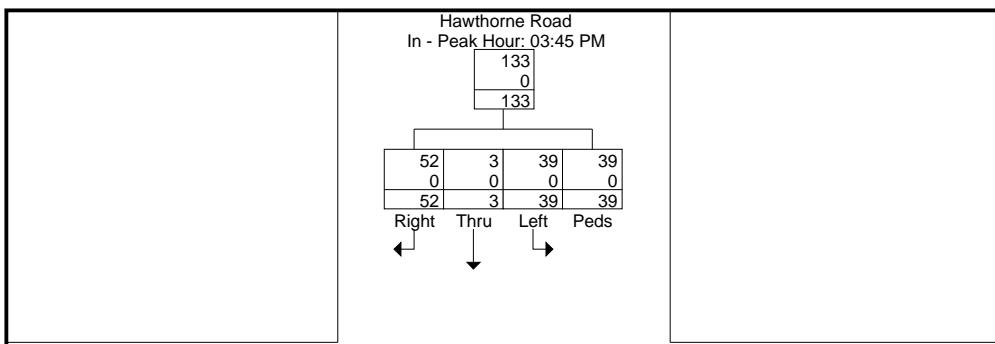
File Name : SH-44 & Hawthorne Dr-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 6

	Hawthorne Road From North					SH-44 (State Street) From East					Hawthorne Road From South					SH-44 (State Street) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

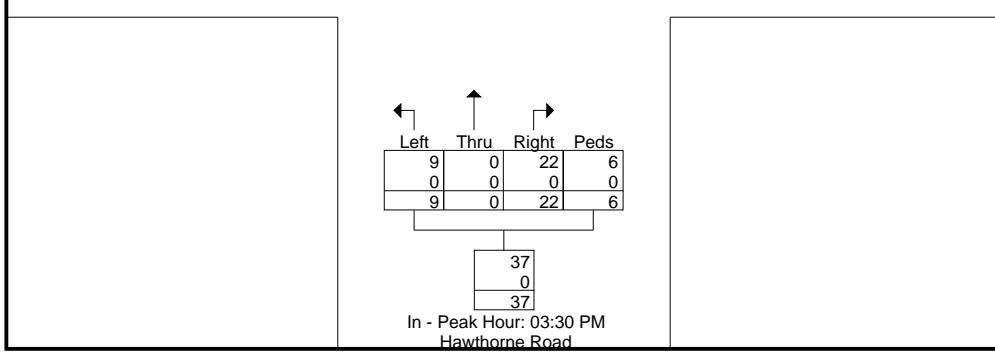
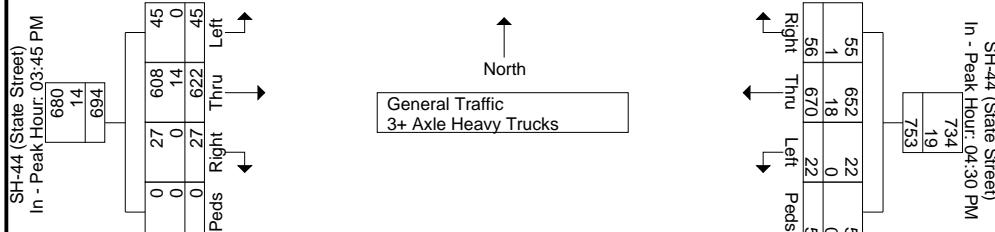
## Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM				04:30 PM				03:30 PM				03:45 PM								
+0 mins.	20	0	11	10	41	17	155	6	4	182	4	0	5	0	9	6	163	17	0	186	
+15 mins.	9	2	8	14	33	13	165	12	1	191	4	0	1	2	7	9	182	15	0	206	
+30 mins.	11	1	10	14	36	13	163	3	0	179	7	0	0	3	10	6	135	6	0	147	
+45 mins.	12	0	10	1	23	13	187	1	0	201	7	0	3	1	11	6	142	7	0	155	
Total Volume	52	3	39	39	133	56	670	22	5	753	22	0	9	6	37	27	622	45	0	694	
% App. Total	39.1	2.3	29.3	29.3		7.4	89	2.9	0.7		59.5	0	24.3	16.2		3.9	89.6	6.5	0		
PHF	.650	.375	.886	.696	.811	.824	.896	.458	.313	.937	.786	.000	.450	.500	.841	.750	.854	.662	.000	.842	
General Traffic	52	3	39	39	133	55	652	22	5	734	22	0	9	6	37	27	608	45	0	680	
% General Traffic	100	100	100	100	100	98.	97.	2	3	100	100	0	100	100	100	100	97.	7	100	0	98
3+ Axle Heavy Trucks	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	0	14	0	0	14
	0	0	0	0	0	1.8	2.7	0	0	2.5	0	0	0	0	0	0	0	2.3	0	0	2



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Hawthorne Dr

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Hawthorne Dr-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & S Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	SH-44 (State Street) From Northwest				SH-44 (State Street) From Southeast				South Middleton Road From South				Int. Total
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	
07:30 AM	52	111	0	163	147	79	0	226	57	45	0	102	491
07:45 AM	51	133	0	184	135	59	0	194	34	60	0	94	472
Total	103	244	0	347	282	138	0	420	91	105	0	196	963
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
08:00 AM	50	111	0	161	99	51	0	150	39	55	0	94	405
08:15 AM	43	96	0	139	59	38	0	97	24	38	0	62	298
08:30 AM	51	78	0	129	63	44	0	107	36	41	0	77	313
08:45 AM	26	63	0	89	76	27	0	103	36	42	0	78	270
Total	170	348	0	518	297	160	0	457	135	176	0	311	1286
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
09:00 AM	38	94	0	132	73	34	0	107	32	33	0	65	304
09:15 AM	35	78	0	113	72	39	0	111	26	35	1	62	286
Total	73	172	0	245	145	73	0	218	58	68	1	127	590
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
03:30 PM	40	78	0	118	159	42	0	201	60	85	0	145	464
03:45 PM	45	122	1	168	153	56	0	209	59	63	0	122	499
Total	85	200	1	286	312	98	0	410	119	148	0	267	963
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
04:00 PM	57	131	0	188	131	56	0	187	49	72	1	122	497
04:15 PM	68	123	0	191	114	57	0	171	56	91	0	147	509
04:30 PM	43	116	1	160	121	48	0	169	35	73	0	108	437
04:45 PM	43	112	1	156	137	53	0	190	59	92	0	151	497
Total	211	482	2	695	503	214	0	717	199	328	1	528	1940
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
05:00 PM	49	104	0	153	129	72	0	201	53	70	0	123	477
05:15 PM	44	92	1	137	133	61	0	194	64	95	0	159	490
Grand Total	735	1642	4	2381	1801	816	0	2617	719	990	2	1711	6709
Apprch %	30.9	69	0.2		68.8	31.2	0		42	57.9	0.1		
Total %	11	24.5	0.1	35.5	26.8	12.2	0	39	10.7	14.8	0	25.5	
General Traffic	721	1572	4	2297	1739	798	0	2537	706	947	2	1655	6489
% General Traffic	98.1	95.7	100	96.5	96.6	97.8	0	96.9	98.2	95.7	100	96.7	96.7
3+ Axle Heavy Trucks	14	70	0	84	62	18	0	80	13	43	0	56	220
% 3+ Axle Heavy Trucks	1.9	4.3	0	3.5	3.4	2.2	0	3.1	1.8	4.3	0	3.3	3.3

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

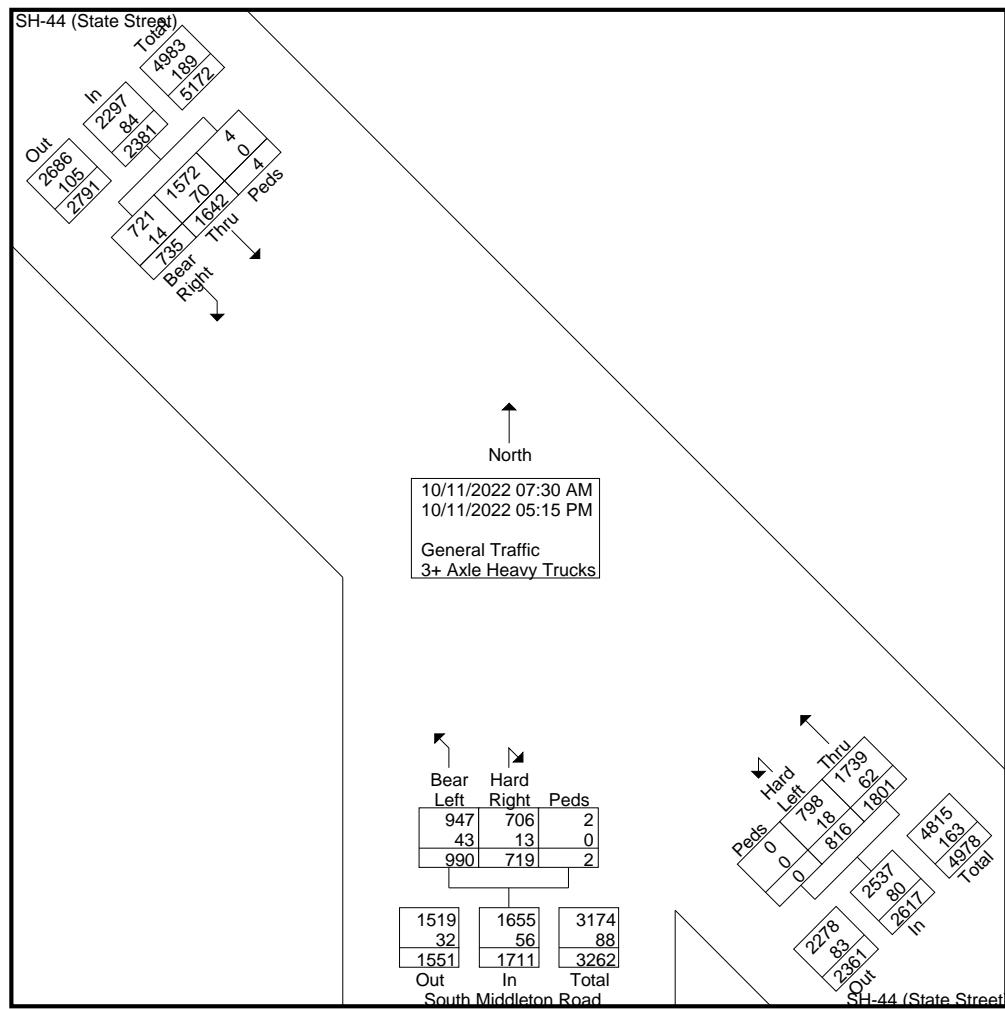
Study: PREC0007

Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & S Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 2



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

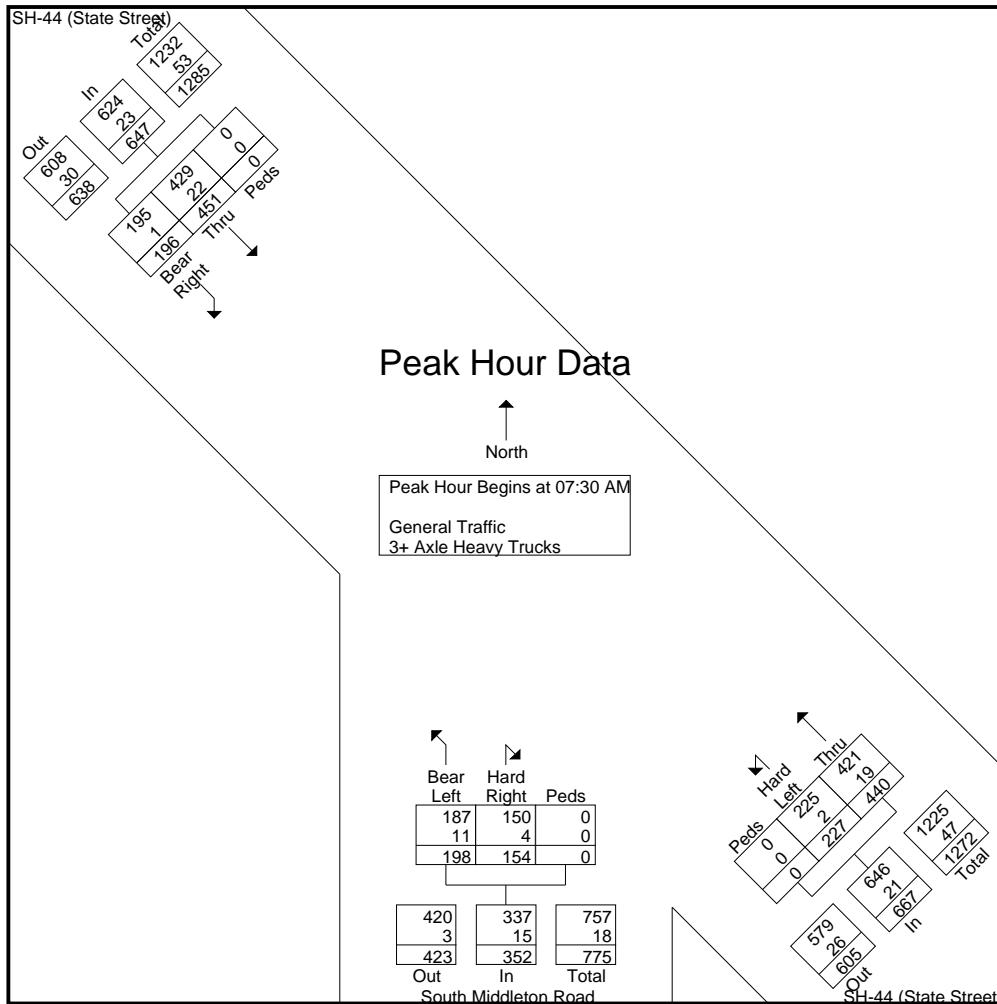
Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & S Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 3

Start Time	SH-44 (State Street) From Northwest				SH-44 (State Street) From Southeast				South Middleton Road From South				Int. Total
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	52	111	0	163	147	79	0	226	57	45	0	102	491
07:45 AM	51	133	0	184	135	59	0	194	34	60	0	94	472
08:00 AM	50	111	0	161	99	51	0	150	39	55	0	94	405
08:15 AM	43	96	0	139	59	38	0	97	24	38	0	62	298
Total Volume	196	451	0	647	440	227	0	667	154	198	0	352	1666
% App. Total	30.3	69.7	0		66	34	0		43.8	56.2	0		
PHF	.942	.848	.000	.879	.748	.718	.000	.738	.675	.825	.000	.863	.848
General Traffic	195	429	0	624	421	225	0	646	150	187	0	337	1607
% General Traffic	99.5	95.1	0	96.4	95.7	99.1	0	96.9	97.4	94.4	0	95.7	96.5
3+ Axle Heavy Trucks	1	22	0	23	19	2	0	21	4	11	0	15	59
% 3+ Axle Heavy Trucks	0.5	4.9	0	3.6	4.3	0.9	0	3.1	2.6	5.6	0	4.3	3.5



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

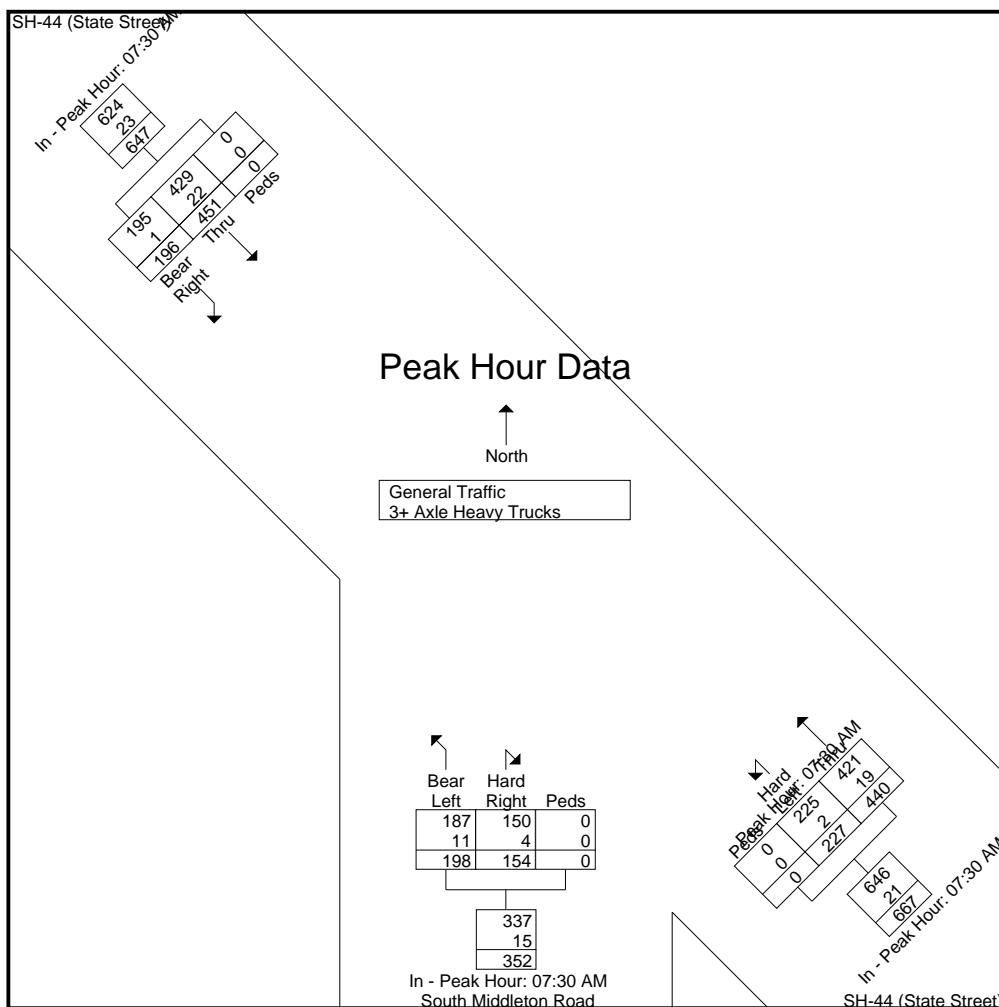
Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & S Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 4

Start Time	SH-44 (State Street) From Northwest				SH-44 (State Street) From Southeast				South Middleton Road From South			
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>												
<b>Peak Hour for Each Approach Begins at:</b>												
+0 mins.	52	111	0	163	147	79	0	226	57	45	0	102
+15 mins.	51	133	0	184	135	59	0	194	34	60	0	94
+30 mins.	50	111	0	161	99	51	0	150	39	55	0	94
+45 mins.	43	96	0	139	59	38	0	97	24	38	0	62
Total Volume	196	451	0	647	440	227	0	667	154	198	0	352
% App. Total	30.3	69.7	0		66	34	0		43.8	56.2	0	
PHF	.942	.848	.000	.879	.748	.718	.000	.738	.675	.825	.000	.863
General Traffic	195	429	0	624	421	225	0	646	150	187	0	337
% General Traffic	99.5	95.1	0	96.4	95.7	99.1	0	96.9	97.4	94.4	0	95.7
3+ Axle Heavy Trucks	1	22	0	23	19	2	0	21	4	11	0	15
% 3+ Axle Heavy Trucks	0.5	4.9	0	3.6	4.3	0.9	0	3.1	2.6	5.6	0	4.3



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

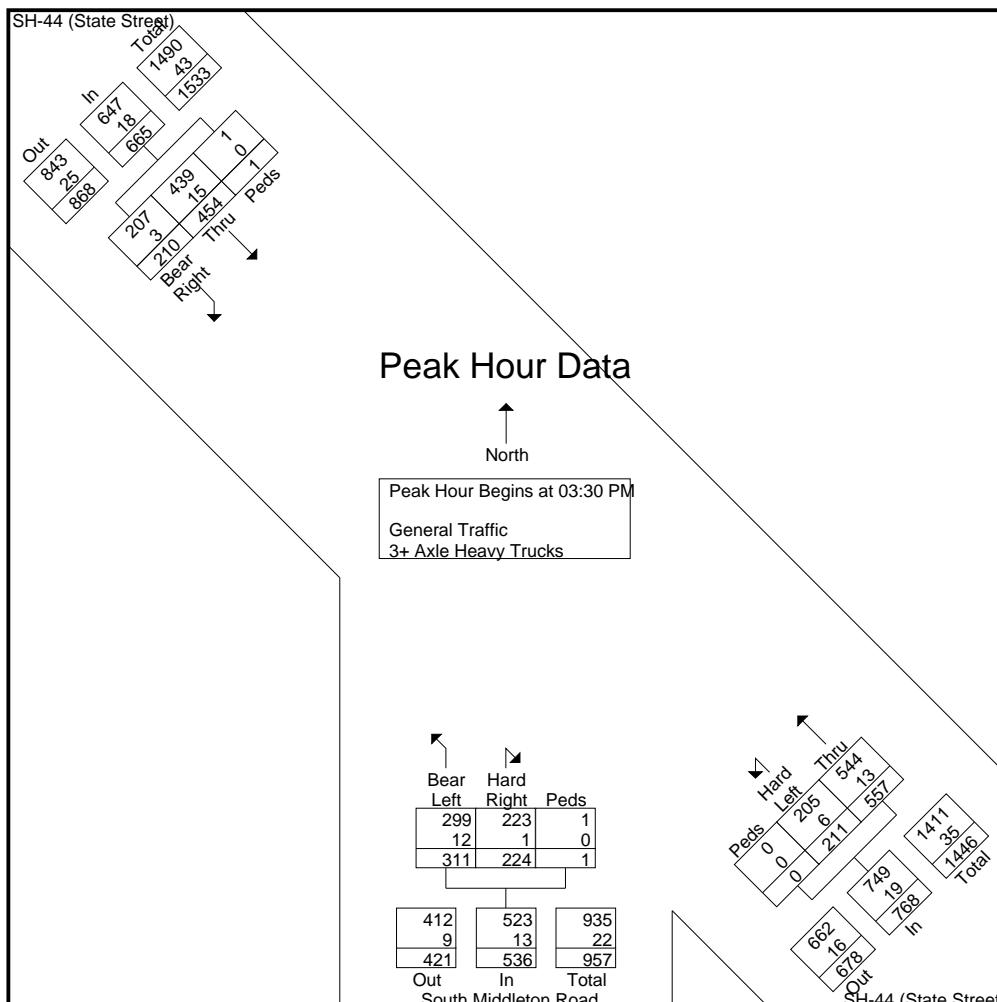
Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & S Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 5

Start Time	SH-44 (State Street) From Northwest				SH-44 (State Street) From Southeast				South Middleton Road From South				Int. Total
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	
<b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b>													
Peak Hour for Entire Intersection Begins at 03:30 PM													
03:30 PM	40	78	0	118	159	42	0	201	60	85	0	145	464
03:45 PM	45	122	1	168	153	56	0	209	59	63	0	122	499
04:00 PM	57	131	0	188	131	56	0	187	49	72	1	122	497
04:15 PM	68	123	0	191	114	57	0	171	56	91	0	147	509
Total Volume	210	454	1	665	557	211	0	768	224	311	1	536	1969
% App. Total	31.6	68.3	0.2		72.5	27.5	0		41.8	58	0.2		
PHF	.772	.866	.250	.870	.876	.925	.000	.919	.933	.854	.250	.912	.967
General Traffic	207	439	1	647	544	205	0	749	223	299	1	523	1919
% General Traffic	98.6	96.7	100	97.3	97.7	97.2	0	97.5	99.6	96.1	100	97.6	97.5
3+ Axle Heavy Trucks	3	15	0	18	13	6	0	19	1	12	0	13	50
% 3+ Axle Heavy Trucks	1.4	3.3	0	2.7	2.3	2.8	0	2.5	0.4	3.9	0	2.4	2.5



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

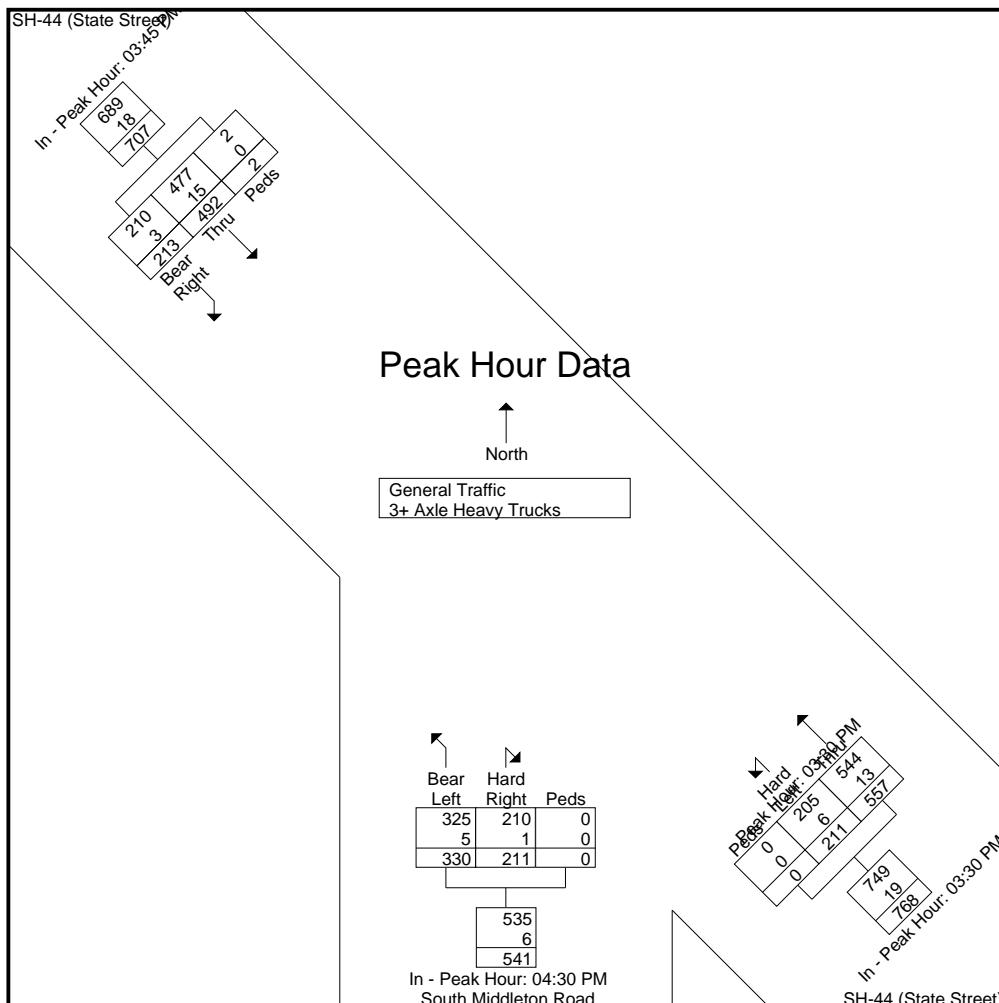
File Name : SH-44 & S Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 6

Start Time	SH-44 (State Street) From Northwest				SH-44 (State Street) From Southeast				South Middleton Road From South			
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM				03:30 PM				04:30 PM			
+0 mins.	45	122	1	168	159	42	0	201	35	73	0	108
+15 mins.	57	131	0	188	153	56	0	209	59	92	0	151
+30 mins.	68	123	0	191	131	56	0	187	53	70	0	123
+45 mins.	43	116	1	160	114	57	0	171	64	95	0	159
Total Volume	213	492	2	707	557	211	0	768	211	330	0	541
% App. Total	30.1	69.6	0.3		72.5	27.5	0		39	61	0	
PHF	.783	.939	.500	.925	.876	.925	.000	.919	.824	.868	.000	.851
General Traffic	210	477	2	689	544	205	0	749	210	325	0	535
% General Traffic	98.6	97	100	97.5	97.7	97.2	0	97.5	99.5	98.5	0	98.9
3+ Axle Heavy Trucks	3	15	0	18	13	6	0	19	1	5	0	6
% 3+ Axle Heavy Trucks	1.4	3	0	2.5	2.3	2.8	0	2.5	0.5	1.5	0	1.1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & S Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & S Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	SH-44 (State Street) From Northwest				SH-44 (State Street) From Southeast				South Middleton Road From South				Int. Total
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	
07:30 AM	53	83	0	136	138	82	0	220	46	46	0	92	448
07:45 AM	60	128	0	188	116	52	0	168	35	60	0	95	451
Total	113	211	0	324	254	134	0	388	81	106	0	187	899
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
08:00 AM	61	93	0	154	100	49	0	149	42	33	0	75	378
08:15 AM	48	94	0	142	54	46	0	100	40	38	0	78	320
08:30 AM	45	75	0	120	58	34	0	92	39	37	0	76	288
08:45 AM	27	82	0	109	62	40	0	102	28	40	0	68	279
Total	181	344	0	525	274	169	0	443	149	148	0	297	1265
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
09:00 AM	44	72	0	116	52	45	1	98	28	41	0	69	283
09:15 AM	38	70	0	108	82	42	0	124	32	32	0	64	296
Total	82	142	0	224	134	87	1	222	60	73	0	133	579
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
03:30 PM	39	93	0	132	142	43	0	185	60	71	0	131	448
03:45 PM	53	122	0	175	130	58	0	188	42	70	0	112	475
Total	92	215	0	307	272	101	0	373	102	141	0	243	923
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
04:00 PM	69	138	0	207	101	46	0	147	51	71	0	122	476
04:15 PM	48	96	0	144	102	65	0	167	40	83	0	123	434
04:30 PM	58	109	0	167	103	46	0	149	46	83	0	129	445
04:45 PM	36	95	0	131	120	60	0	180	68	78	0	146	457
Total	211	438	0	649	426	217	0	643	205	315	0	520	1812
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
05:00 PM	38	110	0	148	115	56	0	171	67	75	0	142	461
05:15 PM	33	100	2	135	132	57	0	189	49	57	0	106	430
Grand Total	750	1560	2	2312	1607	821	1	2429	713	915	0	1628	6369
Apprch %	32.4	67.5	0.1		66.2	33.8	0		43.8	56.2	0		
Total %	11.8	24.5	0	36.3	25.2	12.9	0	38.1	11.2	14.4	0	25.6	
General Traffic	737	1507	2	2246	1572	800	1	2373	699	897	0	1596	6215
% General Traffic	98.3	96.6	100	97.1	97.8	97.4	100	97.7	98	98	0	98	97.6
3+ Axle Heavy Trucks	13	53	0	66	35	21	0	56	14	18	0	32	154
% 3+ Axle Heavy Trucks	1.7	3.4	0	2.9	2.2	2.6	0	2.3	2	2	0	2	2.4

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

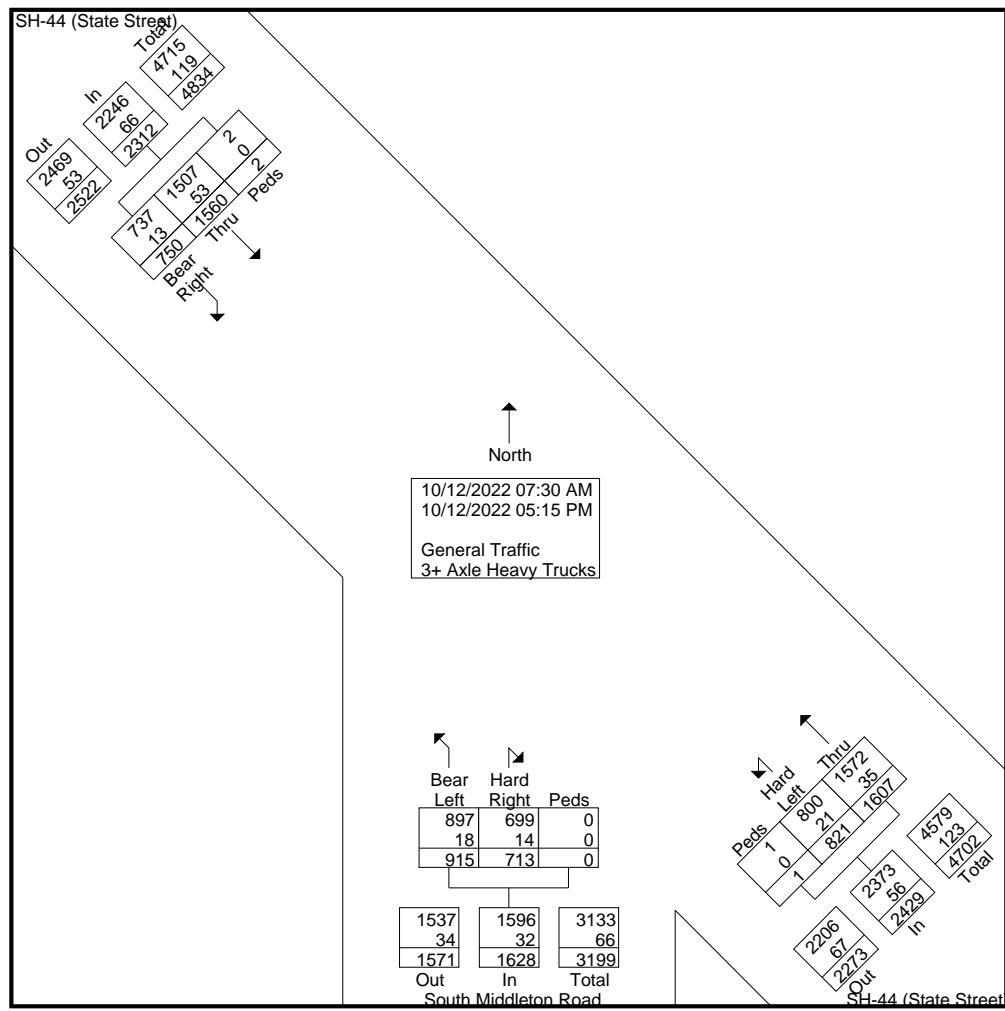
Study: PREC0007

Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & S Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 2



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

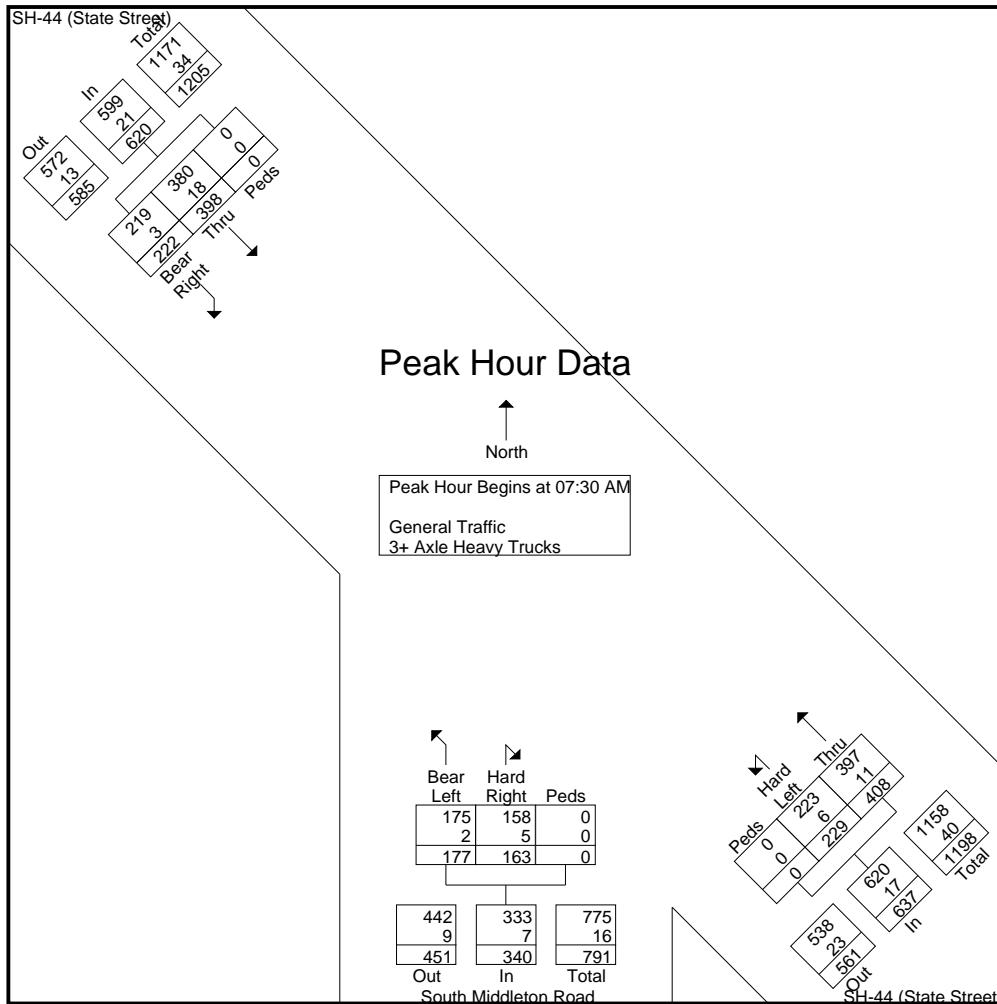
Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & S Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 3

Start Time	SH-44 (State Street) From Northwest				SH-44 (State Street) From Southeast				South Middleton Road From South				Int. Total
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	53	83	0	136	138	82	0	220	46	46	0	92	448
07:45 AM	60	128	0	188	116	52	0	168	35	60	0	95	451
08:00 AM	61	93	0	154	100	49	0	149	42	33	0	75	378
08:15 AM	48	94	0	142	54	46	0	100	40	38	0	78	320
Total Volume	222	398	0	620	408	229	0	637	163	177	0	340	1597
% App. Total	35.8	64.2	0		64.1	35.9	0		47.9	52.1	0		
PHF	.910	.777	.000	.824	.739	.698	.000	.724	.886	.738	.000	.895	.885
General Traffic	219	380	0	599	397	223	0	620	158	175	0	333	1552
% General Traffic	98.6	95.5	0	96.6	97.3	97.4	0	97.3	96.9	98.9	0	97.9	97.2
3+ Axle Heavy Trucks	3	18	0	21	11	6	0	17	5	2	0	7	45
% 3+ Axle Heavy Trucks	1.4	4.5	0	3.4	2.7	2.6	0	2.7	3.1	1.1	0	2.1	2.8



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

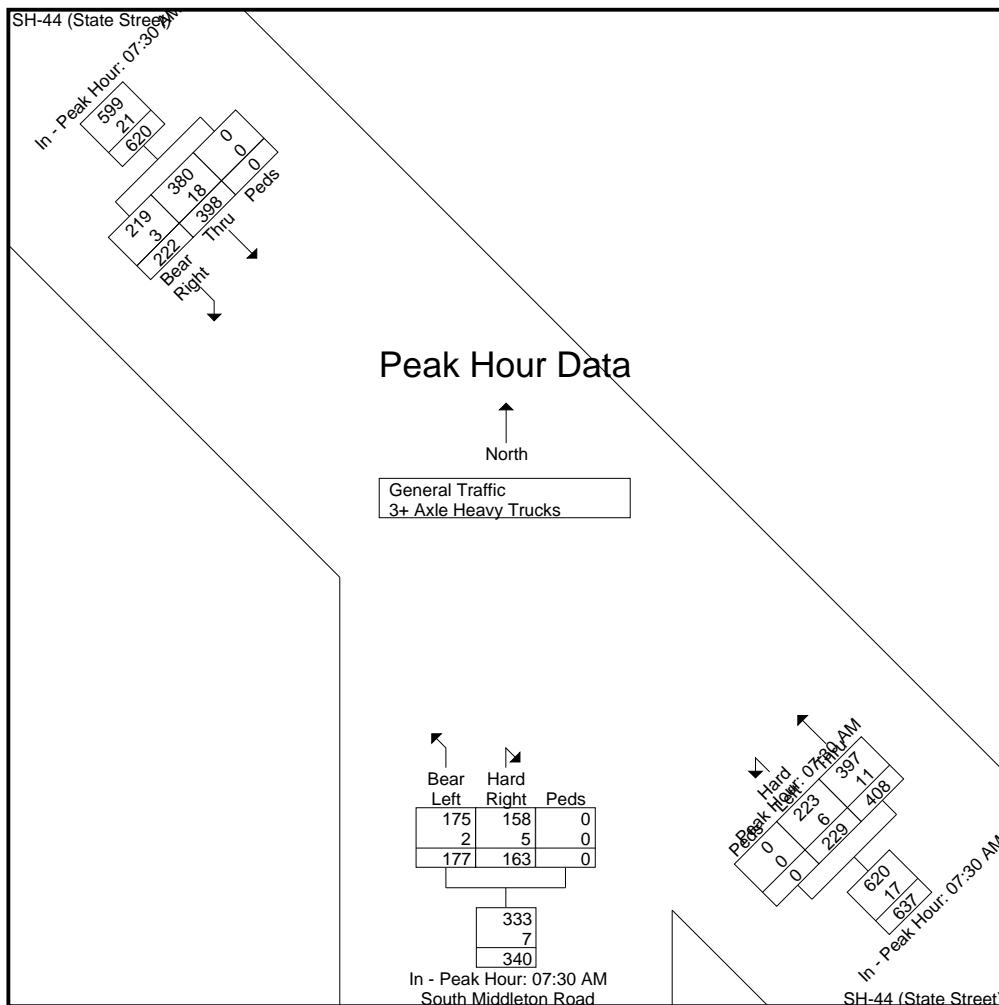
File Name : SH-44 & S Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 4

	SH-44 (State Street) From Northwest				SH-44 (State Street) From Southeast				South Middleton Road From South			
	Start Time	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds

Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM			
+0 mins.	53	83	0	136	138	82	0	220	46	46	0	92
+15 mins.	60	128	0	188	116	52	0	168	35	60	0	95
+30 mins.	61	93	0	154	100	49	0	149	42	33	0	75
+45 mins.	48	94	0	142	54	46	0	100	40	38	0	78
Total Volume	222	398	0	620	408	229	0	637	163	177	0	340
% App. Total	35.8	64.2	0		64.1	35.9	0		47.9	52.1	0	
PHF	.910	.777	.000	.824	.739	.698	.000	.724	.886	.738	.000	.895
General Traffic	219	380	0	599	397	223	0	620	158	175	0	333
% General Traffic	98.6	95.5	0	96.6	97.3	97.4	0	97.3	96.9	98.9	0	97.9
3+ Axle Heavy Trucks	3	18	0	21	11	6	0	17	5	2	0	7
% 3+ Axle Heavy Trucks	1.4	4.5	0	3.4	2.7	2.6	0	2.7	3.1	1.1	0	2.1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

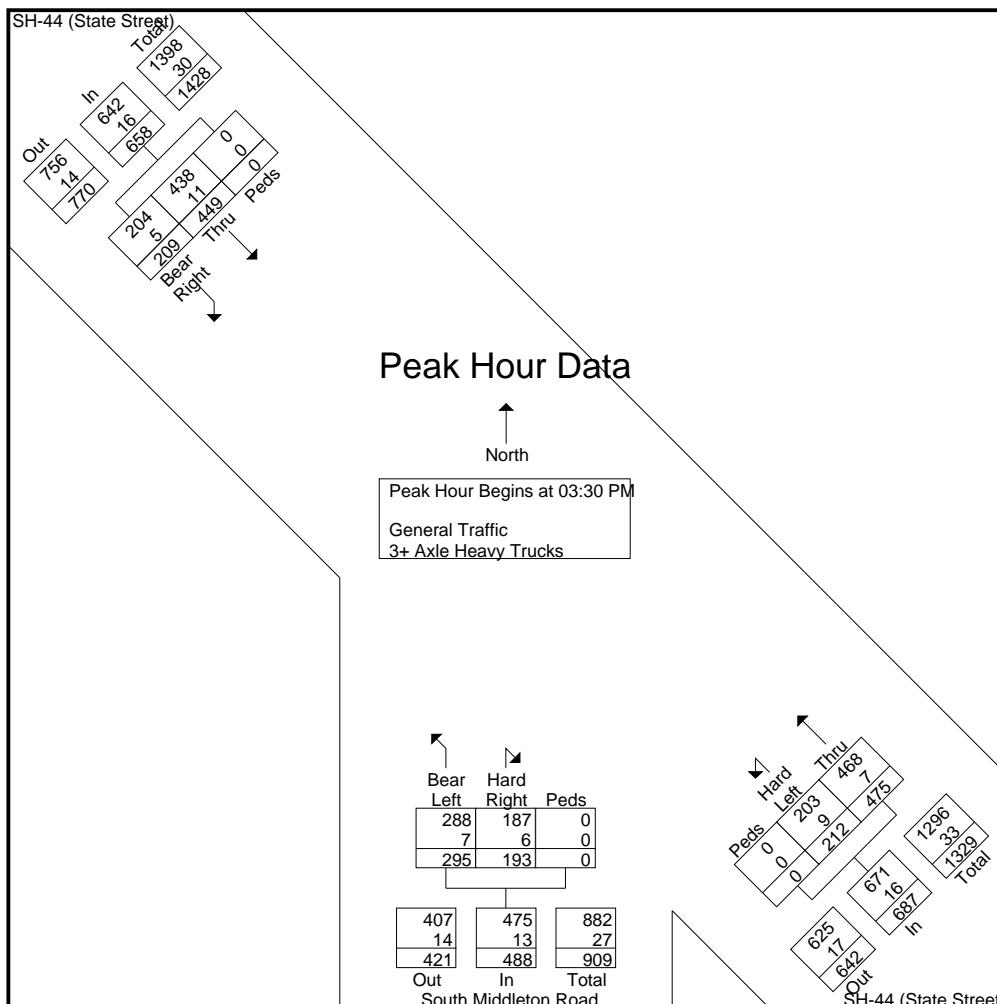
Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & S Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 5

Start Time	SH-44 (State Street) From Northwest				SH-44 (State Street) From Southeast				South Middleton Road From South				Int. Total
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total	
<b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b>													
Peak Hour for Entire Intersection Begins at 03:30 PM													
03:30 PM	39	93	0	132	142	43	0	185	60	71	0	131	448
03:45 PM	53	122	0	175	130	58	0	188	42	70	0	112	475
04:00 PM	69	138	0	207	101	46	0	147	51	71	0	122	476
04:15 PM	48	96	0	144	102	65	0	167	40	83	0	123	434
Total Volume	209	449	0	658	475	212	0	687	193	295	0	488	1833
% App. Total	31.8	68.2	0		69.1	30.9	0		39.5	60.5	0		
PHF	.757	.813	.000	.795	.836	.815	.000	.914	.804	.889	.000	.931	.963
General Traffic	204	438	0	642	468	203	0	671	187	288	0	475	1788
% General Traffic	97.6	97.6	0	97.6	98.5	95.8	0	97.7	96.9	97.6	0	97.3	97.5
3+ Axle Heavy Trucks	5	11	0	16	7	9	0	16	6	7	0	13	45
% 3+ Axle Heavy Trucks	2.4	2.4	0	2.4	1.5	4.2	0	2.3	3.1	2.4	0	2.7	2.5



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

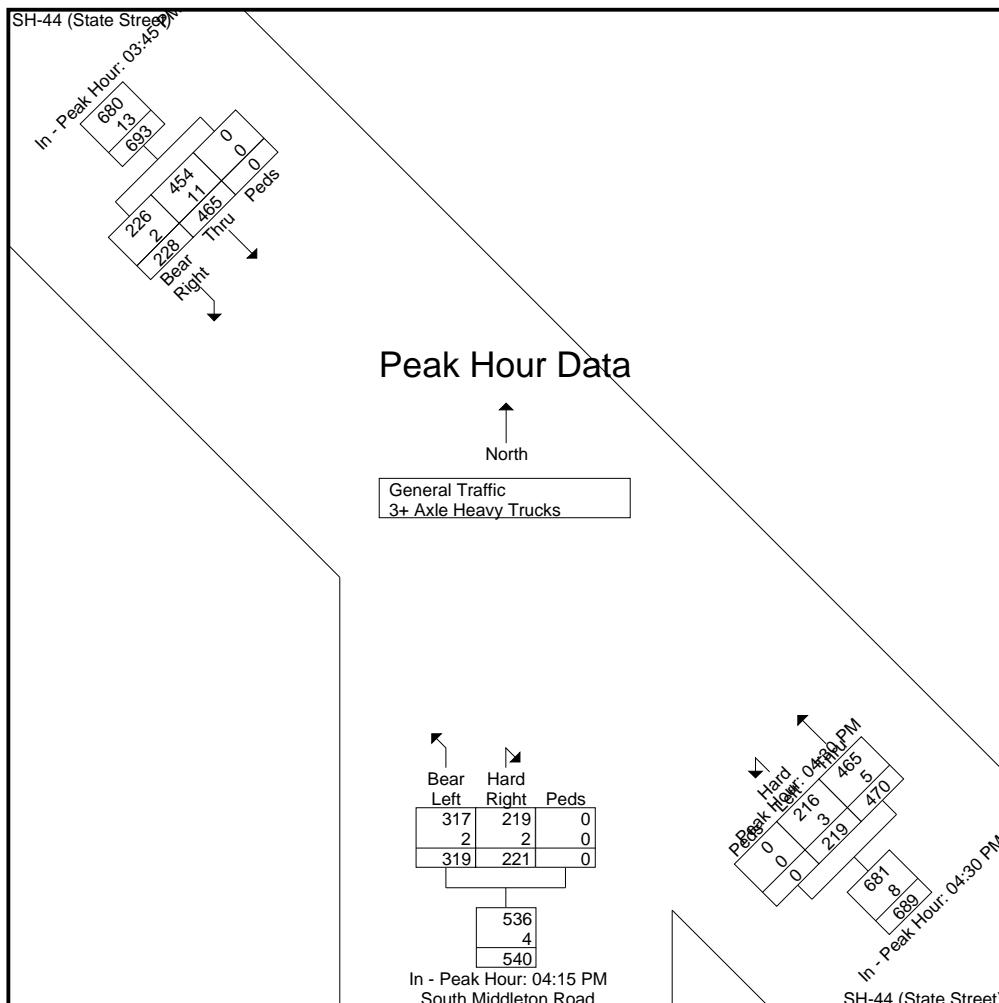
File Name : SH-44 & S Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 6

Start Time	SH-44 (State Street) From Northwest				SH-44 (State Street) From Southeast				South Middleton Road From South			
	Bear Right	Thru	Peds	App. Total	Thru	Hard Left	Peds	App. Total	Hard Right	Bear Left	Peds	App. Total

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM				04:30 PM				04:15 PM			
+0 mins.	53	122	0	175	103	46	0	149	40	83	0	123
+15 mins.	69	138	0	207	120	60	0	180	46	83	0	129
+30 mins.	48	96	0	144	115	56	0	171	68	78	0	146
+45 mins.	58	109	0	167	132	57	0	189	67	75	0	142
Total Volume	228	465	0	693	470	219	0	689	221	319	0	540
% App. Total	32.9	67.1	0		68.2	31.8	0		40.9	59.1	0	
PHF	.826	.842	.000	.837	.890	.913	.000	.911	.813	.961	.000	.925
General Traffic	226	454	0	680	465	216	0	681	219	317	0	536
% General Traffic	99.1	97.6	0	98.1	98.9	98.6	0	98.8	99.1	99.4	0	99.3
3+ Axle Heavy Trucks	2	11	0	13	5	3	0	8	2	2	0	4
% 3+ Axle Heavy Trucks	0.9	2.4	0	1.9	1.1	1.4	0	1.2	0.9	0.6	0	0.7



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / S Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & S Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & N Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

	SH-44 (State Street) From Northwest					North Middleton Road From North					SH-44 (State Street) From Southeast					Murphy Street From South					
	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Int. Total
07:30 AM	0	115	43	0	158	93	0	4	0	97	20	130	34	0	184	21	1	0	0	22	461
07:45 AM	0	119	58	0	177	90	2	11	0	103	36	115	22	0	173	18	0	0	0	18	471
Total	0	234	101	0	335	183	2	15	0	200	56	245	56	0	357	39	1	0	0	40	932
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08:00 AM	0	144	21	0	165	51	3	17	0	71	12	99	10	0	121	11	1	0	0	12	369
08:15 AM	0	116	13	0	129	31	5	8	0	44	8	70	12	0	90	16	0	0	0	16	279
08:30 AM	1	96	19	0	116	34	3	5	2	44	2	84	13	0	99	15	0	0	0	15	274
08:45 AM	0	88	21	0	109	29	1	5	0	35	4	82	10	0	96	7	3	0	0	10	250
Total	1	444	74	0	519	145	12	35	2	194	26	335	45	0	406	49	4	0	0	53	1172
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
09:00 AM	0	103	21	0	124	30	1	6	0	37	2	76	12	0	90	12	0	0	0	12	263
09:15 AM	2	88	21	0	111	23	4	6	3	36	6	95	14	0	115	17	0	0	0	17	279
Total	2	191	42	0	235	53	5	12	3	73	8	171	26	0	205	29	0	0	0	29	542
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
03:30 PM	2	92	65	0	159	69	0	10	0	79	24	159	9	0	192	22	0	0	0	22	452
03:45 PM	1	131	60	0	192	63	2	5	0	70	12	147	11	0	170	23	1	0	0	24	456
Total	3	223	125	0	351	132	2	15	0	149	36	306	20	0	362	45	1	0	0	46	908
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
04:00 PM	1	148	49	0	198	51	2	7	0	60	8	143	7	0	158	18	1	1	0	20	436
04:15 PM	2	132	58	0	192	51	0	2	0	53	17	132	12	0	161	36	3	1	0	40	446
04:30 PM	0	104	55	0	159	41	1	2	0	44	12	141	9	0	162	31	2	0	0	33	398
04:45 PM	3	109	58	0	170	42	0	7	0	49	22	161	7	0	190	35	3	0	0	38	447
Total	6	493	220	0	719	185	3	18	0	206	59	577	35	0	671	120	9	2	0	131	1727
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
05:00 PM	5	119	56	0	180	50	1	4	0	55	15	164	17	0	196	38	2	0	0	40	471
05:15 PM	0	103	57	0	160	50	1	4	0	55	21	167	7	0	195	47	0	0	0	47	457
Grand Total	17	1807	675	0	2499	798	26	103	5	932	221	1965	206	0	2392	367	17	2	0	386	6209
Apprch %	0.7	72.3	27	0		85.6	2.8	11.1	0.5		9.2	82.1	8.6	0		95.1	4.4	0.5	0		
Total %	0.3	29.1	10.9	0	40.2	12.9	0.4	1.7	0.1	15	3.6	31.6	3.3	0	38.5	5.9	0.3	0	0	6.2	
General Traffic	17	1722	675	0	2414	795	26	103	5	929	219	1888	206	0	2313	367	17	2	0	386	6042
% General Traffic	100	95.3	100	0	96.6	99.6	100	100	100	99.7	99.1	96.1	100	0	96.7	100	100	100	0	100	97.3
3+ Axle Heavy Trucks	0	85	0	0	85	3	0	0	0	3	2	77	0	0	79	0	0	0	0	0	167
% 3+ Axle Heavy Trucks	0	4.7	0	0	3.4	0.4	0	0	0	0.3	0.9	3.9	0	0	3.3	0	0	0	0	0	2.7

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

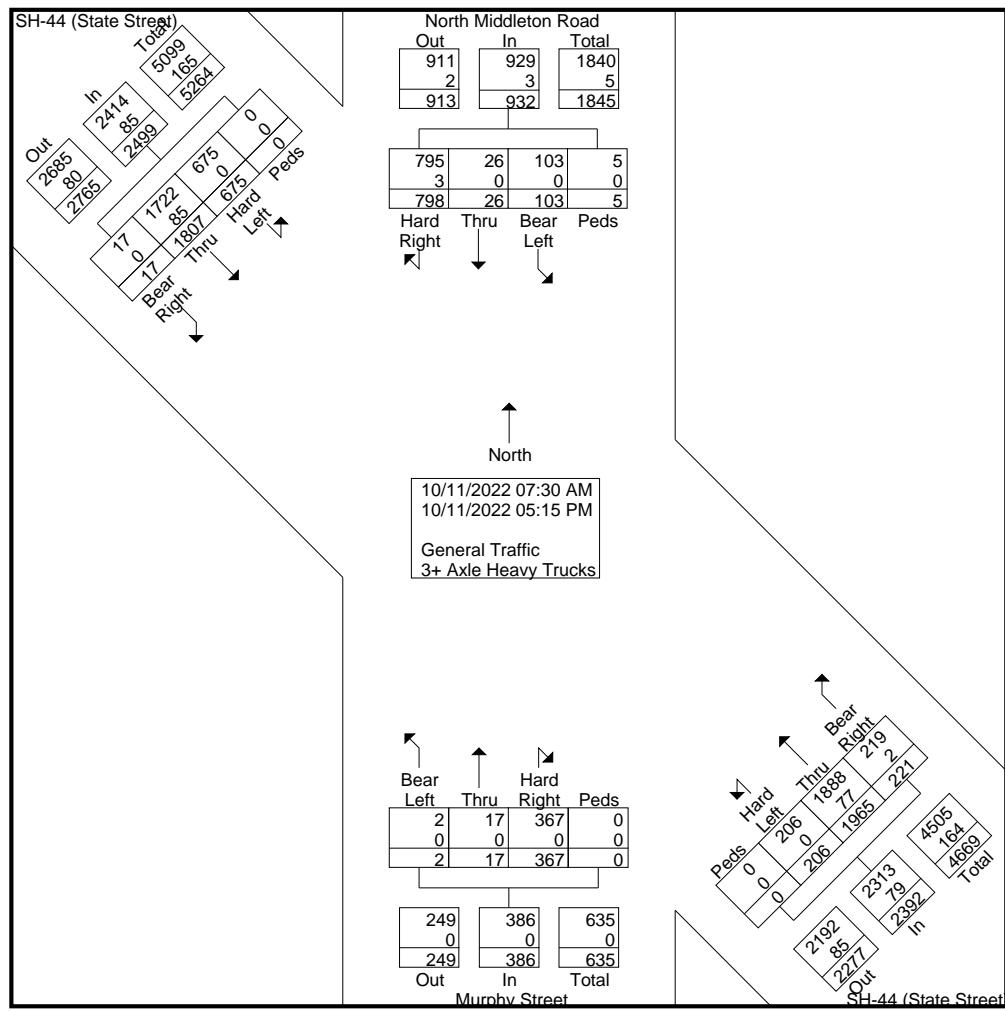
Study: PREC0007

Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & N Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 2



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

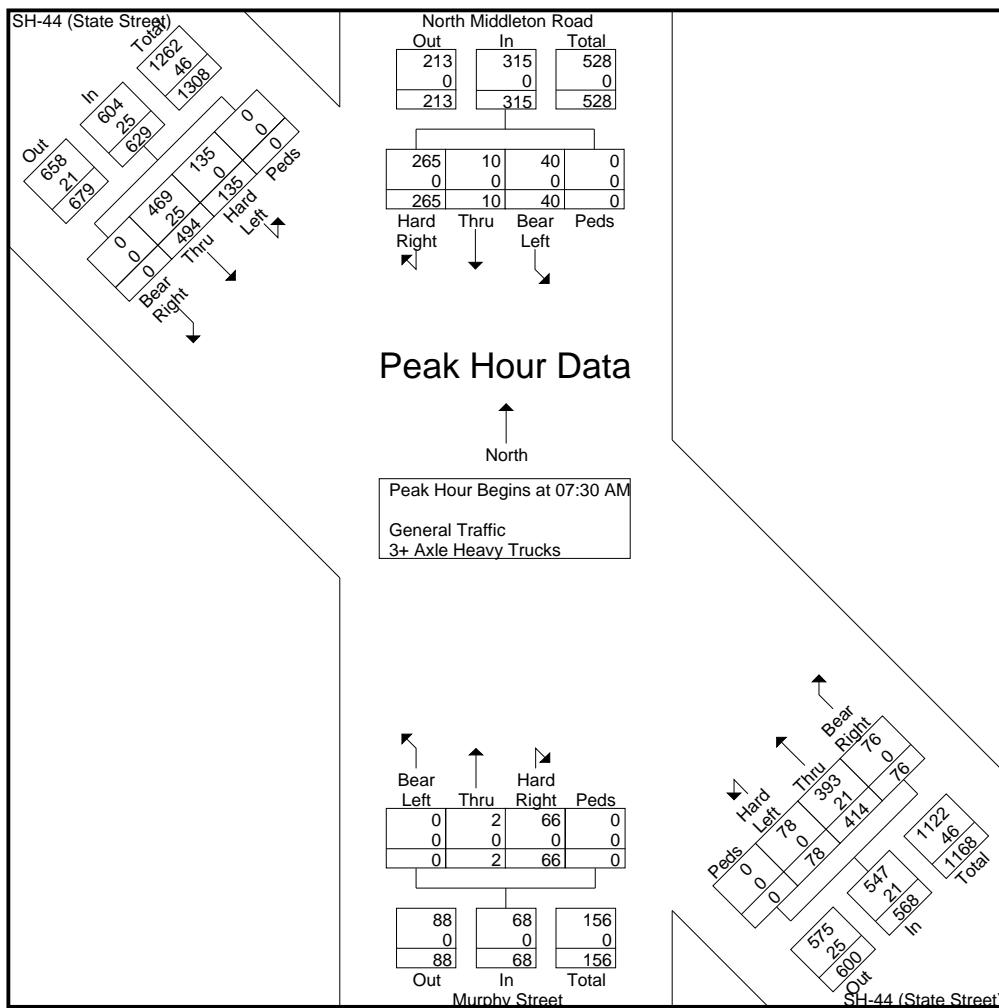
Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & N Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 3

	SH-44 (State Street) From Northwest					North Middleton Road From North					SH-44 (State Street) From Southeast					Murphy Street From South						
Start Time	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Int. Total	
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>																						
Peak Hour for Entire Intersection Begins at 07:30 AM																						
07:30 AM	0	115	43	0	158	93	0	4	0	97	20	130	34	0	184	21	1	0	0	22	461	
07:45 AM	0	119	58	0	177	90	2	11	0	103	36	115	22	0	173	18	0	0	0	0	18	471
08:00 AM	0	144	21	0	165	51	3	17	0	71	12	99	10	0	121	11	1	0	0	0	12	369
08:15 AM	0	116	13	0	129	31	5	8	0	44	8	70	12	0	90	16	0	0	0	0	16	279
Total Volume	0	494	135	0	629	265	10	40	0	315	76	414	78	0	568	66	2	0	0	0	68	1580
% App. Total	0	78.5	21.5	0		84.1	3.2	12.7	0		13.4	72.9	13.7	0		97.1	2.9	0	0			
PHF	.000	.858	.582	.000	.888	.712	.500	.588	.000	.765	.528	.796	.574	.000	.772	.786	.500	.000	.000	.000	.773	.839
General Traffic	0	469	135	0	604	265	10	40	0	315	76	393	78	0	547	66	2	0	0	0	68	1534
% General Traffic	0	94.9	100	0	96.0	100	100	100	0	100	100	94.9	100	0	96.3	100	100	0	0	0	100	97.1
3+ Axle Heavy Trucks	0	25	0	0	25	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	46
% 3+ Axle Heavy Trucks	0	5.1	0	0	4.0	0	0	0	0	0	0	5.1	0	0	3.7	0	0	0	0	0	0	2.9



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

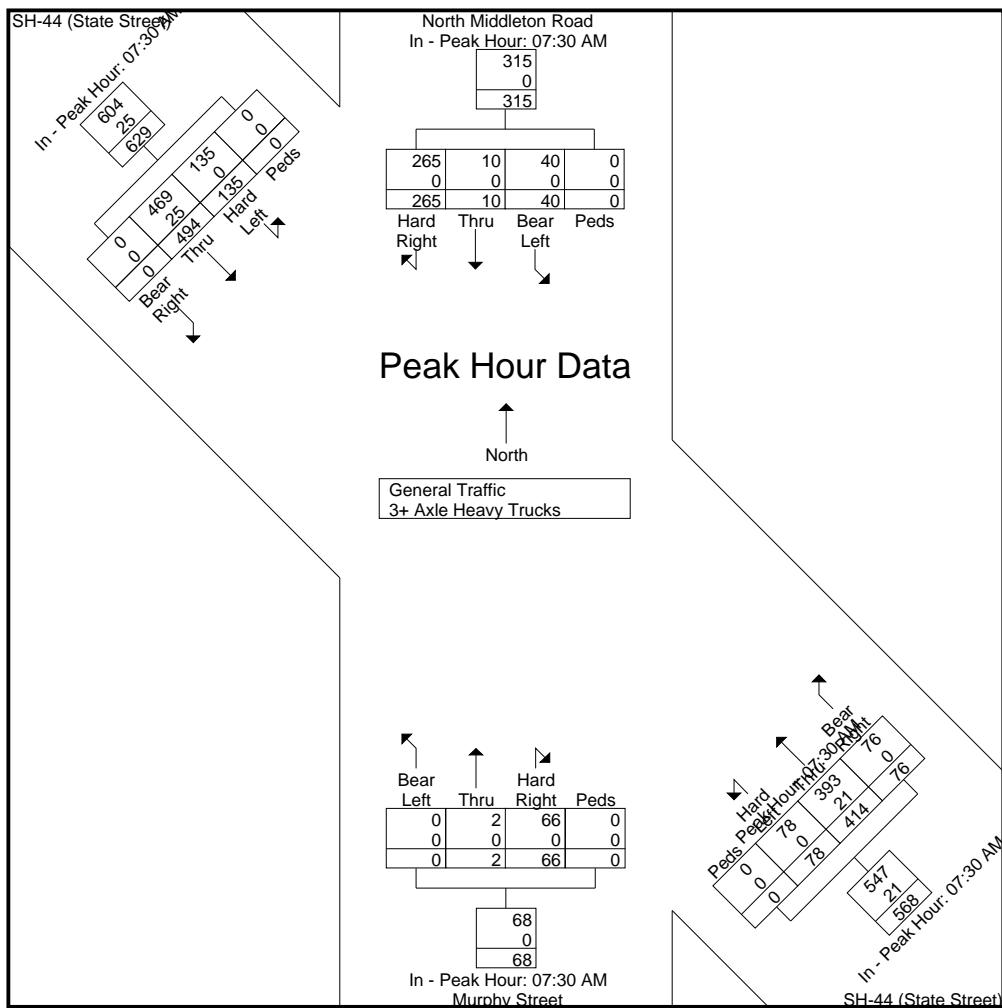
File Name : SH-44 & N Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 4

	SH-44 (State Street) From Northwest					North Middleton Road From North					SH-44 (State Street) From Southeast					Murphy Street From South					
	Start Time	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total

## Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM					
+0 mins.	0	115	43	0	158	93	0	4	0	97	20	130	34	0	184	21	1	0	0	0	22
+15 mins.	0	119	58	0	177	90	2	11	0	103	36	115	22	0	173	18	0	0	0	0	18
+30 mins.	0	144	21	0	165	51	3	17	0	71	12	99	10	0	121	11	1	0	0	0	12
+45 mins.	0	116	13	0	129	31	5	8	0	44	8	70	12	0	90	16	0	0	0	0	16
Total Volume	0	494	135	0	629	265	10	40	0	315	76	414	78	0	568	66	2	0	0	0	68
% App. Total	0	78.5	21.5	0		84.1	3.2	12.7	0		13.4	72.9	13.7	0		97.1	2.9	0	0	0	
PHF	.000	.858	.582	.000	.888	.712	.500	.588	.000	.765	.528	.796	.574	.000	.772	.786	.500	.000	.000	.000	.773
General Traffic	0	469	135	0	604	265	10	40	0	315	76	393	78	0	547	66	2	0	0	0	68
% General Traffic	0	94.	100	0	96	100	100	100	0	100	100	94.	9	100	0	96.3	100	100	0	0	100
3+ Axle Heavy Trucks	0	25	0	0	25	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0
% 3+ Axle Heavy Trucks	0	5.1	0	0	4	0	0	0	0	0	0	5.1	0	0	3.7	0	0	0	0	0	0



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

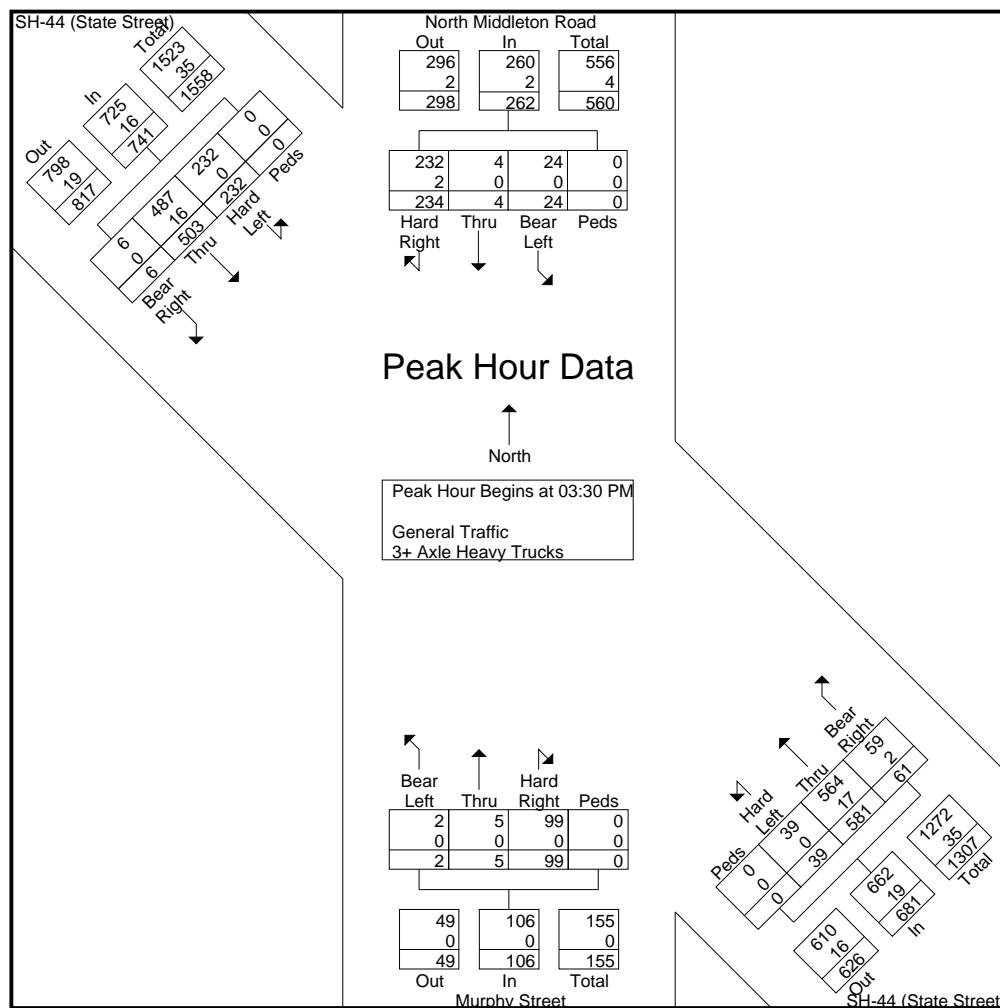
Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & N Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 5

	SH-44 (State Street) From Northwest					North Middleton Road From North					SH-44 (State Street) From Southeast					Murphy Street From South						
	Start Time	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Int. Total
<b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b>																						
Peak Hour for Entire Intersection Begins at 03:30 PM																						
03:30 PM	2	92	65	0	159	69	0	10	0	79	24	159	9	0	192	22	0	0	0	22	452	
03:45 PM	1	131	60	0	192	63	2	5	0	70	12	147	11	0	170	23	1	0	0	24	456	
04:00 PM	1	148	49	0	198	51	2	7	0	60	8	143	7	0	158	18	1	1	0	20	436	
04:15 PM	2	132	58	0	192	51	0	2	0	53	17	132	12	0	161	36	3	1	0	40	446	
Total Volume	6	503	232	0	741	234	4	24	0	262	61	581	39	0	681	99	5	2	0	106	1790	
% App. Total	0.8	67.9	31.3	0		89.3	1.5	9.2	0		9	85.3	5.7	0		93.4	4.7	1.9	0			
PHF	.750	.850	.892	.000	.936	.848	.500	.600	.000	.829	.635	.914	.813	.000	.887	.688	.417	.500	.000	.663	.981	
General Traffic	6	487	232	0	725	232	4	24	0	260	59	564	39	0	662	99	5	2	0	106	1753	
% General Traffic	100	96.8	100	0	97.8	99.1	100	100	0	99.2	96.7	97.1	100	0	97.2	100	100	100	0	100	97.9	
3+ Axle Heavy Trucks	0	16	0	0	16	2	0	0	0	2	2	17	0	0	19	0	0	0	0	0	37	
% 3+ Axle Heavy Trucks	0	3.2	0	0	2.2	0.9	0	0	0	0.8	3.3	2.9	0	0	2.8	0	0	0	0	0	2.1	



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

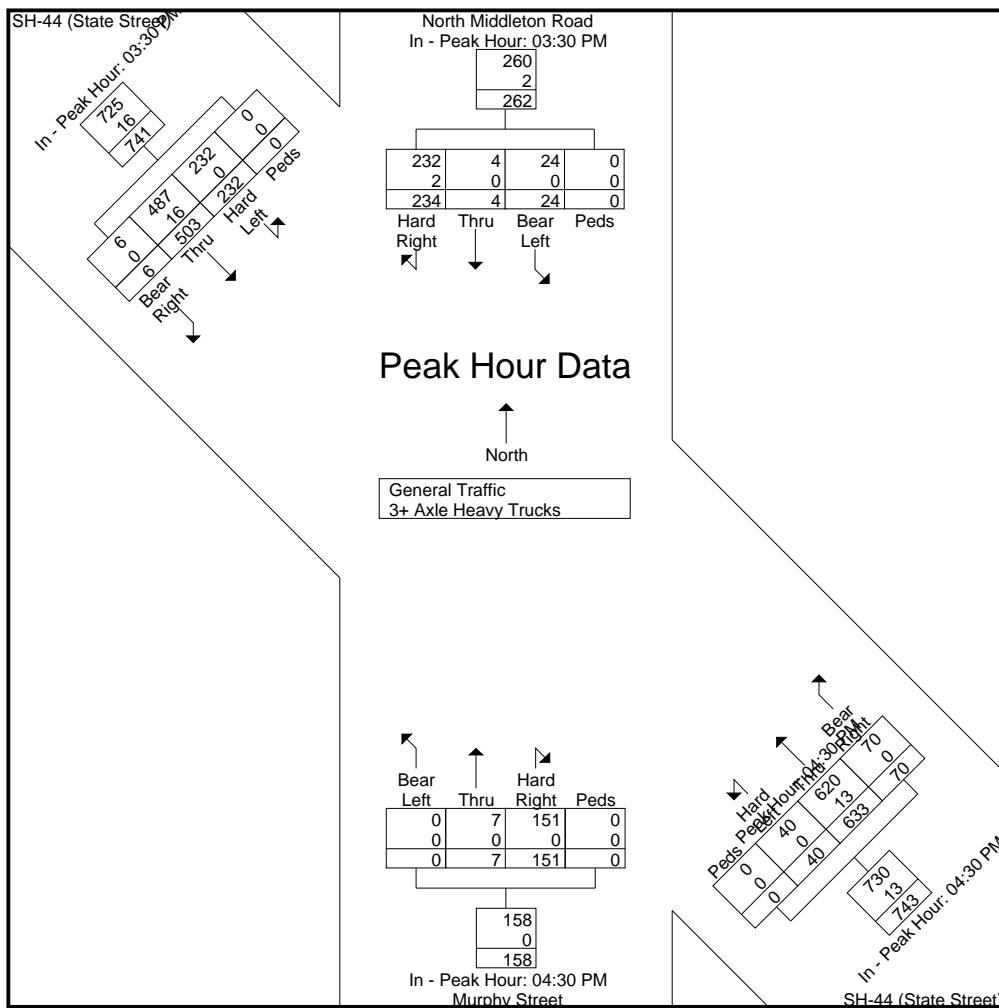
File Name : SH-44 & N Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 6

	SH-44 (State Street) From Northwest					North Middleton Road From North					SH-44 (State Street) From Southeast					Murphy Street From South					
Start Time	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Int. Total

## Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM					03:30 PM					04:30 PM					04:30 PM				
+0 mins.	2	92	<b>65</b>	0	159	<b>69</b>	0	<b>10</b>	0	<b>79</b>	12	141	9	0	162	31	2	0	0	33
+15 mins.	1	131	60	0	192	63	2	5	0	70	22	161	7	0	190	35	3	0	0	38
+30 mins.	1	<b>148</b>	49	0	<b>198</b>	51	2	7	0	60	15	164	<b>17</b>	0	<b>196</b>	38	2	0	0	40
+45 mins.	2	132	58	0	192	51	0	2	0	53	21	<b>167</b>	7	0	195	<b>47</b>	0	0	0	<b>47</b>
Total Volume	6	503	232	0	741	234	4	24	0	262	70	633	40	0	743	151	7	0	0	158
% App. Total	0.8	67.9	31.3	0		89.3	1.5	9.2	0		9.4	85.2	5.4	0		95.6	4.4	0	0	
PHF	.750	.850	.892	.000	.936	.848	.500	.600	.000	.829	.795	.948	.588	.000	.948	.803	.583	.000	.000	.840
General Traffic	6	487	232	0	725	232	4	24	0	260	70	620	40	0	730	151	7	0	0	158
% General Traffic	100	96.	100	0	97.8	99.	1	100	100	0	99.2	100	97.	9	100	100	100	100	0	100
3+ Axle Heavy Trucks	0	16	0	0	16	2	0	0	0	2	0	13	0	0	13	0	0	0	0	0
% 3+ Axle Heavy Trucks	0	3.2	0	0	2.2	0.9	0	0	0	0.8	0	2.1	0	0	1.7	0	0	0	0	0



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & N Middleton Rd-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & N Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

	SH-44 (State Street) From Northwest					North Middleton Road From North					SH-44 (State Street) From Southeast					Murphy Street From South					
Start Time	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Int. Total
07:30 AM	1	85	35	0	121	88	0	9	0	97	20	127	25	0	172	13	4	0	0	17	407
07:45 AM	2	115	56	0	173	65	1	15	0	81	40	106	15	0	161	23	1	0	0	24	439
Total	3	200	91	0	294	153	1	24	0	178	60	233	40	0	333	36	5	0	0	41	846
08:00 AM	0	124	29	0	153	62	1	15	0	78	11	96	18	0	125	14	2	0	0	16	372
08:15 AM	0	109	29	0	138	43	2	8	0	53	7	66	14	0	87	12	0	0	0	12	290
08:30 AM	0	94	19	0	113	19	3	4	0	26	4	81	13	0	98	11	0	0	0	11	248
08:45 AM	1	102	17	0	120	25	4	4	1	34	5	74	16	1	96	7	1	0	1	9	259
Total	1	429	94	0	524	149	10	31	1	191	27	317	61	1	406	44	3	0	1	48	1169
09:00 AM	1	89	15	0	105	35	2	7	0	44	1	71	7	0	79	15	1	1	0	17	245
09:15 AM	0	84	20	0	104	33	4	3	0	40	8	99	6	0	113	12	2	0	0	14	271
Total	1	173	35	0	209	68	6	10	0	84	9	170	13	0	192	27	3	1	0	31	516
-----																					
03:30 PM	1	101	58	0	160	67	2	1	0	70	20	133	7	0	160	21	0	0	0	21	411
03:45 PM	1	120	43	0	164	75	2	16	0	93	13	124	8	0	145	26	1	0	0	27	429
Total	2	221	101	0	324	142	4	17	0	163	33	257	15	0	305	47	1	0	0	48	840
04:00 PM	1	140	54	0	195	46	0	6	0	52	17	111	9	0	137	20	1	0	0	21	405
04:15 PM	1	114	49	0	164	37	2	8	0	47	15	144	7	0	166	21	1	1	0	23	400
04:30 PM	1	113	48	0	162	44	0	5	0	49	22	115	12	0	149	35	3	0	0	38	398
04:45 PM	1	112	73	0	186	58	0	6	0	64	18	138	4	0	160	38	2	0	0	40	450
Total	4	479	224	0	707	185	2	25	0	212	72	508	32	0	612	114	7	1	0	122	1653
05:00 PM	1	107	73	0	181	47	0	4	0	51	23	127	14	0	164	30	3	0	0	33	429
05:15 PM	1	97	62	0	160	48	3	6	0	57	27	152	19	0	198	30	1	0	0	31	446
Grand Total	13	1706	680	0	2399	792	26	117	1	936	251	1764	194	1	2210	328	23	2	1	354	5899
Apprch %	0.5	71.1	28.3	0		84.6	2.8	12.5	0.1		11.4	79.8	8.8	0		92.7	6.5	0.6	0.3		
Total %	0.2	28.9	11.5	0	40.7	13.4	0.4	2	0	15.9	4.3	29.9	3.3	0	37.5	5.6	0.4	0	0	6	
General Traffic	13	1643	677	0	2333	785	26	116	1	928	251	1713	194	1	2159	327	21	2	1	351	5771
% General Traffic	100	96.3	99.6	0	97.2	99.1	100	99.1	100	99.1	100	97.1	100	100	97.7	99.7	91.3	100	100	99.2	97.8
3+ Axle Heavy Trucks	0	63	3	0	66	7	0	1	0	8	0	51	0	0	51	1	2	0	0	3	128
% 3+ Axle Heavy Trucks	0	3.7	0.4	0	2.8	0.9	0	0.9	0	0.9	0	2.9	0	0	2.3	0.3	8.7	0	0	0.8	2.2

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

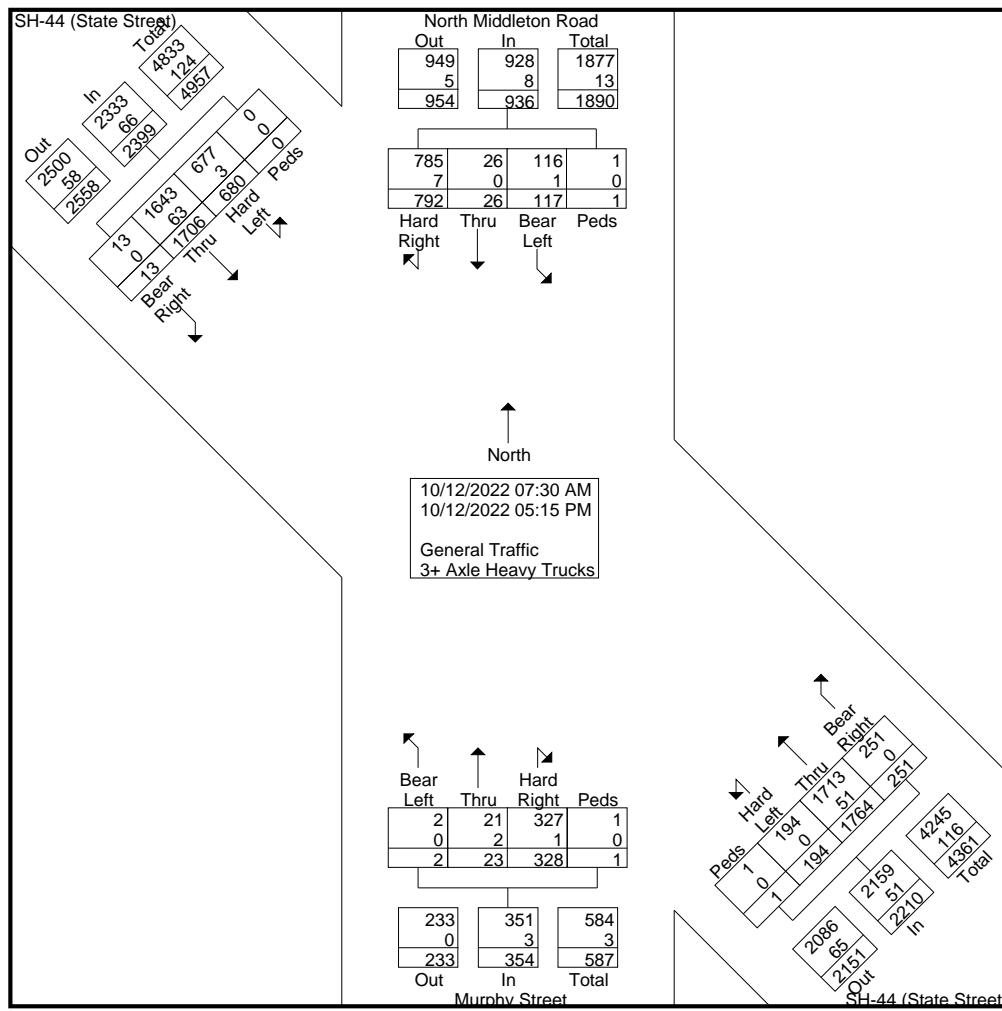
Study: PREC0007

Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & N Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 2



## L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

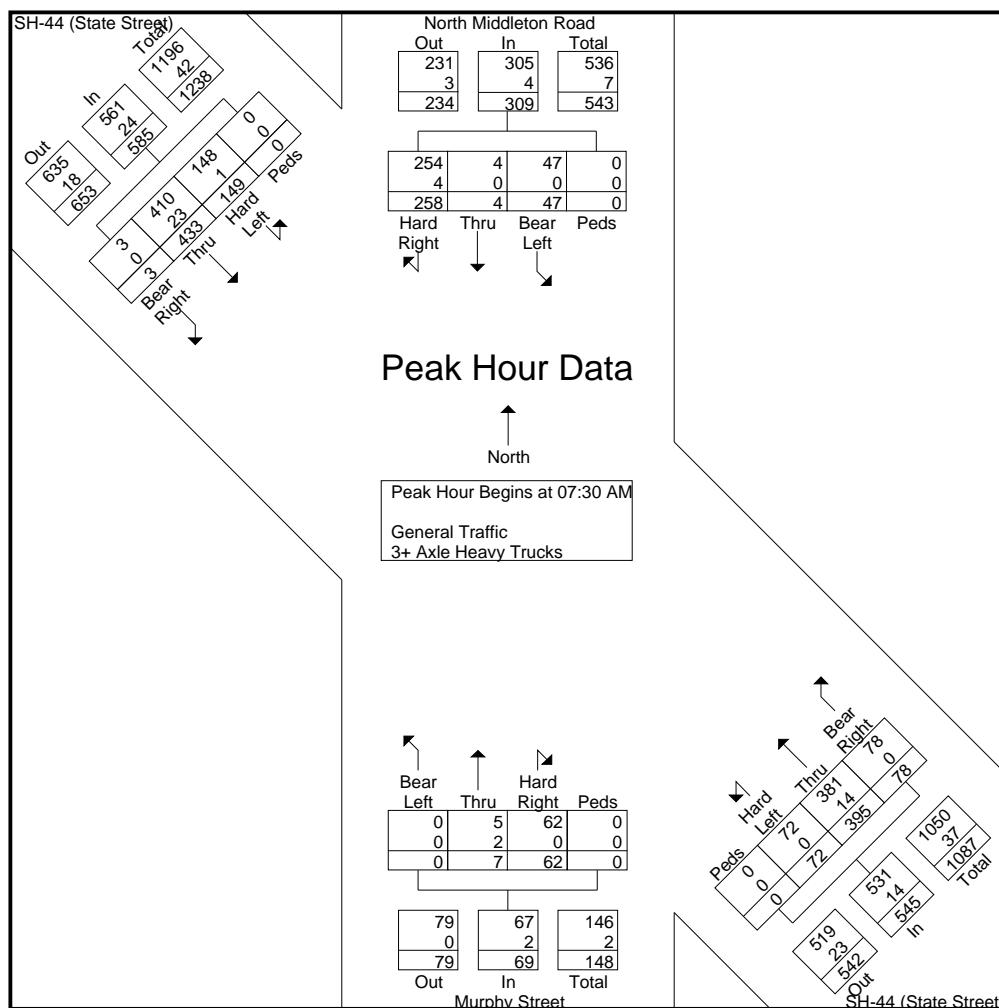
### Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

## Control: Signalized

File Name : SH-44 & N Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 3

	SH-44 (State Street) From Northwest					North Middleton Road From North					SH-44 (State Street) From Southeast					Murphy Street From South					
Start Time	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Int. Total
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	85	35	0	121	88	0	9	0	97	20	127	25	0	172	13	4	0	0	17	407
07:45 AM	2	115	56	0	173	65	1	15	0	81	40	106	15	0	161	23	1	0	0	24	439
08:00 AM	0	124	29	0	153	62	1	15	0	78	11	96	18	0	125	14	2	0	0	16	372
08:15 AM	0	109	29	0	138	43	2	8	0	53	7	66	14	0	87	12	0	0	0	12	290
Total Volume	3	433	149	0	585	258	4	47	0	309	78	395	72	0	545	62	7	0	0	69	1508
% App. Total	0.5	74	25.5	0		83.5	1.3	15.2	0		14.3	72.5	13.2	0		89.9	10.1	0	0		
PHF	.375	.873	.665	.000	.845	.733	.500	.783	.000	.796	.488	.778	.720	.000	.792	.674	.438	.000	.000	.719	.859
General Traffic	3	410	148	0	561	254	4	47	0	305	78	381	72	0	531	62	5	0	0	67	1464
% General Traffic	100	94.7	99.3	0	95.9	98.4	100	100	0	98.7	100	96.5	100	0	97.4	100	71.4	0	0	97.1	97.1
3+ Axle Heavy Trucks	0	23	1	0	24	4	0	0	0	4	0	14	0	0	14	0	2	0	0	2	44
% 3+ Axle Heavy Trucks	0	5.3	0.7	0	4.1	1.6	0	0	0	1.3	0	3.5	0	0	2.6	0	28.6	0	0	2.9	2.9



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

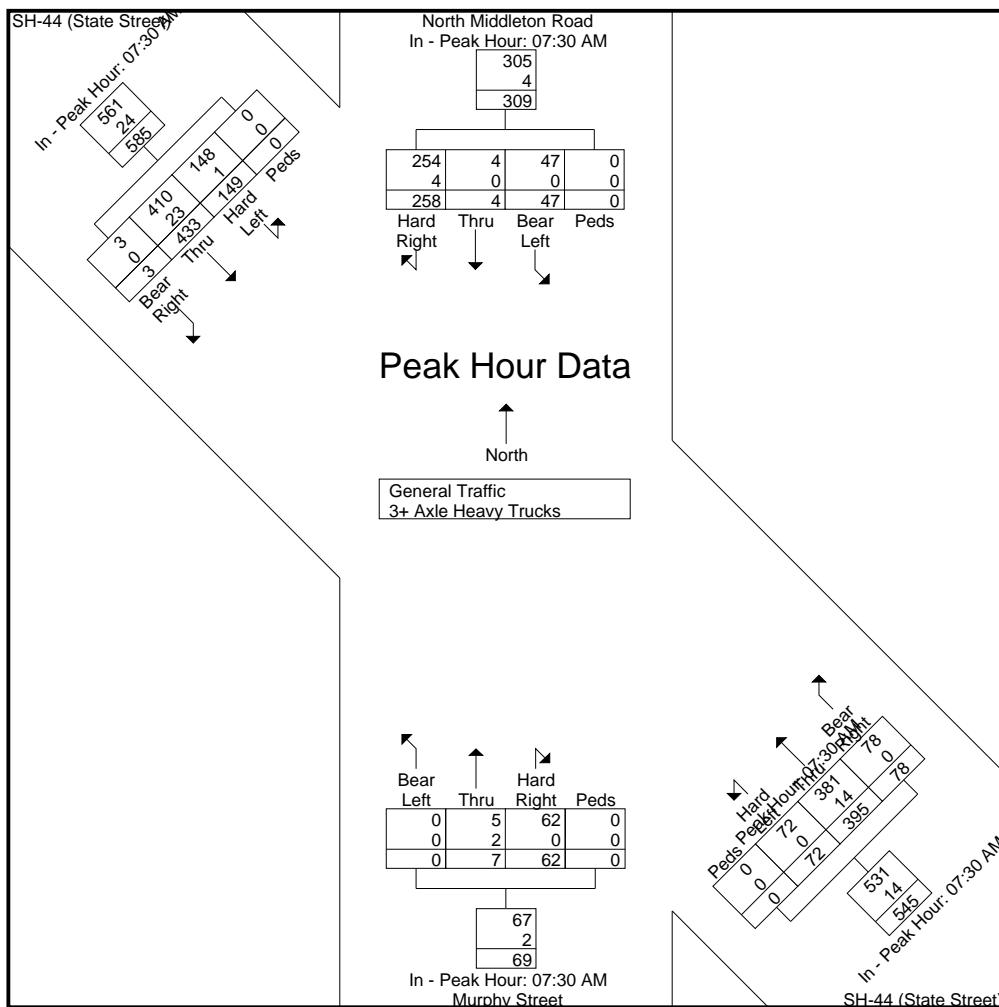
File Name : SH-44 & N Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 4

	SH-44 (State Street) From Northwest					North Middleton Road From North					SH-44 (State Street) From Southeast					Murphy Street From South					
Start Time	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Int. Total

## Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	1	85	35	0	121	88	0	9	0	97	20	127	25	0	172	13	4	0	0	17
+15 mins.	2	115	56	0	173	65	1	15	0	81	40	106	15	0	161	23	1	0	0	24
+30 mins.	0	124	29	0	153	62	1	15	0	78	11	96	18	0	125	14	2	0	0	16
+45 mins.	0	109	29	0	138	43	2	8	0	53	7	66	14	0	87	12	0	0	0	12
Total Volume	3	433	149	0	585	258	4	47	0	309	78	395	72	0	545	62	7	0	0	69
% App. Total	0.5	74	25.5	0		83.5	1.3	15.2	0		14.3	72.5	13.2	0		89.9	10.1	0	0	
PHF	.375	.873	.665	.000	.845	.733	.500	.783	.000	.796	.488	.778	.720	.000	.792	.674	.438	.000	.000	.719
General Traffic	3	410	148	0	561	254	4	47	0	305	78	381	72	0	531	62	5	0	0	67
% General Traffic	100	94.	99.	0	95.9	98.	4	100	100	0	98.7	100	96.	5	100	100	71.	0	0	97.1
3+ Axle Heavy Trucks	0	23	1	0	24	4	0	0	0	4	0	14	0	0	14	0	2	0	0	2
% 3+ Axle Heavy Trucks	0	5.3	0.7	0	4.1	1.6	0	0	0	1.3	0	3.5	0	0	2.6	0	28.	6	0	0



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

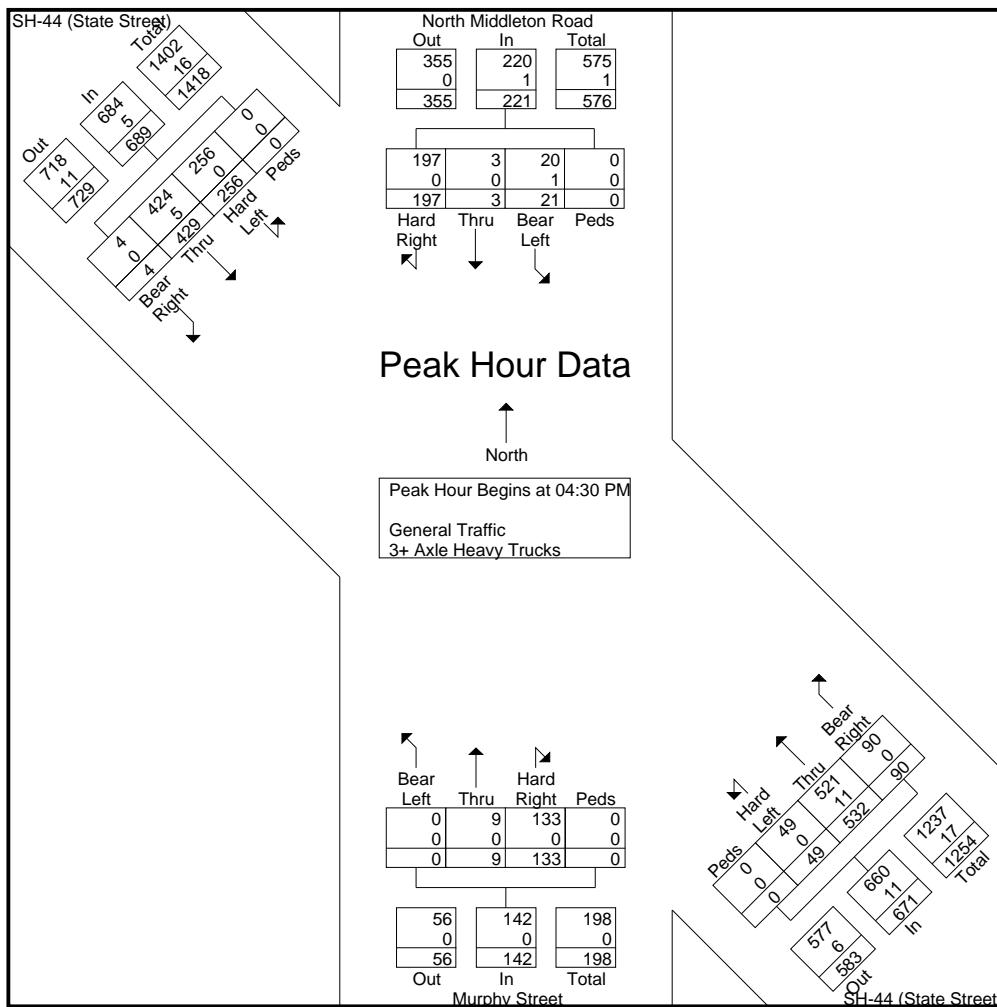
Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & N Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 5

	SH-44 (State Street) From Northwest					North Middleton Road From North					SH-44 (State Street) From Southeast					Murphy Street From South						
	Start Time	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Int. Total
<b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b>																						
Peak Hour for Entire Intersection Begins at 04:30 PM																						
04:30 PM	1	113	48	0	162	44	0	5	0	49	22	115	12	0	149	35	3	0	0	38	398	
04:45 PM	1	112	73	0	186	58	0	6	0	64	18	138	4	0	160	38	2	0	0	40	450	
05:00 PM	1	107	73	0	181	47	0	4	0	51	23	127	14	0	164	30	3	0	0	33	429	
05:15 PM	1	97	62	0	160	48	3	6	0	57	27	152	19	0	198	30	1	0	0	31	446	
Total Volume	4	429	256	0	689	197	3	21	0	221	90	532	49	0	671	133	9	0	0	142	1723	
% App. Total	0.6	62.3	37.2	0		89.1	1.4	9.5	0		13.4	79.3	7.3	0		93.7	6.3	0	0			
PHF	1.0 0	.949	.877	.000	.926	.849	.250	.875	.000	.863	.833	.875	.645	.000	.847	.875	.750	.000	.000	.888	.957	
General Traffic	4	424	256	0	684	197	3	20	0	220	90	521	49	0	660	133	9	0	0	142	1706	
% General Traffic	100	98.8	100	0	99.3	100	100	95.2	0	99.5	100	97.9	100	0	98.4	100	100	0	0	100	99.0	
3+ Axle Heavy Trucks	0	5	0	0	5	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	17	
% 3+ Axle Heavy Trucks	0	1.2	0	0	0.7	0	0	4.8	0	0.5	0	2.1	0	0	1.6	0	0	0	0	0	1.0	



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

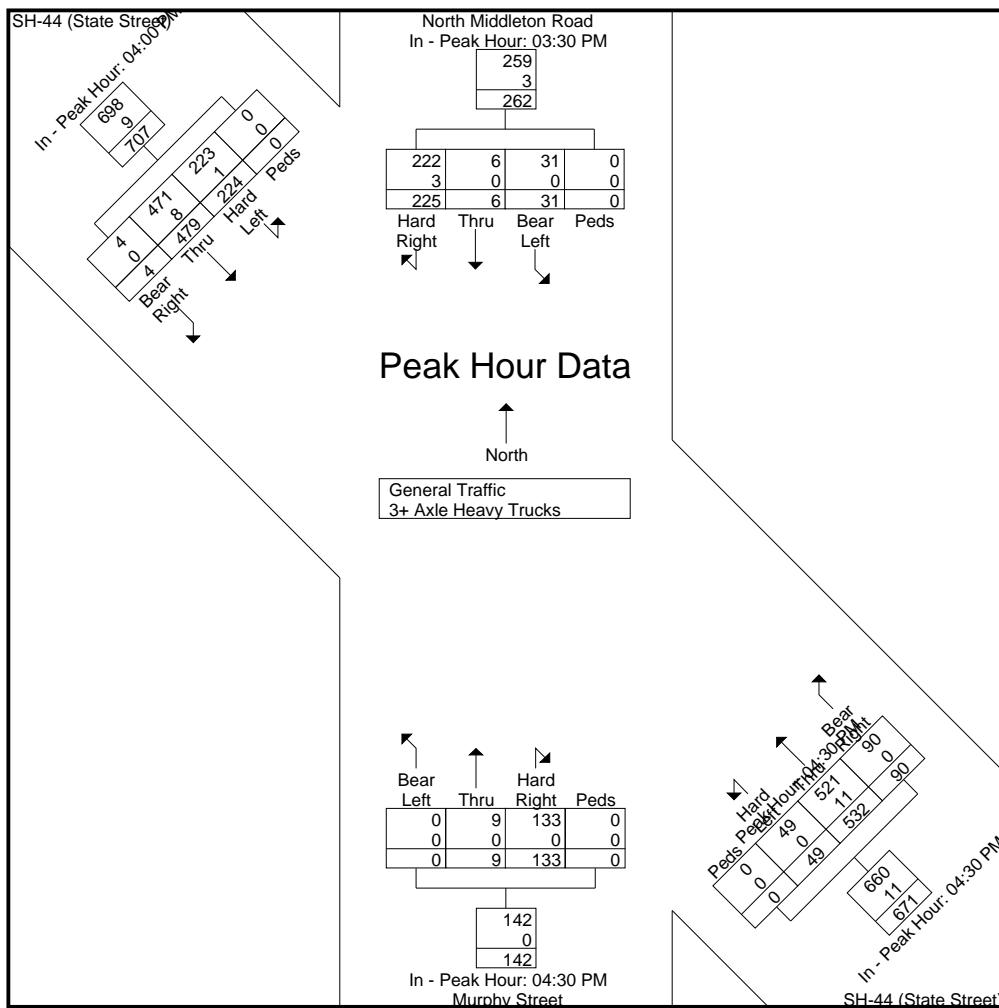
File Name : SH-44 & N Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 6

	SH-44 (State Street) From Northwest					North Middleton Road From North					SH-44 (State Street) From Southeast					Murphy Street From South					
Start Time	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Int. Total

## Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					03:30 PM					04:30 PM					04:30 PM					
	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Bear Right	Thru	Hard Left	Peds	App. Total	Hard Right	Thru	Bear Left	Peds	App. Total	Int. Total
+0 mins.	1	140	54	0	195	67	2	1	0	70	22	115	12	0	149	35	3	0	0	38	
+15 mins.	1	114	49	0	164	75	2	16	0	93	18	138	4	0	160	38	2	0	0	40	
+30 mins.	1	113	48	0	162	46	0	6	0	52	23	127	14	0	164	30	3	0	0	33	
+45 mins.	1	112	73	0	186	37	2	8	0	47	27	152	19	0	198	30	1	0	0	31	
Total Volume	4	479	224	0	707	225	6	31	0	262	90	532	49	0	671	133	9	0	0	142	
% App. Total	0.6	67.8	31.7	0		85.9	2.3	11.8	0		13.4	79.3	7.3	0		93.7	6.3	0	0		
PHF	1.000	.855	.767	.000	.906	.750	.750	.484	.000	.704	.833	.875	.645	.000	.847	.875	.750	.000	.000	.888	
General Traffic	4	471	223	0	698	222	6	31	0	259	90	521	49	0	660	133	9	0	0	142	
% General Traffic	100	98.	99.	0	98.7	98.	7	100	100	0	98.9	100	97.	9	100	0	98.4	100	100	0	100
3+ Axle Heavy Trucks	0	8	1	0	9	3	0	0	0	3	0	11	0	0	11	0	0	0	0	0	
% 3+ Axle Heavy Trucks	0	1.7	0.4	0	1.3	1.3	0	0	0	1.1	0	2.1	0	0	1.6	0	0	0	0	0	



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / N Middleton Rd

City, State: Middleton, Idaho

Control: Signalized

File Name : SH-44 & N Middleton Rd-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Duff Ln-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Duff Lane From North				SH-44 (State Street) From East				Duff Lane From South				SH-44 (State Street) From West				Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	22	0	12	0	34	5	139	2	0	146	2	1	3	0	6	3	145	8	0	156	342
07:45 AM	26	1	27	0	54	10	120	1	0	131	6	1	5	0	12	7	147	13	0	167	364
Total	48	1	39	0	88	15	259	3	0	277	8	2	8	0	18	10	292	21	0	323	706
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
08:00 AM	17	0	13	0	30	7	99	0	0	106	2	0	4	0	6	4	157	12	0	173	315
08:15 AM	3	1	15	0	19	2	78	2	0	82	1	0	3	0	4	2	131	13	0	146	251
08:30 AM	12	0	7	0	19	5	74	1	0	80	3	0	4	0	7	4	102	8	0	114	220
08:45 AM	12	0	14	0	26	7	79	1	0	87	1	1	3	0	5	0	83	7	0	90	208
Total	44	1	49	0	94	21	330	4	0	355	7	1	14	0	22	10	473	40	0	523	994
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
09:00 AM	13	0	19	0	32	9	63	2	0	74	2	0	2	0	4	1	106	6	0	113	223
09:15 AM	14	0	18	0	32	6	92	0	0	98	2	0	4	0	6	3	113	6	0	122	258
Total	27	0	37	0	64	15	155	2	0	172	4	0	6	0	10	4	219	12	0	235	481
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
03:30 PM	24	0	13	0	37	14	153	2	0	169	3	2	3	0	8	1	93	15	0	109	323
03:45 PM	13	0	16	0	29	18	145	2	0	165	1	1	5	0	7	6	113	28	0	147	348
Total	37	0	29	0	66	32	298	4	0	334	4	3	8	0	15	7	206	43	0	256	671
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
04:00 PM	15	3	10	0	28	21	135	0	0	156	2	1	3	0	6	5	123	17	0	145	335
04:15 PM	11	1	10	0	22	19	152	2	0	173	3	0	2	0	5	5	125	31	0	161	361
04:30 PM	13	1	10	0	24	16	141	2	0	159	1	0	3	0	4	2	103	20	0	125	312
04:45 PM	12	2	6	0	20	26	157	5	0	188	2	2	2	0	6	5	107	25	0	137	351
Total	51	7	36	0	94	82	585	9	0	676	8	3	10	0	21	17	458	93	0	568	1359
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
05:00 PM	17	0	7	0	24	26	170	7	0	203	3	0	4	0	7	4	119	22	0	145	379
05:15 PM	20	0	6	0	26	24	170	4	0	198	0	2	5	0	7	3	111	26	0	140	371
Grand Total	244	9	203	0	456	215	1967	33	0	2215	34	11	55	0	100	55	1878	257	0	2190	4961
Apprch %	53.5	2	44.5	0		9.7	88.8	1.5	0		34	11	55	0		2.5	85.8	11.7	0		
Total %	4.9	0.2	4.1	0	9.2	4.3	39.6	0.7	0	44.6	0.7	0.2	1.1	0	2	1.1	37.9	5.2	0	44.1	
General Traffic	243	9	202	0	454	215	1893	31	0	2139	33	11	54	0	98	53	1798	256	0	2107	4798
% General Traffic	99.6	100	99.5	0	99.6	100	96.2	93.9	0	96.6	97.1	100	98.2	0	98	96.4	95.7	99.6	0	96.2	96.7
3+ Axle Heavy Trucks	1	0	1	0	2	0	74	2	0	76	1	0	1	0	2	2	80	1	0	83	163
% 3+ Axle Heavy Trucks	0.4	0	0.5	0	0.4	0	3.8	6.1	0	3.4	2.9	0	1.8	0	2	3.6	4.3	0.4	0	3.8	3.3

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

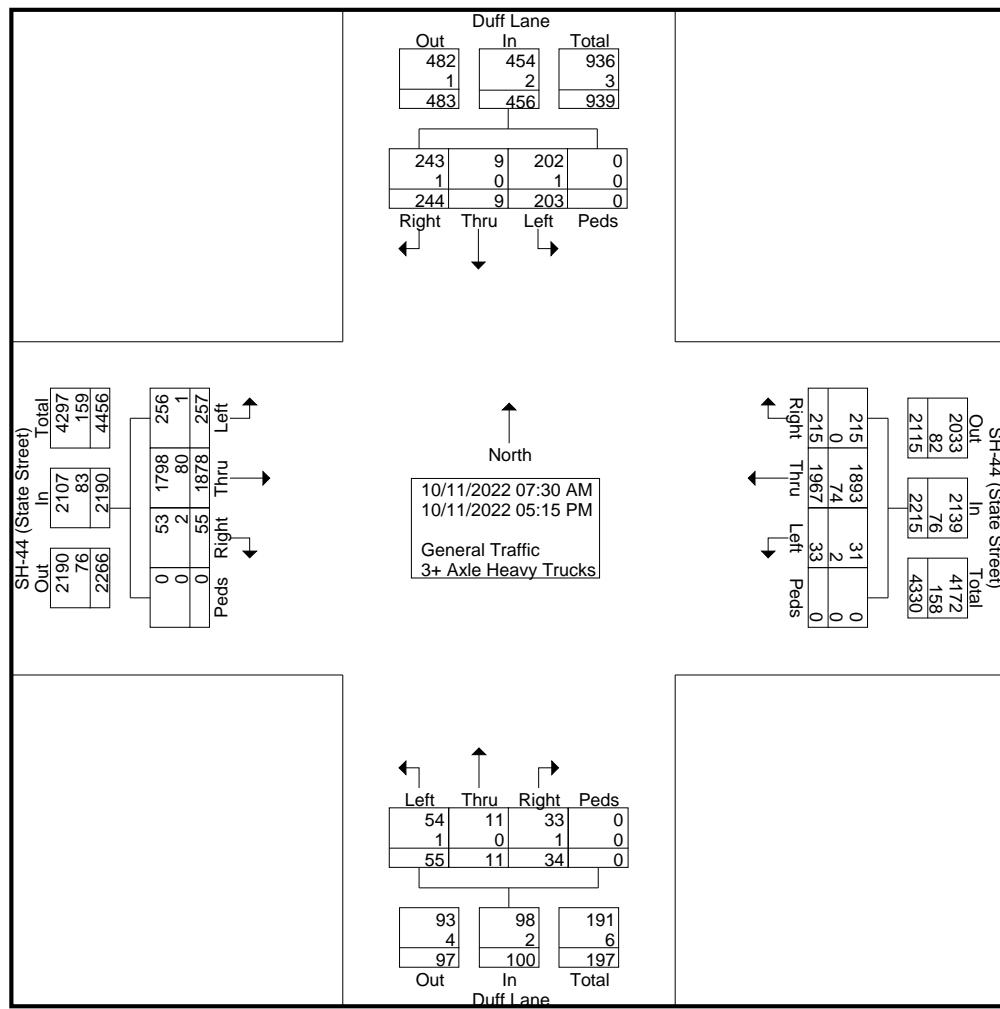
Control: Stop Sign

File Name : SH-44 & Duff Ln-D1

Site Code : Day 1

Start Date : 10/11/2022

Page No : 2



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

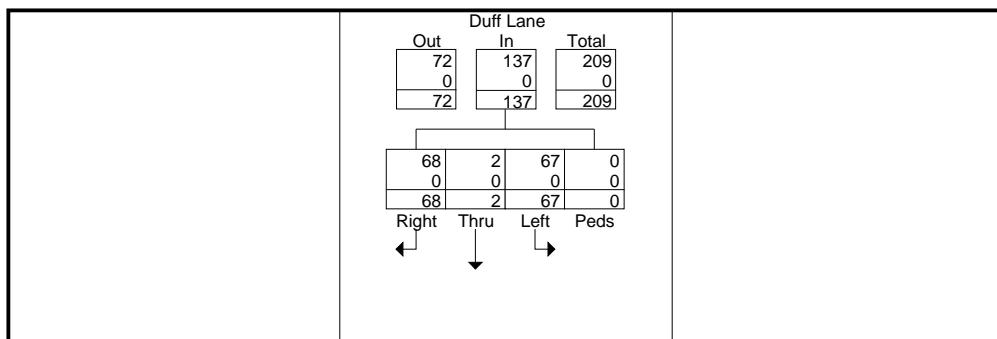
Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

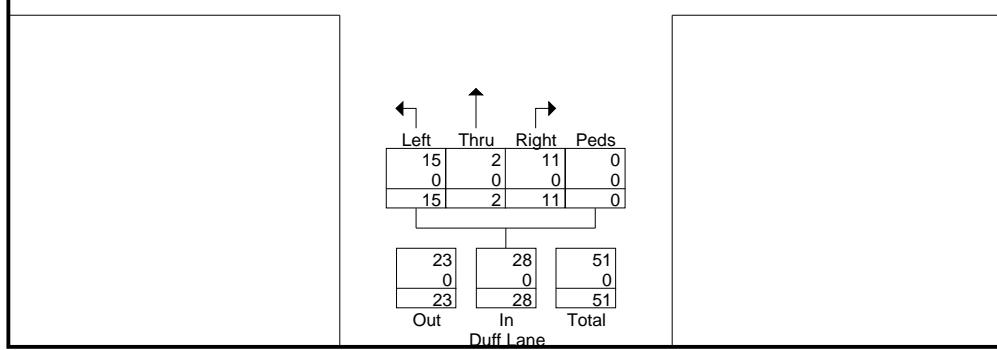
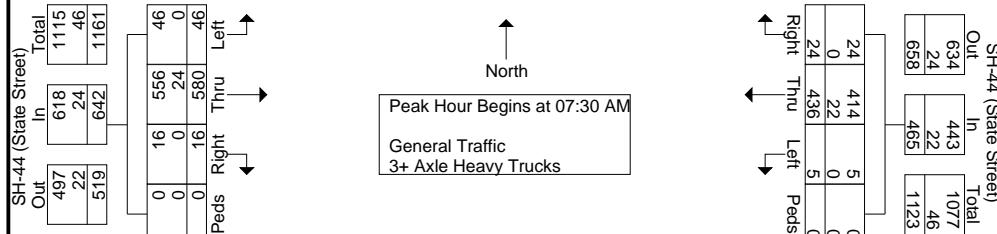
Control: Stop Sign

File Name : SH-44 & Duff Ln-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 3

Start Time	Duff Lane From North				SH-44 (State Street) From East				Duff Lane From South				SH-44 (State Street) From West				Int. Total				
	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	22	0	12	0	34	5	139	2	0	146	2	1	3	0	6	3	145	8	0	156	342
07:45 AM	26	1	27	0	54	10	120	1	0	131	6	1	5	0	12	7	147	13	0	167	364
08:00 AM	17	0	13	0	30	7	99	0	0	106	2	0	4	0	6	4	157	12	0	173	315
08:15 AM	3	1	15	0	19	2	78	2	0	82	1	0	3	0	4	2	131	13	0	146	251
Total Volume	68	2	67	0	137	24	436	5	0	465	11	2	15	0	28	16	580	46	0	642	1272
% App. Total	49.6	1.5	48.9	0		5.2	93.8	1.1	0		39.3	7.1	53.6	0		2.5	90.3	7.2	0		
PHF	.654	.500	.620	.000	.634	.600	.784	.625	.000	.796	.458	.500	.750	.000	.583	.571	.924	.885	.000	.928	.874
General Traffic	68	2	67	0	137	24	414	5	0	443	11	2	15	0	28	16	556	46	0	618	1226
% General Traffic	100	100	100	0	100	100	95.0	100	0	95.3	100	100	100	0	100	100	95.9	100	0	96.3	96.4
3+ Axle Heavy Trucks	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	24	0	0	24	46
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	5.0	0	0	4.7	0	0	0	0	0	0	4.1	0	0	3.7	3.6



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

Control: Stop Sign

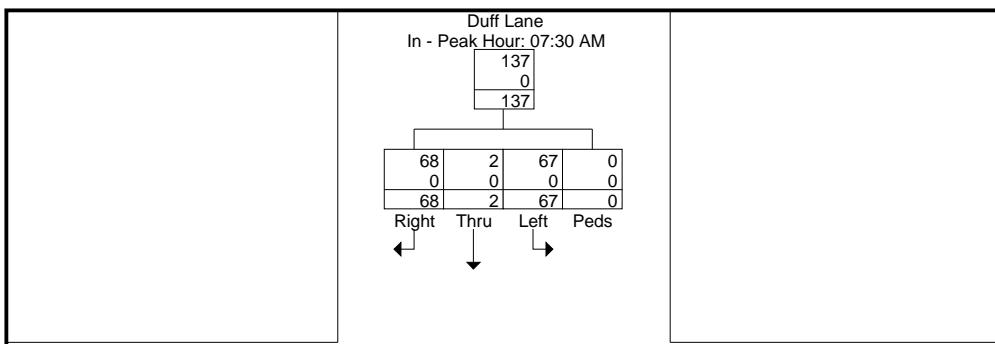
File Name : SH-44 & Duff Ln-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 4

	Duff Lane From North				SH-44 (State Street) From East				Duff Lane From South				SH-44 (State Street) From West							
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total

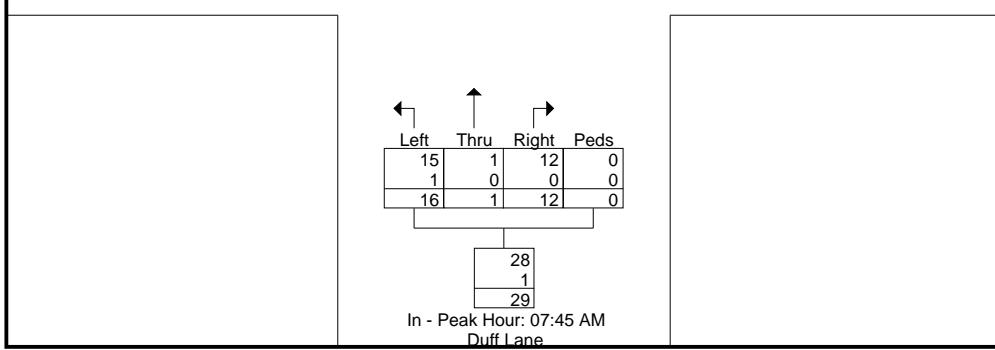
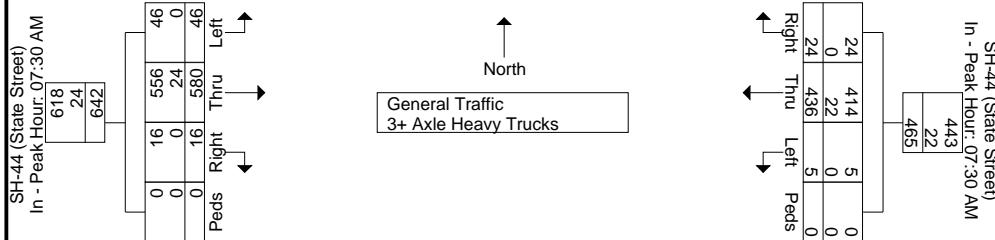
## Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:30 AM							
+0 mins.	22	0	12	0	5	139	2	0	146	6	1	5	0	12	3	145	8	0	156	
+15 mins.	26	1	27	0	10	120	1	0	131	2	0	4	0	6	7	147	13	0	167	
+30 mins.	17	0	13	0	7	99	0	0	106	1	0	3	0	4	4	157	12	0	173	
+45 mins.	3	1	15	0	2	78	2	0	82	3	0	4	0	7	2	131	13	0	146	
Total Volume	68	2	67	0	137	24	436	5	0	465	12	1	16	0	29	16	580	46	0	642
% App. Total	49.6	1.5	48.9	0		5.2	93.8	1.1	0		41.4	3.4	55.2	0		2.5	90.3	7.2	0	
PHF	.654	.500	.620	.000	.634	.600	.784	.625	.000	.796	.500	.250	.800	.000	.604	.571	.924	.885	.000	.928
General Traffic	68	2	67	0	137	24	414	5	0	443	12	1	15	0	28	16	556	46	0	618
% General Traffic	100	100	100	0	100	100	95	100	0	95.3	100	100	93.	8	0	100	95.	100	0	96.3
3+ Axle Heavy Trucks	0	0	0	0	0	0	22	0	0	22	0	0	1	0	1	0	24	0	0	24
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	5	0	0	4.7	0	0	6.2	0	3.4	0	4.1	0	0	3.7



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

Control: Stop Sign

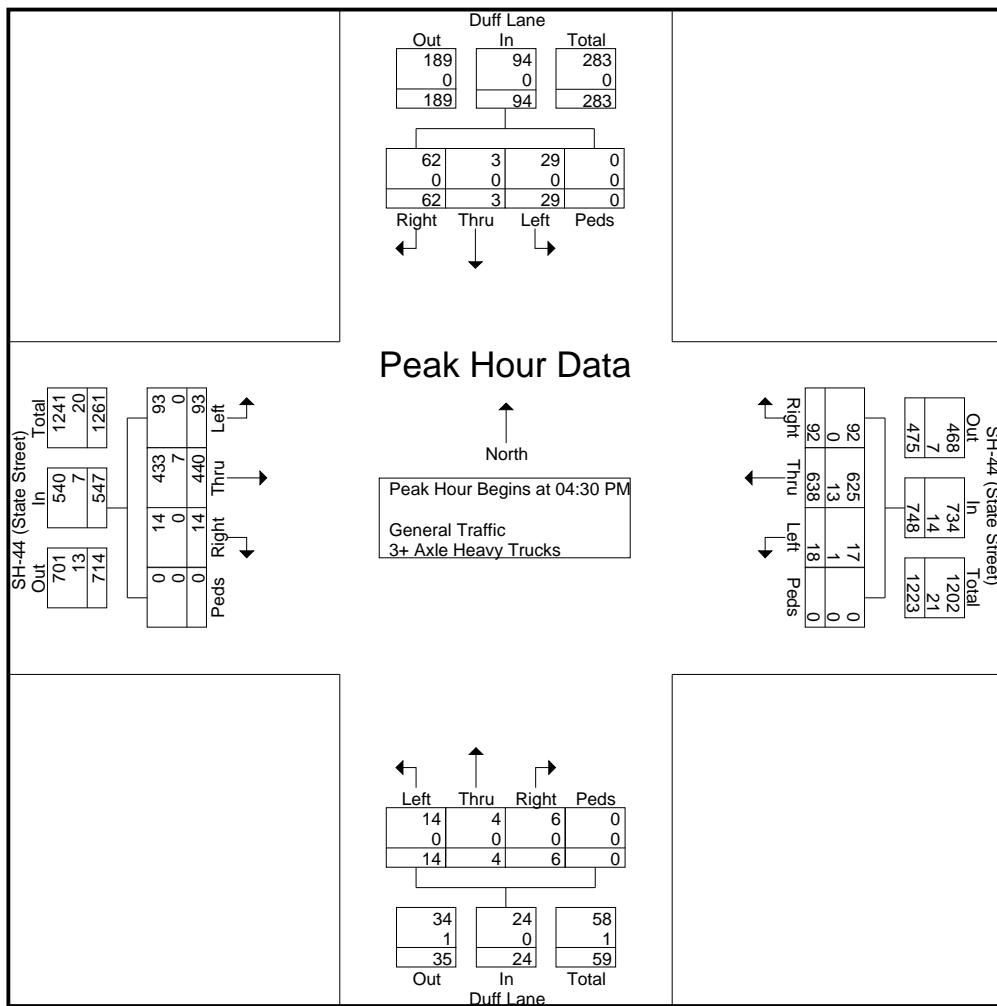
File Name : SH-44 & Duff Ln-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 5

Start Time	Duff Lane From North				SH-44 (State Street) From East				Duff Lane From South				SH-44 (State Street) From West							
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total

## Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	13	1	<b>10</b>	0	24	16	141	2	0	159	1	0	3	0	4	2	103	20	0	125	312
04:45 PM	12	2	6	0	20	<b>26</b>	157	5	0	188	2	<b>2</b>	2	0	6	<b>5</b>	107	25	0	137	351
05:00 PM	17	0	7	0	24	26	<b>170</b>	7	0	203	<b>3</b>	0	4	0	7	4	<b>119</b>	22	0	<b>145</b>	<b>379</b>
05:15 PM	<b>20</b>	0	6	0	<b>26</b>	24	170	4	0	198	0	2	<b>5</b>	0	7	3	111	<b>26</b>	0	140	371
Total Volume	62	3	29	0	94	92	638	18	0	748	6	4	14	0	24	14	440	93	0	547	1413
% App. Total	66	3.2	30.9	0		12.3	85.3	2.4	0		25	16.7	58.3	0		2.6	80.4	17	0		
PHF	.775	.375	.725	.000	.904	.885	.938	.643	.000	.921	.500	.500	.700	.000	.857	.700	.924	.894	.000	.943	.932
General Traffic	62	3	29	0	94	92	625	17	0	734	6	4	14	0	24	14	433	93	0	540	1392
% General Traffic	100	100	100	0	100	100	98.0	94.4	0	98.1	100	100	100	0	100	100	98.4	100	0	98.7	98.5
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	0	7	0	0	21
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	2.0	5.6	0	1.9	0	0	0	0	0	0	1.6	0	0	1.3	1.5



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

Control: Stop Sign

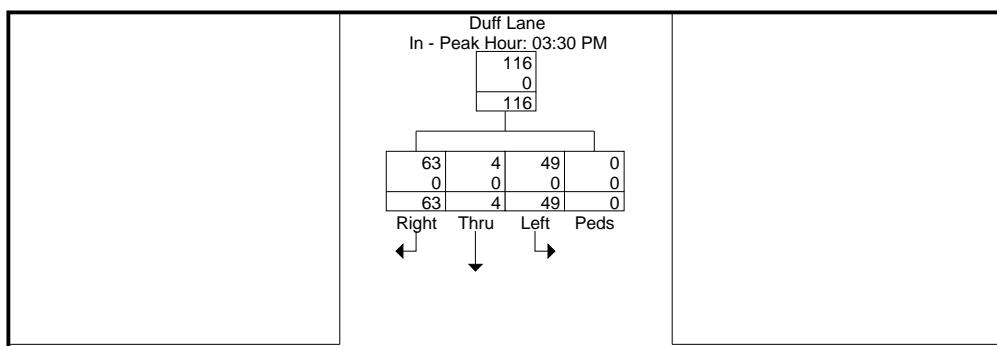
File Name : SH-44 & Duff Ln-D1  
Site Code : Day 1  
Start Date : 10/11/2022  
Page No : 6

	Duff Lane From North				SH-44 (State Street) From East				Duff Lane From South				SH-44 (State Street) From West								
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

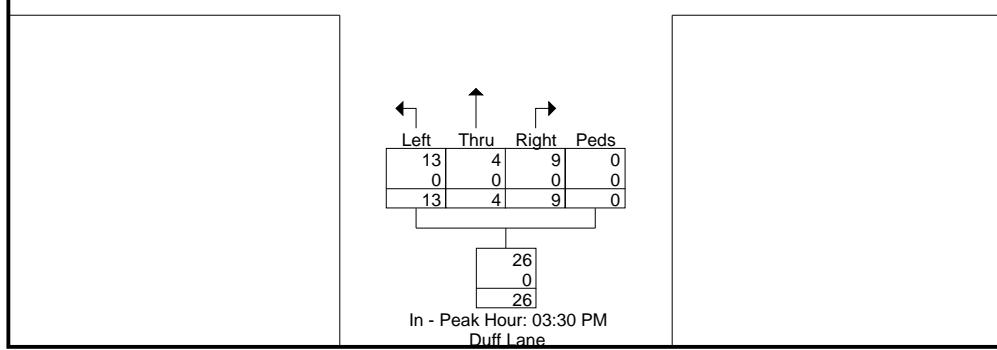
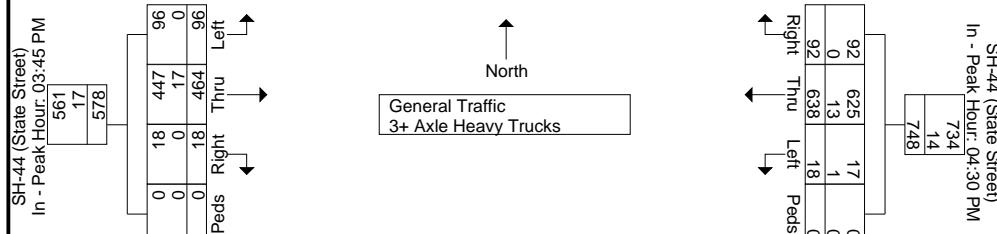
## Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM				04:30 PM				03:30 PM				03:45 PM								
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	App. Total												
+0 mins.	24	0	13	0	37	16	141	2	0	159	3	2	3	0	8	6	113	28	0	147	
+15 mins.	13	0	16	0	29	26	157	5	0	188	1	1	5	0	7	5	123	17	0	145	
+30 mins.	15	3	10	0	28	26	170	7	0	203	2	1	3	0	6	5	125	31	0	161	
+45 mins.	11	1	10	0	22	24	170	4	0	198	3	0	2	0	5	2	103	20	0	125	
Total Volume	63	4	49	0	116	92	638	18	0	748	9	4	13	0	26	18	464	96	0	578	
% App. Total	54.3	3.4	42.2	0		12.3	85.3	2.4	0		34.6	15.4	50	0		3.1	80.3	16.6	0		
PHF	.656	.333	.766	.000	.784	.885	.938	.643	.000	.921	.750	.500	.650	.000	.813	.750	.928	.774	.000	.898	
General Traffic	63	4	49	0	116	92	625	17	0	734	9	4	13	0	26	18	447	96	0	561	
% General Traffic	100	100	100	0	100	100	98	4	0	98.1	100	100	100	0	100	100	96.	3	100	0	97.1
3+ Axle Heavy Trucks	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	0	0	17	0	0	17
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	2	5.6	0	1.9	0	0	0	0	0	0	0	3.7	0	0	2.9



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Duff Ln-D1

Site Code : Day 1

Start Date : 10/11/2022

Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Duff Ln-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Duff Lane From North				SH-44 (State Street) From East				Duff Lane From South				SH-44 (State Street) From West				Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	26	0	19	0	45	6	127	1	0	134	2	1	5	0	8	3	119	8	0	130	317
07:45 AM	26	1	18	0	45	9	115	1	0	125	3	2	4	0	9	5	137	13	0	155	334
Total	52	1	37	0	90	15	242	2	0	259	5	3	9	0	17	8	256	21	0	285	651
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
08:00 AM	14	0	21	0	35	6	90	1	0	97	1	0	6	0	7	4	151	12	0	167	306
08:15 AM	10	1	12	0	23	3	67	0	0	70	0	1	2	0	3	2	119	12	0	133	229
08:30 AM	11	0	14	0	25	10	80	1	0	91	5	0	1	0	6	1	106	5	0	112	234
08:45 AM	12	0	16	0	28	4	84	0	0	88	1	1	3	0	5	1	103	15	0	119	240
Total	47	1	63	0	111	23	321	2	0	346	7	2	12	0	21	8	479	44	0	531	1009
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
09:00 AM	17	0	16	0	33	4	57	1	0	62	1	0	5	0	6	1	95	9	0	105	206
09:15 AM	12	0	12	0	24	4	99	1	0	104	3	0	2	0	5	3	85	15	0	103	236
Total	29	0	28	0	57	8	156	2	0	166	4	0	7	0	11	4	180	24	0	208	442
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
03:30 PM	18	0	15	0	33	23	150	4	0	177	3	2	3	0	8	4	101	10	0	115	333
03:45 PM	10	0	12	0	22	21	126	4	0	151	2	0	5	0	7	2	109	31	0	142	322
Total	28	0	27	0	55	44	276	8	0	328	5	2	8	0	15	6	210	41	0	257	655
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
04:00 PM	10	1	8	0	19	23	121	4	0	148	0	0	4	0	4	7	122	27	0	156	327
04:15 PM	13	1	9	0	23	16	137	4	0	157	2	1	3	0	6	6	106	23	0	135	321
04:30 PM	13	0	16	0	29	26	137	6	0	169	2	1	3	0	6	1	95	27	0	123	327
04:45 PM	11	0	15	0	26	23	134	2	0	159	1	0	1	0	2	5	115	19	0	139	326
Total	47	2	48	0	97	88	529	16	0	633	5	2	11	0	18	19	438	96	0	553	1301
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
05:00 PM	15	2	9	0	26	26	153	1	0	180	4	0	6	0	10	9	102	14	0	125	341
05:15 PM	8	1	15	0	24	20	173	4	0	197	6	1	5	0	12	7	89	30	0	126	359
Grand Total	226	7	227	0	460	224	1850	35	0	2109	36	10	58	0	104	61	1754	270	0	2085	4758
Apprch %	49.1	1.5	49.3	0		10.6	87.7	1.7	0		34.6	9.6	55.8	0		2.9	84.1	12.9	0		
Total %	4.7	0.1	4.8	0	9.7	4.7	38.9	0.7	0	44.3	0.8	0.2	1.2	0	2.2	1.3	36.9	5.7	0	43.8	
General Traffic	226	7	226	0	459	224	1809	34	0	2067	36	10	57	0	103	61	1699	270	0	2030	4659
% General Traffic	100	100	99.6	0	99.8	100	97.8	97.1	0	98	100	100	98.3	0	99	100	96.9	100	0	97.4	97.9
3+ Axle Heavy Trucks	0	0	1	0	1	0	41	1	0	42	0	0	1	0	1	0	55	0	0	55	99
% 3+ Axle Heavy Trucks	0	0	0.4	0	0.2	0	2.2	2.9	0	2	0	0	1.7	0	1	0	3.1	0	0	2.6	2.1

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

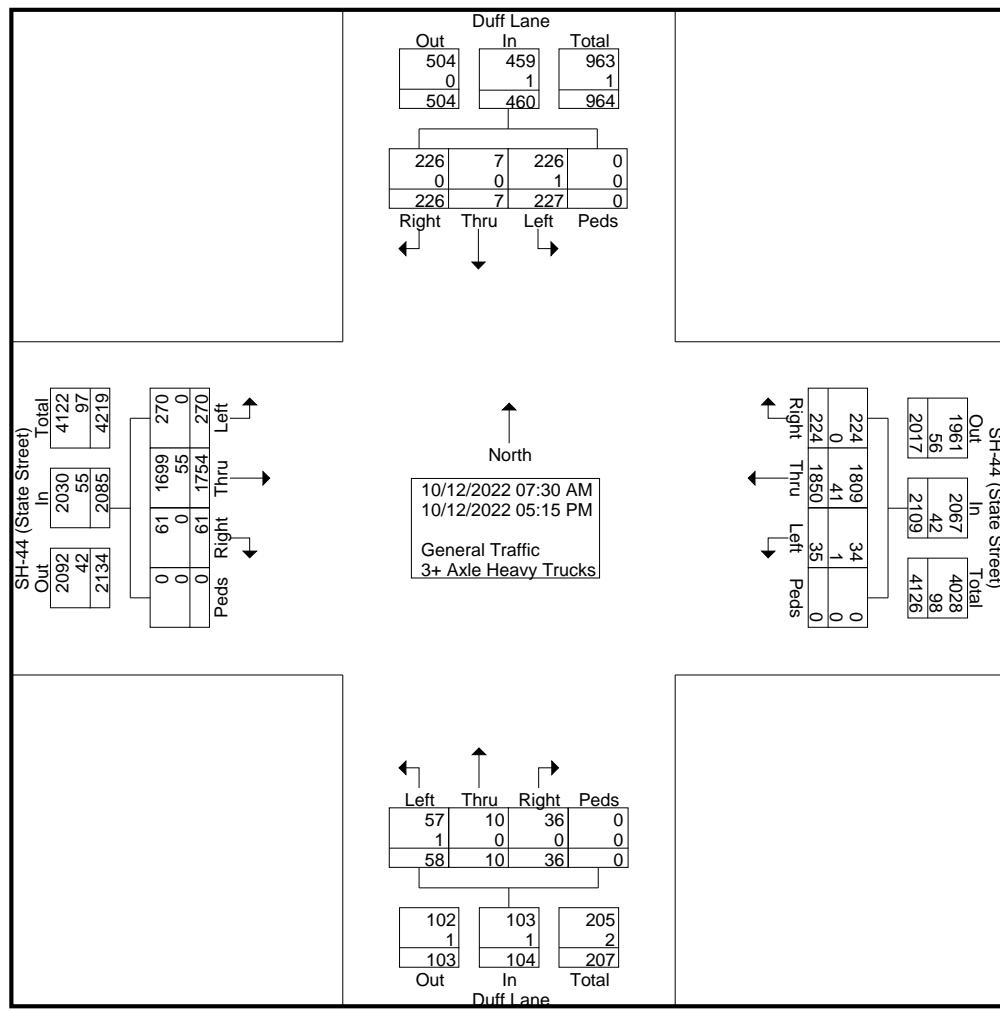
Study: PREC0007

Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Duff Ln-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 2



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

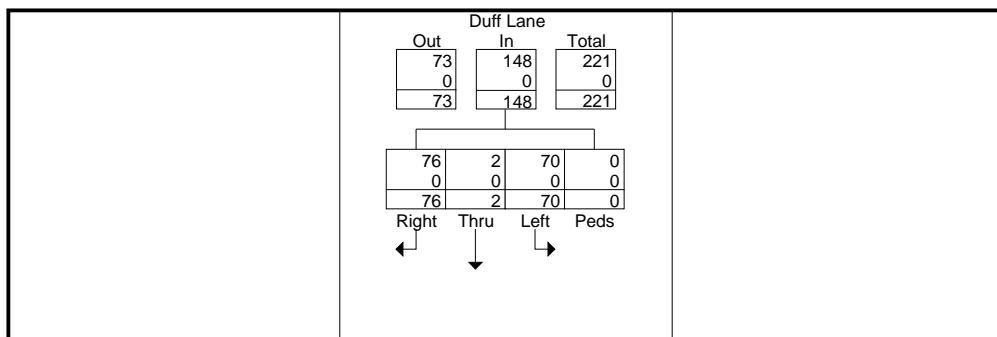
Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Duff Ln-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 3

Start Time	Duff Lane From North					SH-44 (State Street) From East					Duff Lane From South					SH-44 (State Street) From West					
	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total
<b>Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	26	0	19	0	45	6	127	1	0	134	2	1	5	0	8	3	119	8	0	130	317
07:45 AM	26	1	18	0	45	9	115	1	0	125	3	2	4	0	9	5	137	13	0	155	334
08:00 AM	14	0	21	0	35	6	90	1	0	97	1	0	6	0	7	4	151	12	0	167	306
08:15 AM	10	1	12	0	23	3	67	0	0	70	0	1	2	0	3	2	119	12	0	133	229
Total Volume	76	2	70	0	148	24	399	3	0	426	6	4	17	0	27	14	526	45	0	585	1186
% App. Total	51.4	1.4	47.3	0		5.6	93.7	0.7	0		22.2	14.8	63	0		2.4	89.9	7.7	0		
PHF	.731	.500	.833	.000	.822	.667	.785	.750	.000	.795	.500	.500	.708	.000	.750	.700	.871	.865	.000	.876	.888
General Traffic	76	2	70	0	148	24	387	3	0	414	6	4	16	0	26	14	502	45	0	561	1149
% General Traffic	100	100	100	0	100	100	97.0	100	0	97.2	100	100	94.1	0	96.3	100	95.4	100	0	95.9	96.9
3+ Axle Heavy Trucks	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	0	24	0	0	24	37
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	3.0	0	0	2.8	0	0	5.9	0	3.7	0	4.6	0	0	4.1	3.1



## Peak Hour Data

↑  
North  
Peak Hour Begins at 07:30 AM  
General Traffic  
3+ Axle Heavy Trucks

SH-44 (State Street)			
Out	In	Total	
0	14	502	45
0	0	24	0
0	14	526	45

SH-44 (State Street)			
Out	In	Total	
24	0	578	42
6	12	426	14
0	3	36	0
0	0	1028	0

Duff Lane			
Out	In	Total	
16	4	6	0
1	0	0	0
17	4	6	0

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

Control: Stop Sign

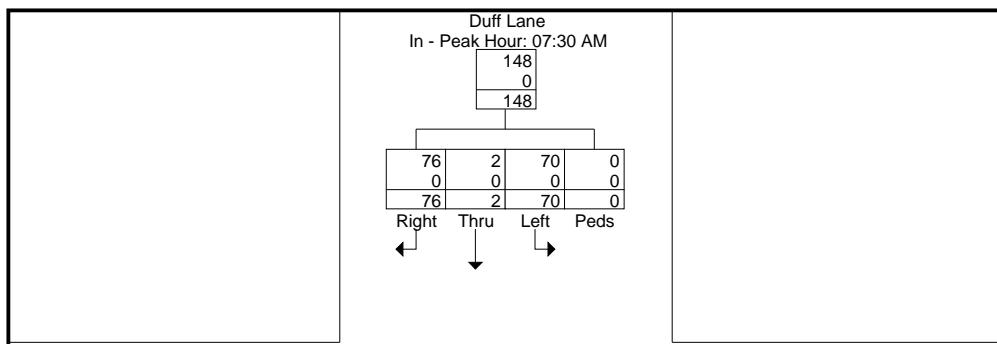
File Name : SH-44 & Duff Ln-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 4

	Duff Lane From North				SH-44 (State Street) From East				Duff Lane From South				SH-44 (State Street) From West							
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Right	Thru	Left	Peds	App.Total	Int. Total

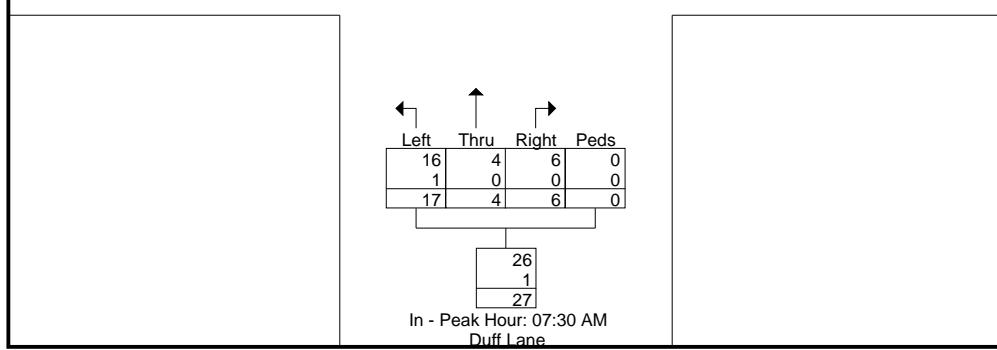
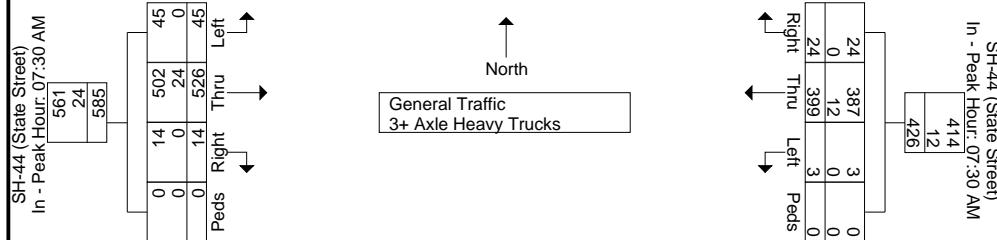
Peak Hour Analysis From 07:30 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM							
+0 mins.	26	0	19	0	6	127	1	0	134	2	1	5	0	8	3	119	8	0	130	
+15 mins.	26	1	18	0	9	115	1	0	125	3	2	4	0	9	5	137	13	0	155	
+30 mins.	14	0	21	0	6	90	1	0	97	1	0	6	0	7	4	151	12	0	167	
+45 mins.	10	1	12	0	3	67	0	0	70	0	1	2	0	3	2	119	12	0	133	
Total Volume	76	2	70	0	24	399	3	0	426	6	4	17	0	27	14	526	45	0	585	
% App. Total	51.4	1.4	47.3	0	5.6	93.7	0.7	0	22.2	14.8	63	0	2.4	89.9	7.7	0				
PHF	.731	.500	.833	.000	.822	.667	.785	.750	.000	.795	.500	.500	.708	.000	.750	.700	.871	.865	.000	.876
General Traffic	76	2	70	0	24	387	3	0	414	6	4	16	0	26	14	502	45	0	561	
% General Traffic	100	100	100	0	100	100	97	100	0	97.2	100	100	94.	1	100	4	95.	100	0	95.9
3+ Axle Heavy Trucks	0	0	0	0	0	0	12	0	0	12	0	0	1	0	0	24	0	0	24	
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	3	0	0	2.8	0	0	5.9	0	3.7	0	4.6	0	0	4.1
Trucks																				



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

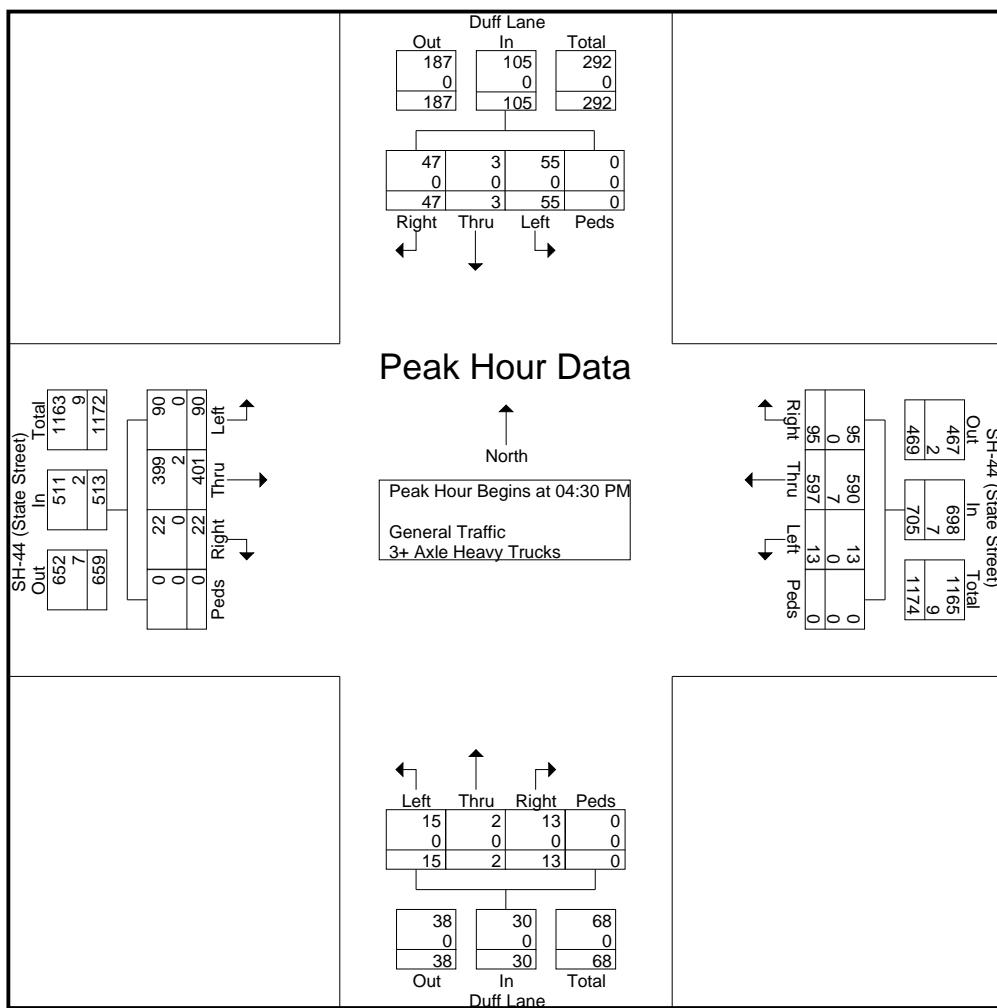
Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Duff Ln-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 5

Start Time	Duff Lane From North				SH-44 (State Street) From East				Duff Lane From South				SH-44 (State Street) From West								
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
<b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	13	0	16	0	29	26	137	6	0	169	2	1	3	0	6	1	95	27	0	123	327
04:45 PM	11	0	15	0	26	23	134	2	0	159	1	0	1	0	2	5	115	19	0	139	326
05:00 PM	15	2	9	0	26	26	153	1	0	180	4	0	6	0	10	9	102	14	0	125	341
05:15 PM	8	1	15	0	24	20	173	4	0	197	6	1	5	0	12	7	89	30	0	126	359
Total Volume	47	3	55	0	105	95	597	13	0	705	13	2	15	0	30	22	401	90	0	513	1353
% App. Total	44.8	2.9	52.4	0		13.5	84.7	1.8	0		43.3	6.7	50	0		4.3	78.2	17.5	0		
PHF	.783	.375	.859	.000	.905	.913	.863	.542	.000	.895	.542	.500	.625	.000	.625	.611	.872	.750	.000	.923	.942
General Traffic	47	3	55	0	105	95	590	13	0	698	13	2	15	0	30	22	399	90	0	511	1344
% General Traffic	100	100	100	0	100	100	98.8	100	0	99.0	100	100	100	0	100	100	99.5	100	0	99.6	99.3
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	2	0	0	9
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	1.2	0	0	1.0	0	0	0	0	0	0	0.5	0	0	0.4
Trucks																					0.7



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

Control: Stop Sign

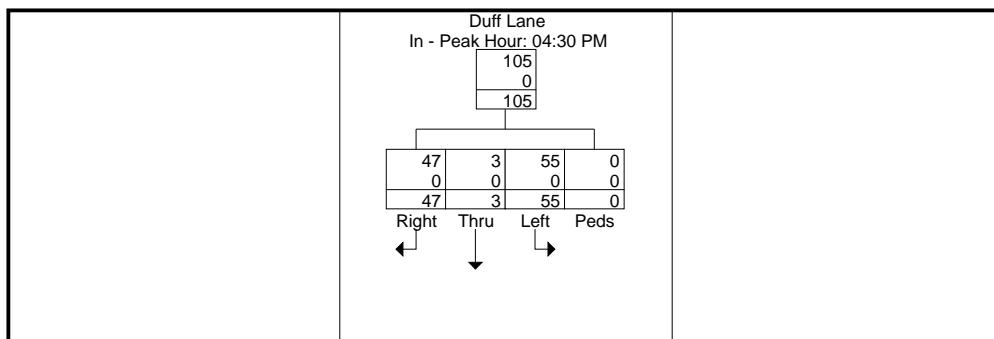
File Name : SH-44 & Duff Ln-D2  
Site Code : Day 2  
Start Date : 10/12/2022  
Page No : 6

Start Time	Duff Lane From North				SH-44 (State Street) From East				Duff Lane From South				SH-44 (State Street) From West							
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total

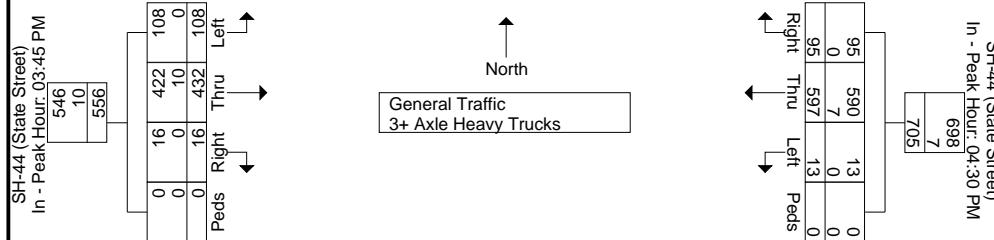
## Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				03:45 PM							
+0 mins.	13	0	16	0	29	26	137	6	0	169	2	1	3	0	6	2	109	31	0	142
+15 mins.	11	0	15	0	26	23	134	2	0	159	1	0	1	0	2	7	122	27	0	156
+30 mins.	15	2	9	0	26	26	153	1	0	180	4	0	6	0	10	6	106	23	0	135
+45 mins.	8	1	15	0	24	20	173	4	0	197	6	1	5	0	12	1	95	27	0	123
Total Volume	47	3	55	0	105	95	597	13	0	705	13	2	15	0	30	16	432	108	0	556
% App. Total	44.8	2.9	52.4	0		13.5	84.7	1.8	0		43.3	6.7	50	0		2.9	77.7	19.4	0	
PHF	.783	.375	.859	.000	.905	.913	.863	.542	.000	.895	.542	.500	.625	.000	.625	.571	.885	.871	.000	.891
General Traffic	47	3	55	0	105	95	590	13	0	698	13	2	15	0	30	16	422	108	0	546
% General Traffic	100	100	100	0	100	100	98.	100	0	99	100	100	100	0	100	100	97.	100	0	98.2
3+ Axle Heavy Trucks	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	10	0	10
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	1.2	0	0	1	0	0	0	0	0	0	0	2.3	0	0
Trucks																				1.8



## Peak Hour Data



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Intersection: SH-44 / Duff Lane

City, State: Middleton, Idaho

Control: Stop Sign

File Name : SH-44 & Duff Ln-D2

Site Code : Day 2

Start Date : 10/12/2022

Page No : 7

Image 1



## **APPENDIX B 24-HOUR VEHICLE COUNTS**

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd /Klaren /Macomb

Count: Vehicle Volume

SH-44 west of Emmett Rd

Start Date: 11/1/2022

End Date: 11/3/2022

SH-44 west of Emmett Road

Middleton, Idaho

11/1/2022	Westbound	Eastbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	15	18	33
4:15	8	5	13
4:30	22	5	27
4:45	24	24	48
5:00	43	13	56
5:15	48	15	63
5:30	50	19	69
5:45	51	36	87
6:00	51	40	91
6:15	71	45	116
6:30	93	54	147
6:45	100	73	173
7:00	135	87	222
7:15	138	105	243
7:30	171	168	339
7:45	156	149	305
8:00	132	110	242
8:15	139	96	235
8:30	106	101	207
8:45	98	108	206
9:00	90	78	168
9:15	77	69	146
9:30	94	67	161
9:45	81	64	145
10:00	100	81	181
10:15	92	60	152
10:30	71	78	149
10:45	76	81	157
11:00	97	90	187
11:15	98	88	186
11:30	98	100	198
11:45	83	81	164
Total	2708	2208	4916
Percent	55.1%	44.9%	
Peak	7:00	7:15	7:15
Volume	600	532	1129
Peak Factor	0.877	0.792	0.833

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd /Klaren /Macomb

Count: Vehicle Volume

SH-44 west of Emmett Rd

Start Date: 11/1/2022

End Date: 11/3/2022

SH-44 west of Emmett Road

Middleton, Idaho

11/1/2022	Westbound	Eastbound	
Time			Total
12:00 PM	92	84	176
12:15	96	102	198
12:30	102	89	191
12:45	97	93	190
1:00	84	86	170
1:15	100	87	187
1:30	102	87	189
1:45	88	94	182
2:00	86	85	171
2:15	97	94	191
2:30	93	105	198
2:45	81	82	163
3:00	110	130	240
3:15	111	115	226
3:30	112	138	250
3:45	121	151	272
4:00	196	119	315
4:15	142	152	294
4:30	147	167	314
4:45	132	162	294
5:00	142	161	303
5:15	153	174	327
5:30	142	158	300
5:45	124	156	280
6:00	137	128	265
6:15	99	133	232
6:30	97	104	201
6:45	95	86	181
7:00	72	78	150
7:15	65	71	136
7:30	60	67	127
7:45	55	47	102
8:00	64	48	112
8:15	57	62	119
8:30	36	53	89
8:45	41	31	72
9:00	30	43	73
9:15	23	21	44
9:30	18	13	31
9:45	20	25	45
10:00	17	19	36
10:15	23	23	46
10:30	10	12	22
10:45	14	9	23
11:00	7	20	27
11:15	9	11	20
11:30	8	9	17
11:45	4	4	8
Total	3811	3988	7799
Percent	48.9%	51.1%	
Peak	4:00	4:30	4:30
Volume	617	664	1238
Peak Factor	0.787	0.954	0.946

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd /Klaren /Macomb

Count: Vehicle Volume

SH-44 west of Emmett Rd

Start Date: 11/1/2022

End Date: 11/3/2022

SH-44 west of Emmett Road

Middleton, Idaho

11/2/2022	Westbound	Eastbound	Total
Time			
12:00 AM	4	4	8
12:15	7	4	11
12:30	4	5	9
12:45	0	6	6
1:00	1	5	6
1:15	6	3	9
1:30	1	2	3
1:45	1	1	2
2:00	0	4	4
2:15	3	3	6
2:30	5	3	8
2:45	1	0	1
3:00	0	2	2
3:15	3	1	4
3:30	6	1	7
3:45	5	4	9
4:00	7	5	12
4:15	10	6	16
4:30	18	4	22
4:45	26	17	43
5:00	45	12	57
5:15	36	16	52
5:30	47	24	71
5:45	40	27	67
6:00	60	45	105
6:15	66	39	105
6:30	96	41	137
6:45	91	54	145
7:00	115	99	214
7:15	144	113	257
7:30	137	178	315
7:45	180	167	347
8:00	107	149	256
8:15	104	116	220
8:30	92	150	242
8:45	82	132	214
9:00	84	104	188
9:15	72	82	154
9:30	96	110	206
9:45	98	73	171
10:00	72	75	147
10:15	77	67	144
10:30	75	71	146
10:45	88	84	172
11:00	79	74	153
11:15	111	89	200
11:30	111	92	203
11:45	103	106	209
Total	2616	2469	5085
Percent	51.4%	48.6%	
Peak	7:00	7:30	7:15
Volume	576	610	1175
Peak Factor	0.800	0.857	0.847

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd /Klaren /Macomb

Count: Vehicle Volume

SH-44 west of Emmett Rd

Start Date: 11/1/2022

End Date: 11/3/2022

SH-44 west of Emmett Road

Middleton, Idaho

11/2/2022	Westbound	Eastbound	
Time			Total
12:00 PM	97	97	194
12:15	106	105	211
12:30	100	84	184
12:45	98	80	178
1:00	96	90	186
1:15	92	74	166
1:30	95	93	188
1:45	92	86	178
2:00	99	75	174
2:15	89	109	198
2:30	78	100	178
2:45	99	118	217
3:00	98	110	208
3:15	83	133	216
3:30	100	124	224
3:45	121	148	269
4:00	180	129	309
4:15	158	160	318
4:30	150	137	287
4:45	162	151	313
5:00	143	154	297
5:15	167	163	330
5:30	147	151	298
5:45	166	139	305
6:00	128	122	250
6:15	110	127	237
6:30	115	89	204
6:45	88	105	193
7:00	71	75	146
7:15	51	60	111
7:30	38	47	85
7:45	46	62	108
8:00	52	83	135
8:15	37	46	83
8:30	42	57	99
8:45	33	37	70
9:00	33	41	74
9:15	26	41	67
9:30	17	24	41
9:45	24	35	59
10:00	19	18	37
10:15	14	18	32
10:30	15	11	26
10:45	5	12	17
11:00	9	4	13
11:15	7	7	14
11:30	4	5	9
11:45	2	11	13
Total	3802	3947	7749
Percent	49.1%	50.9%	
Peak	4:00	4:45	4:45
Volume	650	619	1238
Peak Factor	0.903	0.949	0.938

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd /Klaren /Macomb

Count: Vehicle Volume

SH-44 west of Emmett Rd

Start Date: 11/1/2022

End Date: 11/3/2022

SH-44 west of Emmett Road

Middleton, Idaho

11/3/2022	Westbound	Eastbound	
Time			Total
12:00 AM	5	3	8
12:15	1	6	7
12:30	8	6	14
12:45	1	7	8
1:00	0	4	4
1:15	3	4	7
1:30	1	6	7
1:45	4	4	8
2:00	0	3	3
2:15	2	8	10
2:30	2	1	3
2:45	3	3	6
3:00	3	4	7
3:15	3	2	5
3:30	7	4	11
3:45	4	2	6
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	47	67	114
Percent	41.2%	58.8%	
Peak	3:00	12:15	12:00 AM
Volume	17	23	37
Peak Factor	0.607	0.821	0.661
Grand Total	12984	12679	25663
Percent	50.6%	49.4%	
AADT	ADT: 12,831	AADT: 12,831	

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Emmett Rd

Start Date: 11/1/2022

End Date: 11/3/2022

SH-44 east of Emmett Road

Middleton, Idaho

11/1/2022	Westbound	Eastbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	38	8	46
5:15	43	15	58
5:30	43	17	60
5:45	50	33	83
6:00	48	30	78
6:15	66	42	108
6:30	78	60	138
6:45	82	74	156
7:00	128	76	204
7:15	142	83	225
7:30	179	142	321
7:45	168	150	318
8:00	131	108	239
8:15	124	105	229
8:30	115	98	213
8:45	88	106	194
9:00	89	85	174
9:15	72	78	150
9:30	79	57	136
9:45	92	73	165
10:00	90	77	167
10:15	97	67	164
10:30	81	82	163
10:45	87	81	168
11:00	95	90	185
11:15	85	92	177
11:30	93	92	185
11:45	87	87	174
Total	2570	2108	4678
Percent	54.9%	45.1%	
Peak	7:15	7:30	7:30
Volume	620	505	1107
Peak Factor	0.866	0.842	0.862

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Emmett Rd

Start Date: 11/1/2022

End Date: 11/3/2022

SH-44 east of Emmett Road

Middleton, Idaho

11/1/2022	Westbound	Eastbound	
Time			Total
12:00 PM	95	84	179
12:15	93	111	204
12:30	104	114	218
12:45	110	96	206
1:00	91	83	174
1:15	93	86	179
1:30	91	80	171
1:45	87	109	196
2:00	98	71	169
2:15	102	84	186
2:30	86	86	172
2:45	96	85	181
3:00	100	120	220
3:15	128	118	246
3:30	123	140	263
3:45	148	149	297
4:00	202	119	321
4:15	120	148	268
4:30	151	148	299
4:45	133	153	286
5:00	135	146	281
5:15	148	144	292
5:30	160	138	298
5:45	139	132	271
6:00	153	110	263
6:15	117	126	243
6:30	119	98	217
6:45	110	82	192
7:00	73	76	149
7:15	70	69	139
7:30	71	67	138
7:45	55	51	106
8:00	50	50	100
8:15	46	58	104
8:30	33	56	89
8:45	44	28	72
9:00	32	38	70
9:15	21	24	45
9:30	23	8	31
9:45	16	22	38
10:00	17	21	38
10:15	23	16	39
10:30	10	12	22
10:45	14	10	24
11:00	9	16	25
11:15	7	10	17
11:30	11	7	18
11:45	4	4	8
Total	3961	3803	7764
Percent	51.0%	49.0%	
Peak	3:45	4:15	3:45
Volume	621	595	1185
Peak Factor	0.769	0.972	0.923

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Emmett Rd

Start Date: 11/1/2022

End Date: 11/3/2022

SH-44 east of Emmett Road

Middleton, Idaho

11/2/2022	Westbound	Eastbound	Total
Time			
12:00 AM	7	4	11
12:15	7	5	12
12:30	3	3	6
12:45	0	6	6
1:00	2	4	6
1:15	3	2	5
1:30	2	2	4
1:45	0	2	2
2:00	0	4	4
2:15	3	3	6
2:30	5	4	9
2:45	1	0	1
3:00	0	1	1
3:15	2	2	4
3:30	6	0	6
3:45	3	5	8
4:00	5	7	12
4:15	7	7	14
4:30	14	3	17
4:45	25	11	36
5:00	37	11	48
5:15	33	16	49
5:30	41	26	67
5:45	42	24	66
6:00	50	34	84
6:15	49	43	92
6:30	78	46	124
6:45	79	59	138
7:00	104	87	191
7:15	158	92	250
7:30	173	149	322
7:45	166	179	345
8:00	126	146	272
8:15	101	111	212
8:30	93	148	241
8:45	74	129	203
9:00	82	112	194
9:15	74	98	172
9:30	97	97	194
9:45	87	79	166
10:00	67	74	141
10:15	76	62	138
10:30	76	81	157
10:45	85	85	170
11:00	89	88	177
11:15	93	100	193
11:30	93	96	189
11:45	105	98	203
Total	2523	2445	4968
Percent	50.8%	49.2%	
Peak	7:15	7:30	7:15
Volume	623	585	1189
Peak Factor	0.900	0.817	0.862

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Emmett Rd

Start Date: 11/1/2022

End Date: 11/3/2022

SH-44 east of Emmett Road

Middleton, Idaho

11/2/2022	Westbound	Eastbound	
Time			Total
12:00 PM	105	98	203
12:15	99	104	203
12:30	110	92	202
12:45	99	96	195
1:00	89	89	178
1:15	91	84	175
1:30	94	96	190
1:45	96	90	186
2:00	101	65	166
2:15	93	108	201
2:30	78	93	171
2:45	100	133	233
3:00	93	92	185
3:15	101	135	236
3:30	109	130	239
3:45	138	141	279
4:00	172	106	278
4:15	160	155	315
4:30	157	121	278
4:45	156	148	304
5:00	150	142	292
5:15	149	149	298
5:30	139	125	264
5:45	161	125	286
6:00	144	111	255
6:15	111	119	230
6:30	118	85	203
6:45	100	94	194
7:00	69	74	143
7:15	58	72	130
7:30	44	42	86
7:45	38	52	90
8:00	44	56	100
8:15	42	41	83
8:30	45	52	97
8:45	35	29	64
9:00	31	35	66
9:15	25	38	63
9:30	18	22	40
9:45	25	28	53
10:00	17	15	32
10:15	17	19	36
10:30	14	9	23
10:45	6	15	21
11:00	13	4	17
11:15	5	3	8
11:30	3	5	8
11:45	4	9	13
Total	3866	3746	7612
Percent	50.8%	49.2%	
Peak	4:00	4:15	4:15
Volume	645	566	1189
Peak Factor	0.938	0.913	0.944

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Emmett Rd

Start Date: 11/1/2022

End Date: 11/3/2022

SH-44 east of Emmett Road

Middleton, Idaho

11/3/2022	Westbound	Eastbound	Total
Time			
12:00 AM	5	3	8
12:15	2	5	7
12:30	7	3	10
12:45	1	7	8
1:00	0	5	5
1:15	2	4	6
1:30	2	3	5
1:45	4	3	7
2:00	0	4	4
2:15	2	6	8
2:30	2	1	3
2:45	4	2	6
3:00	4	3	7
3:15	2	3	5
3:30	6	4	10
3:45	3	2	5
4:00	10	4	14
4:15	7	7	14
4:30	12	7	19
4:45	22	12	34
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	97	88	185
Percent	52.4%	47.6%	
Peak	4:00	4:00	4:00
Volume	51	30	81
Peak Factor	0.580	0.625	0.596
Grand Total	13017	12190	25207
Percent	51.6%	48.4%	
AADT	AADT: 12,604		

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Emmett Rd north of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Emmett Road north of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	11	1	12
1:15	0	0	0
1:30	0	3	3
1:45	1	2	3
2:00	0	0	0
2:15	0	0	0
2:30	1	0	1
2:45	1	1	2
3:00	0	1	1
3:15	2	1	3
3:30	1	0	1
3:45	0	1	1
4:00	3	0	3
4:15	10	1	11
4:30	6	1	7
4:45	10	3	13
5:00	10	1	11
5:15	11	6	17
5:30	22	2	24
5:45	20	5	25
6:00	27	21	48
6:15	42	14	56
6:30	38	20	58
6:45	42	24	66
7:00	57	52	109
7:15	52	103	155
7:30	87	134	221
7:45	76	66	142
8:00	43	37	80
8:15	40	35	75
8:30	33	38	71
8:45	49	38	87
9:00	47	28	75
9:15	48	27	75
9:30	39	35	74
9:45	29	31	60
10:00	32	23	55
10:15	29	19	48
10:30	32	27	59
10:45	39	32	71
11:00	40	32	72
11:15	35	26	61
11:30	34	38	72
11:45	47	35	82
Total	1146	964	2110
Percent	54.3%	45.7%	
Peak	7:00	7:00	7:00
Volume	272	355	627
Peak Factor	0.782	0.662	0.709

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Emmett Rd north of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Emmett Road north of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	Total
Time			
12:00 PM	58	34	92
12:15	36	33	69
12:30	48	45	93
12:45	34	47	81
1:00	45	32	77
1:15	46	30	76
1:30	31	35	66
1:45	41	39	80
2:00	40	46	86
2:15	29	36	65
2:30	31	55	86
2:45	47	32	79
3:00	39	41	80
3:15	40	59	99
3:30	40	62	102
3:45	84	87	171
4:00	67	84	151
4:15	49	93	142
4:30	54	75	129
4:45	60	74	134
5:00	41	80	121
5:15	44	77	121
5:30	44	79	123
5:45	54	71	125
6:00	36	75	111
6:15	33	75	108
6:30	46	53	99
6:45	43	67	110
7:00	77	43	120
7:15	31	32	63
7:30	20	42	62
7:45	21	38	59
8:00	21	31	52
8:15	12	21	33
8:30	9	27	36
8:45	8	18	26
9:00	18	22	40
9:15	89	19	108
9:30	10	14	24
9:45	8	3	11
10:00	2	6	8
10:15	4	12	16
10:30	9	5	14
10:45	4	9	13
11:00	1	6	7
11:15	4	3	7
11:30	2	5	7
11:45	0	2	2
Total	1610	1974	3584
Percent	44.9%	55.1%	
Peak	3:45	3:45	3:45
Volume	254	339	593
Peak Factor	0.756	0.911	0.867

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Emmett Rd north of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Emmett Road north of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	Total
Time			
12:00 AM	1	2	3
12:15	1	3	4
12:30	1	2	3
12:45	8	4	12
1:00	0	0	0
1:15	0	0	0
1:30	0	1	1
1:45	0	0	0
2:00	0	1	1
2:15	0	0	0
2:30	2	0	2
2:45	1	1	2
3:00	1	0	1
3:15	0	1	1
3:30	2	0	2
3:45	2	0	2
4:00	2	2	4
4:15	9	2	11
4:30	8	0	8
4:45	11	2	13
5:00	8	3	11
5:15	18	4	22
5:30	16	4	20
5:45	27	9	36
6:00	25	10	35
6:15	47	18	65
6:30	43	14	57
6:45	45	24	69
7:00	45	36	81
7:15	59	64	123
7:30	96	72	168
7:45	99	36	135
8:00	70	32	102
8:15	45	22	67
8:30	26	22	48
8:45	41	25	66
9:00	31	39	70
9:15	29	20	49
9:30	23	30	53
9:45	31	31	62
10:00	41	23	64
10:15	29	26	55
10:30	30	28	58
10:45	40	37	77
11:00	30	28	58
11:15	38	28	66
11:30	42	30	72
11:45	33	34	67
Total	1156	770	1926
Percent	60.0%	40.0%	
Peak	7:15	7:00	7:15
Volume	324	208	528
Peak Factor	0.818	0.722	0.786

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Emmett Rd north of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Emmett Road north of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	Total
Time			
12:00 PM	30	39	69
12:15	36	25	61
12:30	39	38	77
12:45	71	34	105
1:00	61	46	107
1:15	32	55	87
1:30	36	56	92
1:45	41	53	94
2:00	43	41	84
2:15	31	30	61
2:30	42	42	84
2:45	36	43	79
3:00	40	52	92
3:15	28	41	69
3:30	54	55	109
3:45	60	63	123
4:00	55	70	125
4:15	41	62	103
4:30	39	47	86
4:45	44	70	114
5:00	29	60	89
5:15	39	87	126
5:30	53	80	133
5:45	38	81	119
6:00	43	81	124
6:15	30	63	93
6:30	25	72	97
6:45	25	85	110
7:00	39	65	104
7:15	22	38	60
7:30	23	29	52
7:45	18	38	56
8:00	13	26	39
8:15	30	22	52
8:30	21	30	51
8:45	82	11	93
9:00	92	17	109
9:15	11	17	28
9:30	11	17	28
9:45	9	8	17
10:00	8	12	20
10:15	4	6	10
10:30	5	5	10
10:45	3	6	9
11:00	1	6	7
11:15	3	2	5
11:30	3	3	6
11:45	0	4	4
Total	1539	1933	3472
Percent	44.3%	55.7%	
Peak	8:15	5:15	5:15
Volume	225	329	502
Peak Factor	0.611	0.945	0.944

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Emmett Rd north of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Emmett Road north of SH-44

Middleton, Idaho

10/13/2022	Southbound	Northbound	Total
Time			
12:00 AM	2	4	6
12:15	1	0	1
12:30	0	2	2
12:45	0	0	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	3	6	9
Percent	33.3%	66.7%	
Peak	12:00 AM	12:00 AM	12:00 AM
Volume	3	6	9
Peak Factor	0.375	0.375	0.375
Grand Total	5454	5647	11101
Percent	49.1%	50.9%	
AADT	AADT: 5,551		AADT: 5,551

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hartley Ln north of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hartley Lane north of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	2	1	3
1:15	0	0	0
1:30	0	0	0
1:45	0	1	1
2:00	0	1	1
2:15	0	0	0
2:30	0	1	1
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	1	0	1
3:45	1	1	2
4:00	0	0	0
4:15	0	0	0
4:30	5	1	6
4:45	4	0	4
5:00	1	2	3
5:15	6	0	6
5:30	8	0	8
5:45	15	3	18
6:00	10	3	13
6:15	9	7	16
6:30	15	3	18
6:45	12	4	16
7:00	19	10	29
7:15	13	8	21
7:30	24	13	37
7:45	14	22	36
8:00	22	15	37
8:15	14	18	32
8:30	16	8	24
8:45	13	9	22
9:00	10	5	15
9:15	12	7	19
9:30	18	9	27
9:45	14	6	20
10:00	10	12	22
10:15	9	9	18
10:30	17	13	30
10:45	17	16	33
11:00	16	14	30
11:15	16	17	33
11:30	20	9	29
11:45	18	18	36
Total	401	266	667
Percent	60.1%	39.9%	
Peak	7:30	7:30	7:30
Volume	74	68	142
Peak Factor	0.771	0.773	0.959

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hartley Ln north of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hartley Lane north of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	Total
Time			
12:00 PM	23	18	41
12:15	21	15	36
12:30	12	17	29
12:45	10	38	48
1:00	14	11	25
1:15	14	14	28
1:30	10	20	30
1:45	19	25	44
2:00	23	24	47
2:15	21	13	34
2:30	11	16	27
2:45	31	27	58
3:00	16	15	31
3:15	18	20	38
3:30	15	28	43
3:45	11	23	34
4:00	18	21	39
4:15	17	21	38
4:30	12	21	33
4:45	16	23	39
5:00	16	22	38
5:15	17	38	55
5:30	14	28	42
5:45	18	29	47
6:00	17	25	42
6:15	18	24	42
6:30	13	19	32
6:45	17	16	33
7:00	19	24	43
7:15	14	23	37
7:30	10	20	30
7:45	4	20	24
8:00	1	16	17
8:15	9	11	20
8:30	11	9	20
8:45	2	4	6
9:00	2	14	16
9:15	2	2	4
9:30	2	8	10
9:45	1	4	5
10:00	0	4	4
10:15	1	1	2
10:30	4	4	8
10:45	0	2	2
11:00	1	0	1
11:15	0	0	0
11:30	0	1	1
11:45	0	0	0
Total	545	778	1323
Percent	41.2%	58.8%	
Peak	2:00	5:15	5:15
Volume	86	120	186
Peak Factor	0.694	0.789	0.845

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hartley Ln north of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hartley Lane north of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	Total
Time			
12:00 AM	0	2	2
12:15	0	1	1
12:30	1	0	1
12:45	0	2	2
1:00	0	1	1
1:15	0	0	0
1:30	0	0	0
1:45	1	0	1
2:00	0	2	2
2:15	0	1	1
2:30	1	1	2
2:45	0	0	0
3:00	1	0	1
3:15	0	0	0
3:30	0	2	2
3:45	1	1	2
4:00	2	0	2
4:15	1	0	1
4:30	6	0	6
4:45	5	1	6
5:00	3	0	3
5:15	7	1	8
5:30	13	1	14
5:45	9	1	10
6:00	13	4	17
6:15	8	5	13
6:30	16	6	22
6:45	11	13	24
7:00	20	8	28
7:15	22	8	30
7:30	30	15	45
7:45	30	10	40
8:00	22	10	32
8:15	13	20	33
8:30	22	14	36
8:45	11	9	20
9:00	19	8	27
9:15	16	14	30
9:30	20	13	33
9:45	17	14	31
10:00	15	12	27
10:15	19	16	35
10:30	22	19	41
10:45	17	10	27
11:00	16	13	29
11:15	20	23	43
11:30	17	14	31
11:45	15	23	38
Total	482	318	800
Percent	60.3%	39.8%	
Peak	7:15	11:00	7:30
Volume	104	73	150
Peak Factor	0.867	0.793	0.833

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hartley Ln north of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hartley Lane north of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	
Time			Total
12:00 PM	21	14	35
12:15	22	23	45
12:30	19	12	31
12:45	21	19	40
1:00	20	19	39
1:15	16	21	37
1:30	14	21	35
1:45	25	20	45
2:00	10	15	25
2:15	17	17	34
2:30	14	24	38
2:45	16	27	43
3:00	16	22	38
3:15	11	26	37
3:30	21	24	45
3:45	19	40	59
4:00	17	28	45
4:15	13	21	34
4:30	17	18	35
4:45	15	25	40
5:00	14	26	40
5:15	20	36	56
5:30	27	25	52
5:45	18	33	51
6:00	16	34	50
6:15	19	26	45
6:30	14	24	38
6:45	14	22	36
7:00	14	21	35
7:15	9	21	30
7:30	17	15	32
7:45	9	13	22
8:00	4	17	21
8:15	8	11	19
8:30	7	11	18
8:45	6	14	20
9:00	4	6	10
9:15	6	9	15
9:30	4	10	14
9:45	1	5	6
10:00	1	5	6
10:15	0	7	7
10:30	1	3	4
10:45	0	1	1
11:00	0	0	0
11:15	2	3	5
11:30	0	2	2
11:45	1	0	1
Total	580	836	1416
Percent	41.0%	59.0%	
Peak	12:00 PM	5:15	5:15
Volume	83	128	209
Peak Factor	0.943	0.889	0.933

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hartley Ln north of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hartley Lane north of SH-44

Middleton, Idaho

10/13/2022	Southbound	Northbound	Total
Time			
12:00 AM	1	3	4
12:15	1	0	1
12:30	0	0	0
12:45	1	1	2
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	3	4	7
Percent	42.9%	57.1%	
Peak	12:00 AM	12:00 AM	12:00 AM
Volume	3	4	7
Peak Factor	0.750	0.333	0.438
Grand Total	2011	2202	4213
Percent AADT	47.7%	52.3%	
	AADT: 2,107	AADT: 2,107	

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hartley Ln south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hartley Lane south of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	1	0	1
5:15	0	0	0
5:30	0	0	0
5:45	0	1	1
6:00	1	2	3
6:15	2	0	2
6:30	2	0	2
6:45	2	2	4
7:00	3	0	3
7:15	1	2	3
7:30	10	0	10
7:45	39	8	47
8:00	67	64	131
8:15	40	46	86
8:30	3	5	8
8:45	3	4	7
9:00	1	1	2
9:15	2	0	2
9:30	0	2	2
9:45	2	3	5
10:00	2	1	3
10:15	1	0	1
10:30	3	3	6
10:45	2	3	5
11:00	1	2	3
11:15	1	1	2
11:30	0	0	0
11:45	0	0	0
Total	189	150	339
Percent	55.8%	44.2%	
Peak	7:30	7:45	7:30
Volume	156	123	274
Peak Factor	0.582	0.480	0.523

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hartley Ln south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hartley Lane south of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	Total
Time			
12:00 PM	3	2	5
12:15	1	0	1
12:30	0	2	2
12:45	2	2	4
1:00	1	1	2
1:15	1	1	2
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	2	1	3
2:30	1	1	2
2:45	4	2	6
3:00	9	3	12
3:15	16	1	17
3:30	37	5	42
3:45	34	38	72
4:00	10	70	80
4:15	5	15	20
4:30	2	4	6
4:45	1	3	4
5:00	14	12	26
5:15	5	8	13
5:30	9	10	19
5:45	3	10	13
6:00	1	4	5
6:15	1	6	7
6:30	1	1	2
6:45	2	2	4
7:00	1	0	1
7:15	6	2	8
7:30	1	1	2
7:45	0	1	1
8:00	1	1	2
8:15	0	0	0
8:30	0	0	0
8:45	0	0	0
9:00	0	2	2
9:15	2	1	3
9:30	0	3	3
9:45	0	0	0
10:00	0	0	0
10:15	0	2	2
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0
Total	176	217	393
Percent	44.8%	55.2%	
Peak	3:15	3:30	3:30
Volume	97	128	214
Peak Factor	0.655	0.457	0.669

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hartley Ln south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hartley Lane south of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	Total
Time			
12:00 AM	0	0	0
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
1:00	3	6	9
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	1	0	1
5:15	0	0	0
5:30	0	0	0
5:45	0	1	1
6:00	0	0	0
6:15	1	0	1
6:30	1	0	1
6:45	2	0	2
7:00	2	0	2
7:15	3	0	3
7:30	12	1	13
7:45	35	10	45
8:00	68	56	124
8:15	37	50	87
8:30	5	11	16
8:45	4	2	6
9:00	5	4	9
9:15	4	5	9
9:30	3	1	4
9:45	3	3	6
10:00	0	0	0
10:15	2	4	6
10:30	3	1	4
10:45	1	0	1
11:00	0	1	1
11:15	1	2	3
11:30	3	2	5
11:45	9	3	12
Total	208	163	371
Percent	56.1%	43.9%	
Peak	7:30	7:45	7:45
Volume	152	127	272
Peak Factor	0.559	0.567	0.548

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hartley Ln south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hartley Lane south of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	
Time			Total
12:00 PM	5	4	9
12:15	2	0	2
12:30	3	3	6
12:45	3	3	6
1:00	3	5	8
1:15	3	1	4
1:30	1	3	4
1:45	0	1	1
2:00	3	2	5
2:15	2	3	5
2:30	9	2	11
2:45	8	12	20
3:00	6	5	11
3:15	17	3	20
3:30	36	10	46
3:45	32	41	73
4:00	12	65	77
4:15	0	10	10
4:30	2	3	5
4:45	2	7	9
5:00	7	3	10
5:15	8	14	22
5:30	10	13	23
5:45	1	0	1
6:00	3	2	5
6:15	1	1	2
6:30	3	2	5
6:45	0	5	5
7:00	3	0	3
7:15	1	1	2
7:30	0	1	1
7:45	0	2	2
8:00	0	0	0
8:15	2	1	3
8:30	0	3	3
8:45	0	2	2
9:00	0	0	0
9:15	0	0	0
9:30	0	0	0
9:45	0	0	0
10:00	1	1	2
10:15	0	0	0
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0
Total	189	234	423
Percent	44.7%	55.3%	
Peak	3:15	3:30	3:15
Volume	97	126	216
Peak Factor	0.674	0.485	0.701

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hartley Ln south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hartley Lane south of SH-44

Middleton, Idaho

10/13/2022	Southbound	Northbound	Total
Time			
12:00 AM	0	0	0
12:15	0	0	0
12:30	0	0	0
12:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	0	0	0
Percent	-	-	
Peak			
Volume			
Peak Factor			
Grand Total	762	764	1526
Percent	49.9%	50.1%	
AADT		ADT: 764	AADT: 764

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

SH-44 b Hartley Ln & Cemetery Rd

Start Date: 11/15/2022

End Date: 11/17/2022

SH-44 between Hartley Lane &

Cemetery Road

Middleton, Idaho

11/15/2022	Westbound	Eastbound	
Time			Total
12:00 AM	7	4	11
12:15	2	5	7
12:30	3	4	7
12:45	0	3	3
1:00	2	3	5
1:15	0	3	3
1:30	4	2	6
1:45	1	3	4
2:00	5	1	6
2:15	1	0	1
2:30	2	1	3
2:45	1	1	2
3:00	6	0	6
3:15	0	3	3
3:30	3	6	9
3:45	2	3	5
4:00	7	4	11
4:15	10	6	16
4:30	13	7	20
4:45	24	12	36
5:00	22	9	31
5:15	25	27	52
5:30	33	25	58
5:45	28	33	61
6:00	48	39	87
6:15	65	59	124
6:30	79	64	143
6:45	84	75	159
7:00	97	92	189
7:15	134	109	243
7:30	195	164	359
7:45	187	166	353
8:00	156	152	308
8:15	117	149	266
8:30	91	100	191
8:45	103	120	223
9:00	111	80	191
9:15	107	73	180
9:30	91	86	177
9:45	80	79	159
10:00	97	71	168
10:15	94	78	172
10:30	106	85	191
10:45	122	93	215
11:00	110	81	191
11:15	109	99	208
11:30	94	87	181
11:45	94	89	183
Total	2772	2455	5227
Percent	53.0%	47.0%	
Peak	7:15	7:30	7:30
Volume	672	631	1286
Peak Factor	0.862	0.950	0.896

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

SH-44 b Hartley Ln & Cemetery Rd

Start Date: 11/15/2022

End Date: 11/17/2022

SH-44 between Hartley Lane &

Cemetery Road

Middleton, Idaho

11/15/2022	Westbound	Eastbound	
Time			Total
12:00 PM	99	122	221
12:15	114	97	211
12:30	118	103	221
12:45	99	88	187
1:00	110	96	206
1:15	99	113	212
1:30	95	88	183
1:45	97	94	191
2:00	118	82	200
2:15	86	86	172
2:30	111	115	226
2:45	91	106	197
3:00	138	119	257
3:15	123	122	245
3:30	157	154	311
3:45	218	160	378
4:00	193	212	405
4:15	149	137	286
4:30	167	121	288
4:45	169	126	295
5:00	165	120	285
5:15	146	135	281
5:30	163	156	319
5:45	158	105	263
6:00	165	113	278
6:15	125	100	225
6:30	117	93	210
6:45	107	81	188
7:00	73	78	151
7:15	64	66	130
7:30	66	54	120
7:45	56	49	105
8:00	35	40	75
8:15	45	42	87
8:30	36	38	74
8:45	34	24	58
9:00	35	25	60
9:15	17	34	51
9:30	39	35	74
9:45	27	34	61
10:00	18	12	30
10:15	13	11	24
10:30	11	13	24
10:45	11	16	27
11:00	5	9	14
11:15	5	3	8
11:30	5	6	11
11:45	3	5	8
Total	4295	3838	8133
Percent	52.8%	47.2%	
Peak	3:45	3:30	3:30
Volume	727	663	1380
Peak Factor	0.834	0.782	0.852

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

SH-44 b Hartley Ln & Cemetery Rd

Start Date: 11/15/2022

End Date: 11/17/2022

SH-44 between Hartley Lane &

Cemetery Road

Middleton, Idaho

11/16/2022	Westbound	Eastbound	
Time			Total
12:00 AM	3	7	10
12:15	4	5	9
12:30	3	2	5
12:45	2	5	7
1:00	5	1	6
1:15	2	3	5
1:30	0	3	3
1:45	1	3	4
2:00	4	1	5
2:15	3	0	3
2:30	3	2	5
2:45	2	2	4
3:00	3	3	6
3:15	3	4	7
3:30	4	2	6
3:45	2	8	10
4:00	8	6	14
4:15	9	5	14
4:30	8	4	12
4:45	18	8	26
5:00	20	9	29
5:15	29	23	52
5:30	30	32	62
5:45	40	26	66
6:00	47	46	93
6:15	56	38	94
6:30	75	71	146
6:45	71	83	154
7:00	108	100	208
7:15	142	109	251
7:30	180	179	359
7:45	189	136	325
8:00	157	135	292
8:15	105	138	243
8:30	98	105	203
8:45	77	92	169
9:00	88	81	169
9:15	85	87	172
9:30	86	88	174
9:45	87	103	190
10:00	84	72	156
10:15	89	73	162
10:30	88	78	166
10:45	78	97	175
11:00	103	83	186
11:15	89	83	172
11:30	97	93	190
11:45	125	100	225
Total	2610	2434	5044
Percent	51.7%	48.3%	
Peak	7:15	7:30	7:15
Volume	668	588	1227
Peak Factor	0.884	0.821	0.854

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

SH-44 b Hartley Ln & Cemetery Rd

Start Date: 11/15/2022

End Date: 11/17/2022

SH-44 between Hartley Lane &

Cemetery Road

Middleton, Idaho

11/16/2022	Westbound	Eastbound	
Time			Total
12:00 PM	113	110	223
12:15	115	111	226
12:30	110	95	205
12:45	98	100	198
1:00	104	88	192
1:15	94	94	188
1:30	100	100	200
1:45	90	92	182
2:00	86	86	172
2:15	105	95	200
2:30	105	95	200
2:45	107	110	217
3:00	118	106	224
3:15	132	142	274
3:30	136	130	266
3:45	198	151	349
4:00	190	184	374
4:15	152	129	281
4:30	159	125	284
4:45	167	118	285
5:00	153	151	304
5:15	172	125	297
5:30	162	146	308
5:45	168	124	292
6:00	138	94	232
6:15	132	103	235
6:30	153	83	236
6:45	119	75	194
7:00	94	67	161
7:15	64	57	121
7:30	59	33	92
7:45	48	42	90
8:00	44	33	77
8:15	49	33	82
8:30	44	32	76
8:45	48	47	95
9:00	42	35	77
9:15	34	30	64
9:30	29	22	51
9:45	18	20	38
10:00	20	11	31
10:15	10	16	26
10:30	11	13	24
10:45	7	10	17
11:00	6	4	10
11:15	7	5	12
11:30	7	4	11
11:45	5	7	12
Total	4322	3683	8005
Percent	54.0%	46.0%	
Peak	3:45	3:15	3:45
Volume	699	607	1288
Peak Factor	0.883	0.825	0.861

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

SH-44 b Hartley Ln & Cemetery Rd

Start Date: 11/15/2022

End Date: 11/17/2022

SH-44 between Hartley Lane &

Cemetery Road

Middleton, Idaho

11/17/2022	Westbound	Eastbound	Total
Time			
12:00 AM	6	5	11
12:15	8	5	13
12:30	4	5	9
12:45	5	4	9
1:00	0	3	3
1:15	2	1	3
1:30	2	3	5
1:45	2	2	4
2:00	2	3	5
2:15	1	0	1
2:30	6	4	10
2:45	2	0	2
3:00	5	4	9
3:15	2	1	3
3:30	2	2	4
3:45	4	3	7
4:00	2	3	5
4:15	9	6	15
4:30	10	5	15
4:45	19	8	27
5:00	21	13	34
5:15	30	18	48
5:30	30	24	54
5:45	31	36	67
6:00	44	40	84
6:15	61	47	108
6:30	67	67	134
6:45	73	86	159
7:00	101	84	185
7:15	137	113	250
7:30	179	152	331
7:45	189	128	317
8:00	166	126	292
8:15	96	123	219
8:30	84	89	173
8:45	78	109	187
9:00	84	86	170
9:15	78	83	161
9:30	75	68	143
9:45	80	88	168
10:00	92	67	159
10:15	77	75	152
10:30	106	84	190
10:45	97	96	193
11:00	122	84	206
11:15	114	95	209
11:30	115	60	175
11:45	118	96	214
Total	2638	2304	4942
Percent	53.4%	46.6%	
Peak	7:15	7:30	7:15
Volume	671	529	1190
Peak Factor	0.888	0.870	0.899

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

SH-44 b Hartley Ln & Cemetery Rd

Start Date: 11/15/2022

End Date: 11/17/2022

SH-44 between Hartley Lane &

Cemetery Road

Middleton, Idaho

11/17/2022	Westbound	Eastbound	Total
Time			
12:00 PM	132	100	232
12:15	143	93	236
12:30	144	83	227
12:45	137	94	231
1:00	156	88	244
1:15	148	99	247
1:30	174	79	253
1:45	155	72	227
2:00	136	99	235
2:15	167	85	252
2:30	142	99	241
2:45	143	92	235
3:00	149	125	274
3:15	134	132	266
3:30	183	144	327
3:45	215	162	377
4:00	194	206	400
4:15	161	147	308
4:30	158	133	291
4:45	165	129	294
5:00	153	148	301
5:15	183	149	332
5:30	134	145	279
5:45	133	132	265
6:00	143	101	244
6:15	132	88	220
6:30	119	71	190
6:45	110	80	190
7:00	86	77	163
7:15	60	54	114
7:30	63	53	116
7:45	58	43	101
8:00	54	34	88
8:15	44	43	87
8:30	58	41	99
8:45	47	38	85
9:00	44	31	75
9:15	47	31	78
9:30	31	25	56
9:45	23	30	53
10:00	18	16	34
10:15	18	26	44
10:30	17	17	34
10:45	19	7	26
11:00	11	10	21
11:15	16	4	20
11:30	6	8	14
11:45	4	2	6
Total	4967	3765	8732
Percent	56.9%	43.1%	
Peak Volume	3:30	3:30	3:30
Peak Factor	753	659	1412
Grand Total	0.876	0.800	0.883
Percent AADT	53.9%	46.1%	40083
	ADT: 13,361	AADT: 13,361	

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Cemetery Rd

Start Date: 10/11/2022

End Date: 10/13/2022

SH-44 east of Cemetery Road

Middleton, Idaho

10/11/2022	Westbound	Eastbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	0	7	7
3:15	2	5	7
3:30	3	2	5
3:45	4	9	13
4:00	4	4	8
4:15	6	6	12
4:30	3	12	15
4:45	14	11	25
5:00	21	20	41
5:15	27	19	46
5:30	20	30	50
5:45	44	48	92
6:00	44	43	87
6:15	61	66	127
6:30	52	80	132
6:45	70	88	158
7:00	90	88	178
7:15	111	104	215
7:30	176	145	321
7:45	209	116	325
8:00	163	123	286
8:15	111	155	266
8:30	96	113	209
8:45	111	101	212
9:00	89	123	212
9:15	98	91	189
9:30	93	95	188
9:45	101	87	188
10:00	89	76	165
10:15	86	97	183
10:30	114	115	229
10:45	98	108	206
11:00	121	119	240
11:15	111	102	213
11:30	137	112	249
11:45	112	121	233
Total	2691	2641	5332
Percent	50.5%	49.5%	
Peak	7:15	7:30	7:30
Volume	659	539	1198
Peak Factor	0.788	0.869	0.922

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Cemetery Rd

Start Date: 10/11/2022

End Date: 10/13/2022

SH-44 east of Cemetery Road

Middleton, Idaho

10/11/2022	Westbound	Eastbound	
Time			Total
12:00 PM	102	116	218
12:15	133	120	253
12:30	128	114	242
12:45	141	119	260
1:00	100	117	217
1:15	122	114	236
1:30	111	122	233
1:45	130	100	230
2:00	127	104	231
2:15	127	98	225
2:30	121	97	218
2:45	142	111	253
3:00	134	121	255
3:15	153	134	287
3:30	168	150	318
3:45	173	162	335
4:00	210	161	371
4:15	169	180	349
4:30	192	153	345
4:45	201	148	349
5:00	175	169	344
5:15	185	162	347
5:30	207	154	361
5:45	200	159	359
6:00	189	134	323
6:15	181	147	328
6:30	155	101	256
6:45	108	115	223
7:00	125	142	267
7:15	134	85	219
7:30	152	65	217
7:45	97	68	165
8:00	87	59	146
8:15	66	53	119
8:30	61	49	110
8:45	62	37	99
9:00	55	31	86
9:15	36	70	106
9:30	37	37	74
9:45	32	20	52
10:00	25	10	35
10:15	17	10	27
10:30	14	19	33
10:45	6	6	12
11:00	8	6	14
11:15	7	11	18
11:30	8	6	14
11:45	6	4	10
Total	5319	4470	9789
Percent	54.3%	45.7%	
Peak	5:15	3:45	4:00
Volume	781	656	1414
Peak Factor	0.943	0.911	0.953

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Cemetery Rd

Start Date: 10/11/2022

End Date: 10/13/2022

SH-44 east of Cemetery Road

Middleton, Idaho

10/12/2022	Westbound	Eastbound	Total
Time			
12:00 AM	3	4	7
12:15	8	4	12
12:30	4	4	8
12:45	4	3	7
1:00	1	4	5
1:15	1	1	2
1:30	0	2	2
1:45	1	1	2
2:00	0	1	1
2:15	4	4	8
2:30	3	1	4
2:45	3	3	6
3:00	1	2	3
3:15	2	2	4
3:30	4	4	8
3:45	3	4	7
4:00	4	5	9
4:15	8	8	16
4:30	7	8	15
4:45	19	14	33
5:00	17	10	27
5:15	18	15	33
5:30	31	32	63
5:45	27	34	61
6:00	36	52	88
6:15	53	77	130
6:30	68	73	141
6:45	61	89	150
7:00	90	97	187
7:15	129	117	246
7:30	133	117	250
7:45	201	119	320
8:00	149	118	267
8:15	79	134	213
8:30	87	109	196
8:45	93	100	193
9:00	70	109	179
9:15	109	89	198
9:30	95	99	194
9:45	96	98	194
10:00	77	107	184
10:15	98	100	198
10:30	121	110	231
10:45	99	118	217
11:00	103	111	214
11:15	126	115	241
11:30	130	122	252
11:45	137	102	239
Total	2613	2652	5265
Percent	49.6%	50.4%	
Peak	7:15	7:30	7:15
Volume	612	488	1083
Peak Factor	0.761	0.910	0.846

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Cemetery Rd

Start Date: 10/11/2022

End Date: 10/13/2022

SH-44 east of Cemetery Road

Middleton, Idaho

10/12/2022	Westbound	Eastbound	
Time			Total
12:00 PM	123	102	225
12:15	123	124	247
12:30	129	135	264
12:45	114	136	250
1:00	143	123	266
1:15	143	113	256
1:30	137	120	257
1:45	127	105	232
2:00	146	111	257
2:15	128	110	238
2:30	142	112	254
2:45	145	102	247
3:00	140	108	248
3:15	131	126	257
3:30	143	152	295
3:45	198	132	330
4:00	163	151	314
4:15	171	138	309
4:30	161	135	296
4:45	177	139	316
5:00	175	129	304
5:15	181	139	320
5:30	180	162	342
5:45	187	129	316
6:00	193	114	307
6:15	150	105	255
6:30	153	96	249
6:45	131	102	233
7:00	157	85	242
7:15	115	73	188
7:30	107	85	192
7:45	103	80	183
8:00	88	50	138
8:15	51	49	100
8:30	54	53	107
8:45	73	91	164
9:00	49	111	160
9:15	48	44	92
9:30	41	33	74
9:45	28	32	60
10:00	24	20	44
10:15	16	18	34
10:30	16	9	25
10:45	16	11	27
11:00	13	12	25
11:15	16	8	24
11:30	7	9	16
11:45	3	4	7
Total	5259	4327	9586
Percent	54.9%	45.1%	
Peak	5:15	3:30	5:15
Volume	741	573	1285
Peak Factor	0.960	0.942	0.939

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Cemetery Rd

Start Date: 10/11/2022

End Date: 10/13/2022

SH-44 east of Cemetery Road

Middleton, Idaho

10/13/2022	Westbound	Eastbound	
Time			Total
12:00 AM	6	4	10
12:15	4	2	6
12:30	5	3	8
12:45	2	4	6
1:00	1	3	4
1:15	1	4	5
1:30	0	6	6
1:45	1	0	1
2:00	3	2	5
2:15	6	1	7
2:30	6	4	10
2:45	3	3	6
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	38	36	74
Percent	51.4%	48.6%	
Peak	2:00	12:45	12:00 AM
Volume	18	17	30
Peak Factor	0.750	0.708	0.750
Grand Total	15920	14126	30046
Percent	53.0%	47.0%	
AADT	ADT: 15,023	AADT: 15,023	

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Radar Volume

Cemetery Rd north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

Cemetery north of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	Total
Time			
12:00 AM	0	0	0
12:15	1	2	3
12:30	1	4	5
12:45	0	2	2
1:00	1	3	4
1:15	1	3	4
1:30	1	1	2
1:45	0	1	1
2:00	0	0	0
2:15	1	0	1
2:30	1	0	1
2:45	1	0	1
3:00	1	0	1
3:15	1	0	1
3:30	2	1	3
3:45	4	1	5
4:00	2	2	4
4:15	4	4	8
4:30	7	0	7
4:45	4	2	6
5:00	11	2	13
5:15	9	1	10
5:30	22	5	27
5:45	17	11	28
6:00	27	2	29
6:15	17	9	26
6:30	29	11	40
6:45	34	16	50
7:00	39	10	49
7:15	42	22	64
7:30	65	40	105
7:45	78	56	134
8:00	68	42	110
8:15	40	27	67
8:30	41	26	67
8:45	26	31	57
9:00	49	27	76
9:15	25	27	52
9:30	30	21	51
9:45	42	25	67
10:00	27	24	51
10:15	31	21	52
10:30	32	26	58
10:45	36	26	62
11:00	37	34	71
11:15	33	37	70
11:30	32	34	66
11:45	43	18	61
Total	1015	657	1672
Percent	60.7%	39.3%	
Peak	7:15	7:30	7:30
Volume	253	165	416
Peak Factor	0.811	0.737	0.776

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Radar Volume

Cemetery Rd north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

Cemetery north of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	Total
Time			
12:00 PM	42	31	73
12:15	38	38	76
12:30	36	39	75
12:45	28	35	63
1:00	28	27	55
1:15	46	32	78
1:30	39	27	66
1:45	35	35	70
2:00	25	35	60
2:15	22	36	58
2:30	23	29	52
2:45	37	33	70
3:00	29	27	56
3:15	36	42	78
3:30	36	46	82
3:45	68	46	114
4:00	65	65	130
4:15	47	55	102
4:30	44	47	91
4:45	44	52	96
5:00	51	45	96
5:15	34	45	79
5:30	39	59	98
5:45	34	58	92
6:00	45	53	98
6:15	40	48	88
6:30	33	42	75
6:45	35	45	80
7:00	21	45	66
7:15	40	45	85
7:30	29	32	61
7:45	11	38	49
8:00	16	36	52
8:15	9	23	32
8:30	12	23	35
8:45	15	30	45
9:00	5	12	17
9:15	7	9	16
9:30	4	12	16
9:45	0	13	13
10:00	6	8	14
10:15	4	3	7
10:30	2	7	9
10:45	0	5	5
11:00	5	3	8
11:15	6	2	8
11:30	0	4	4
11:45	1	2	3
Total	1272	1524	2796
Percent	45.5%	54.5%	
Peak	3:45	4:00	3:45
Volume	224	219	437
Peak Factor	0.824	0.842	0.840

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Radar Volume

Cemetery Rd north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

Cemetery north of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	Total
Time			
12:00 AM	1	1	2
12:15	2	1	3
12:30	0	4	4
12:45	2	1	3
1:00	1	0	1
1:15	0	2	2
1:30	0	0	0
1:45	0	1	1
2:00	0	1	1
2:15	2	2	4
2:30	0	0	0
2:45	1	0	1
3:00	1	0	1
3:15	2	1	3
3:30	3	0	3
3:45	2	0	2
4:00	3	2	5
4:15	5	1	6
4:30	6	1	7
4:45	8	0	8
5:00	7	1	8
5:15	7	0	7
5:30	18	1	19
5:45	7	6	13
6:00	25	6	31
6:15	33	7	40
6:30	19	11	30
6:45	32	17	49
7:00	45	17	62
7:15	46	18	64
7:30	64	23	87
7:45	86	63	149
8:00	86	37	123
8:15	40	29	69
8:30	29	30	59
8:45	35	18	53
9:00	30	20	50
9:15	28	17	45
9:30	30	20	50
9:45	33	28	61
10:00	37	21	58
10:15	34	22	56
10:30	32	26	58
10:45	38	21	59
11:00	40	32	72
11:15	33	33	66
11:30	53	40	93
11:45	34	33	67
Total	1040	615	1655
Percent	62.8%	37.2%	
Peak	7:15	7:45	7:30
Volume	282	159	428
Peak Factor	0.820	0.631	0.718

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Radar Volume

Cemetery Rd north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

Cemetery north of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	Total
Time			
12:00 PM	32	32	64
12:15	31	36	67
12:30	36	45	81
12:45	48	24	72
1:00	39	37	76
1:15	28	35	63
1:30	36	32	68
1:45	25	39	64
2:00	24	42	66
2:15	33	36	69
2:30	30	41	71
2:45	34	37	71
3:00	32	36	68
3:15	31	48	79
3:30	35	49	84
3:45	53	50	103
4:00	52	52	104
4:15	47	58	105
4:30	27	49	76
4:45	53	60	113
5:00	28	56	84
5:15	39	36	75
5:30	42	50	92
5:45	32	57	89
6:00	35	46	81
6:15	42	48	90
6:30	28	51	79
6:45	20	29	49
7:00	26	38	64
7:15	29	45	74
7:30	33	30	63
7:45	12	38	50
8:00	21	26	47
8:15	13	21	34
8:30	9	16	25
8:45	12	20	32
9:00	13	17	30
9:15	0	0	0
9:30	1	6	7
9:45	6	13	19
10:00	5	10	15
10:15	4	6	10
10:30	6	8	14
10:45	1	7	8
11:00	3	5	8
11:15	0	8	8
11:30	1	2	3
11:45	5	4	9
Total	1192	1531	2723
Percent	43.8%	56.2%	
Peak	3:30	4:15	4:00
Volume	187	223	398
Peak Factor	0.882	0.929	0.881
Grand Total	4519	4327	8846
Percent	51.1%	48.9%	
AADT	AADT: 4,434		

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Cemetery Rd south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Cemetery Road south of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	5	3	8
2:15	0	0	0
2:30	0	0	0
2:45	1	0	1
3:00	0	1	1
3:15	1	0	1
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	1	0	1
4:30	0	0	0
4:45	3	2	5
5:00	0	3	3
5:15	0	0	0
5:30	3	2	5
5:45	4	9	13
6:00	5	1	6
6:15	3	4	7
6:30	8	1	9
6:45	10	1	11
7:00	8	9	17
7:15	14	11	25
7:30	18	14	32
7:45	34	11	45
8:00	16	8	24
8:15	20	5	25
8:30	11	4	15
8:45	7	3	10
9:00	10	3	13
9:15	8	3	11
9:30	7	5	12
9:45	8	6	14
10:00	9	8	17
10:15	5	3	8
10:30	14	6	20
10:45	5	5	10
11:00	10	1	11
11:15	10	6	16
11:30	15	4	19
11:45	9	4	13
Total	282	146	428
Percent	65.9%	34.1%	
Peak	7:30	7:00	7:15
Volume	88	45	126
Peak Factor	0.647	0.804	0.700

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Cemetery Rd south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Cemetery Road south of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	Total
Time			
12:00 PM	7	2	9
12:15	6	4	10
12:30	12	7	19
12:45	9	8	17
1:00	15	2	17
1:15	10	1	11
1:30	11	7	18
1:45	9	4	13
2:00	14	4	18
2:15	12	4	16
2:30	13	4	17
2:45	12	0	12
3:00	11	2	13
3:15	11	6	17
3:30	8	9	17
3:45	19	11	30
4:00	24	6	30
4:15	15	10	25
4:30	7	7	14
4:45	12	11	23
5:00	13	6	19
5:15	21	6	27
5:30	6	10	16
5:45	9	12	21
6:00	15	7	22
6:15	14	1	15
6:30	9	5	14
6:45	10	4	14
7:00	10	7	17
7:15	10	13	23
7:30	12	6	18
7:45	6	4	10
8:00	4	6	10
8:15	6	2	8
8:30	9	3	12
8:45	1	2	3
9:00	7	2	9
9:15	5	1	6
9:30	2	1	3
9:45	0	0	0
10:00	2	0	2
10:15	0	0	0
10:30	0	1	1
10:45	2	0	2
11:00	1	1	2
11:15	4	0	4
11:30	0	0	0
11:45	1	0	1
Total	416	209	625
Percent	66.6%	33.4%	
Peak	3:30	3:30	3:30
Volume	66	36	102
Peak Factor	0.688	0.818	0.850

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Cemetery Rd south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Cemetery Road south of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	Total
Time			
12:00 AM	1	0	1
12:15	2	0	2
12:30	2	4	6
12:45	0	2	2
1:00	1	0	1
1:15	0	2	2
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	1	0	1
3:00	1	1	2
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	1	1
4:15	2	0	2
4:30	0	0	0
4:45	1	1	2
5:00	1	0	1
5:15	1	0	1
5:30	2	4	6
5:45	2	3	5
6:00	5	0	5
6:15	4	6	10
6:30	2	3	5
6:45	6	3	9
7:00	8	4	12
7:15	13	11	24
7:30	20	9	29
7:45	23	17	40
8:00	21	10	31
8:15	20	3	23
8:30	4	5	9
8:45	7	3	10
9:00	5	6	11
9:15	12	3	15
9:30	3	2	5
9:45	7	6	13
10:00	7	3	10
10:15	8	2	10
10:30	6	2	8
10:45	13	2	15
11:00	8	4	12
11:15	10	3	13
11:30	15	5	20
11:45	6	3	9
Total	250	133	383
Percent	65.3%	34.7%	
Peak	7:30	7:15	7:15
Volume	84	47	124
Peak Factor	0.913	0.691	0.775

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Cemetery Rd south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Cemetery Road south of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	
Time			Total
12:00 PM	11	2	13
12:15	5	2	7
12:30	13	2	15
12:45	13	5	18
1:00	17	0	17
1:15	7	5	12
1:30	7	5	12
1:45	13	3	16
2:00	6	6	12
2:15	13	4	17
2:30	6	4	10
2:45	5	6	11
3:00	9	3	12
3:15	7	7	14
3:30	8	8	16
3:45	17	9	26
4:00	18	11	29
4:15	6	3	9
4:30	4	7	11
4:45	15	5	20
5:00	13	8	21
5:15	15	3	18
5:30	11	5	16
5:45	15	9	24
6:00	11	7	18
6:15	13	9	22
6:30	8	1	9
6:45	9	7	16
7:00	12	5	17
7:15	5	6	11
7:30	11	5	16
7:45	2	2	4
8:00	6	5	11
8:15	3	1	4
8:30	8	1	9
8:45	3	2	5
9:00	6	2	8
9:15	3	2	5
9:30	7	4	11
9:45	4	0	4
10:00	4	3	7
10:15	1	0	1
10:30	0	0	0
10:45	2	0	2
11:00	0	0	0
11:15	0	0	0
11:30	0	0	0
11:45	0	0	0
Total	372	184	556
Percent	66.9%	33.1%	
Peak	4:45	3:15	3:15
Volume	54	35	85
Peak Factor	0.900	0.795	0.733

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Cemetery Rd south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Cemetery Road south of SH-44

Middleton, Idaho

10/13/2022	Southbound	Northbound	Total
Time			
12:00 AM	0	0	0
12:15	1	0	1
12:30	0	0	0
12:45	0	0	0
1:00	0	0	0
1:15	1	1	2
1:30	0	0	0
1:45	0	0	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	2	1	3
Percent	66.7%	33.3%	
Peak	12:00 AM	12:30	12:30
Volume	1	1	2
Peak Factor	0.250	0.250	0.250
Grand Total	1322	673	1995
Percent AADT	66.3%	33.7%	
	AADT: 1,000	AADT: 1,000	

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Paradise Ave

Start Date: 10/11/2022

End Date: 10/13/2022

SH-44 east of Paradise Avenue

Middleton, Idaho

10/11/2022	Westbound	Eastbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	1	3	4
3:15	1	2	3
3:30	3	5	8
3:45	4	6	10
4:00	4	5	9
4:15	5	10	15
4:30	7	10	17
4:45	11	15	26
5:00	17	22	39
5:15	23	20	43
5:30	30	38	68
5:45	37	49	86
6:00	38	46	84
6:15	55	74	129
6:30	51	91	142
6:45	69	99	168
7:00	95	92	187
7:15	145	93	238
7:30	187	150	337
7:45	178	166	344
8:00	137	136	273
8:15	90	134	224
8:30	99	117	216
8:45	110	86	196
9:00	95	138	233
9:15	100	95	195
9:30	99	108	207
9:45	110	91	201
10:00	73	92	165
10:15	116	91	207
10:30	112	115	227
10:45	119	103	222
11:00	120	122	242
11:15	116	107	223
11:30	129	116	245
11:45	138	135	273
Total	2724	2782	5506
Percent	49.5%	50.5%	
Peak	7:15	7:30	7:15
Volume	647	586	1192
Peak Factor	0.865	0.883	0.866

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Paradise Ave

Start Date: 10/11/2022

End Date: 10/13/2022

SH-44 east of Paradise Avenue

Middleton, Idaho

10/11/2022	Westbound	Eastbound	
Time			Total
12:00 PM	125	127	252
12:15	137	120	257
12:30	114	138	252
12:45	144	111	255
1:00	103	128	231
1:15	131	108	239
1:30	121	123	244
1:45	142	93	235
2:00	140	114	254
2:15	113	110	223
2:30	132	108	240
2:45	152	115	267
3:00	153	98	251
3:15	159	121	280
3:30	232	107	339
3:45	170	136	306
4:00	163	171	334
4:15	169	158	327
4:30	158	140	298
4:45	204	124	328
5:00	174	137	311
5:15	209	130	339
5:30	203	134	337
5:45	172	182	354
6:00	167	163	330
6:15	173	131	304
6:30	135	121	256
6:45	126	104	230
7:00	134	129	263
7:15	109	110	219
7:30	129	108	237
7:45	82	87	169
8:00	85	71	156
8:15	80	62	142
8:30	57	52	109
8:45	59	41	100
9:00	61	35	96
9:15	41	68	109
9:30	36	40	76
9:45	28	20	48
10:00	26	11	37
10:15	24	15	39
10:30	24	18	42
10:45	10	13	23
11:00	6	10	16
11:15	11	10	21
11:30	11	8	19
11:45	7	4	11
Total	5341	4464	9805
Percent	54.5%	45.5%	
Peak	4:45	5:30	5:15
Volume	790	610	1360
Peak Factor	0.945	0.838	0.960

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Paradise Ave

Start Date: 10/11/2022

End Date: 10/13/2022

SH-44 east of Paradise Avenue

Middleton, Idaho

10/12/2022	Westbound	Eastbound	
Time			Total
12:00 AM	4	6	10
12:15	9	5	14
12:30	4	3	7
12:45	4	3	7
1:00	2	6	8
1:15	0	2	2
1:30	0	2	2
1:45	4	1	5
2:00	0	2	2
2:15	6	3	9
2:30	2	1	3
2:45	2	4	6
3:00	1	1	2
3:15	2	3	5
3:30	6	8	14
3:45	3	3	6
4:00	3	9	12
4:15	7	13	20
4:30	7	12	19
4:45	24	17	41
5:00	13	16	29
5:15	22	15	37
5:30	36	37	73
5:45	28	44	72
6:00	35	50	85
6:15	44	75	119
6:30	60	88	148
6:45	57	101	158
7:00	100	99	199
7:15	162	93	255
7:30	165	114	279
7:45	153	181	334
8:00	124	153	277
8:15	79	139	218
8:30	95	102	197
8:45	98	105	203
9:00	80	101	181
9:15	112	116	228
9:30	91	96	187
9:45	92	109	201
10:00	79	109	188
10:15	96	115	211
10:30	137	99	236
10:45	105	118	223
11:00	109	114	223
11:15	134	129	263
11:30	118	129	247
11:45	133	133	266
Total	2647	2884	5531
Percent	47.9%	52.1%	
Peak	7:15	7:30	7:15
Volume	604	587	1145
Peak Factor	0.915	0.811	0.857

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Paradise Ave

Start Date: 10/11/2022

End Date: 10/13/2022

SH-44 east of Paradise Avenue

Middleton, Idaho

10/12/2022	Westbound	Eastbound	Total
Time			
12:00 PM	144	101	245
12:15	112	121	233
12:30	128	132	260
12:45	103	131	234
1:00	136	123	259
1:15	134	113	247
1:30	135	129	264
1:45	134	112	246
2:00	148	110	258
2:15	123	120	243
2:30	131	118	249
2:45	154	100	254
3:00	144	103	247
3:15	136	118	254
3:30	189	123	312
3:45	164	160	324
4:00	143	169	312
4:15	172	138	310
4:30	175	135	310
4:45	172	141	313
5:00	168	118	286
5:15	172	114	286
5:30	194	135	329
5:45	179	134	313
6:00	177	140	317
6:15	162	110	272
6:30	167	99	266
6:45	160	99	259
7:00	150	86	236
7:15	126	74	200
7:30	100	100	200
7:45	93	79	172
8:00	85	67	152
8:15	58	55	113
8:30	57	52	109
8:45	70	87	157
9:00	51	114	165
9:15	53	52	105
9:30	43	34	77
9:45	28	38	66
10:00	26	16	42
10:15	20	23	43
10:30	22	12	34
10:45	17	15	32
11:00	17	14	31
11:15	13	8	21
11:30	6	10	16
11:45	3	6	9
Total	5294	4388	9682
Percent	54.7%	45.3%	
Peak	5:15	3:45	3:30
Volume	722	602	1258
Peak Factor	0.930	0.891	0.971

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of Paradise Ave

Start Date: 10/11/2022

End Date: 10/13/2022

SH-44 east of Paradise Avenue

Middleton, Idaho

10/13/2022	Westbound	Eastbound	
Time			Total
12:00 AM	7	5	12
12:15	7	4	11
12:30	10	7	17
12:45	6	4	10
1:00	0	5	5
1:15	0	2	2
1:30	1	6	7
1:45	2	0	2
2:00	3	1	4
2:15	7	3	10
2:30	3	4	7
2:45	2	5	7
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	48	46	94
Percent	51.1%	48.9%	
Peak	12:00 AM	12:00 AM	12:00 AM
Volume	30	20	50
Peak Factor	0.750	0.714	0.735
Grand Total	16054	14564	30618
Percent	52.4%	47.6%	
AADT	ADT: 15,309	AADT: 15,309	

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hawthorne Dr north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

Hawthorne Drive north of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	Total
Time			
12:00 AM	0	0	0
12:15	2	2	4
12:30	1	0	1
12:45	0	1	1
1:00	1	2	3
1:15	0	1	1
1:30	1	0	1
1:45	1	0	1
2:00	0	0	0
2:15	1	0	1
2:30	0	0	0
2:45	0	1	1
3:00	1	1	2
3:15	0	0	0
3:30	3	0	3
3:45	0	0	0
4:00	2	0	2
4:15	4	1	5
4:30	3	0	3
4:45	5	0	5
5:00	2	1	3
5:15	4	2	6
5:30	13	1	14
5:45	10	2	12
6:00	7	2	9
6:15	10	5	15
6:30	13	3	16
6:45	27	7	34
7:00	25	5	30
7:15	22	14	36
7:30	30	27	57
7:45	44	33	77
8:00	27	10	37
8:15	15	13	28
8:30	22	7	29
8:45	13	14	27
9:00	21	7	28
9:15	11	8	19
9:30	11	9	20
9:45	16	5	21
10:00	19	12	31
10:15	14	12	26
10:30	14	12	26
10:45	11	9	20
11:00	10	11	21
11:15	8	11	19
11:30	11	13	24
11:45	14	10	24
Total	469	274	743
Percent	63.1%	36.9%	
Peak	7:15	7:15	7:15
Volume	123	84	207
Peak Factor	0.699	0.636	0.672

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Count: Vehicle Volume

Hawthorne Dr north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

Hawthorne Drive north of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	Total
Time			
12:00 PM	15	17	32
12:15	13	14	27
12:30	17	11	28
12:45	10	14	24
1:00	11	17	28
1:15	29	30	59
1:30	9	21	30
1:45	14	14	28
2:00	15	20	35
2:15	20	18	38
2:30	5	15	20
2:45	17	20	37
3:00	23	24	47
3:15	12	19	31
3:30	20	23	43
3:45	30	42	72
4:00	33	37	70
4:15	23	33	56
4:30	16	23	39
4:45	22	33	55
5:00	17	21	38
5:15	19	19	38
5:30	19	30	49
5:45	37	48	85
6:00	21	35	56
6:15	16	23	39
6:30	21	24	45
6:45	11	22	33
7:00	16	21	37
7:15	8	22	30
7:30	22	33	55
7:45	26	12	38
8:00	8	16	24
8:15	5	10	15
8:30	13	5	18
8:45	9	4	13
9:00	6	8	14
9:15	6	13	19
9:30	2	9	11
9:45	3	6	9
10:00	2	3	5
10:15	3	4	7
10:30	1	6	7
10:45	5	5	10
11:00	0	0	0
11:15	0	4	4
11:30	0	1	1
11:45	3	1	4
Total	653	850	1503
Percent	43.4%	56.6%	
Peak	3:30	5:30	3:30
Volume	106	136	241
Peak Factor	0.803	0.708	0.837

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Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hawthorne Dr north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

Hawthorne Drive north of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	Total
Time			
12:00 AM	1	2	3
12:15	3	3	6
12:30	1	1	2
12:45	0	2	2
1:00	0	0	0
1:15	0	0	0
1:30	1	0	1
1:45	0	1	1
2:00	1	1	2
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	1	1
3:15	1	1	2
3:30	5	2	7
3:45	0	0	0
4:00	8	3	11
4:15	2	0	2
4:30	3	0	3
4:45	6	2	8
5:00	4	1	5
5:15	4	4	8
5:30	10	0	10
5:45	6	1	7
6:00	6	2	8
6:15	15	3	18
6:30	18	2	20
6:45	18	7	25
7:00	21	4	25
7:15	17	12	29
7:30	22	23	45
7:45	39	29	68
8:00	33	17	50
8:15	10	7	17
8:30	19	12	31
8:45	11	9	20
9:00	20	4	24
9:15	13	7	20
9:30	10	10	20
9:45	18	5	23
10:00	18	9	27
10:15	8	8	16
10:30	10	11	21
10:45	13	11	24
11:00	11	17	28
11:15	10	12	22
11:30	13	12	25
11:45	15	14	29
Total	444	272	716
Percent	62.0%	38.0%	
Peak	7:15	7:15	7:15
Volume	111	81	192
Peak Factor	0.712	0.698	0.706

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Count: Vehicle Volume

Hawthorne Dr north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

Hawthorne Drive north of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	Total
Time			
12:00 PM	12	15	27
12:15	12	17	29
12:30	16	13	29
12:45	19	16	35
1:00	21	19	40
1:15	13	18	31
1:30	15	15	30
1:45	14	18	32
2:00	9	19	28
2:15	27	15	42
2:30	12	18	30
2:45	9	20	29
3:00	18	25	43
3:15	19	27	46
3:30	18	22	40
3:45	27	36	63
4:00	17	41	58
4:15	22	21	43
4:30	19	33	52
4:45	11	28	39
5:00	18	21	39
5:15	19	26	45
5:30	14	30	44
5:45	24	32	56
6:00	20	24	44
6:15	16	28	44
6:30	12	23	35
6:45	13	21	34
7:00	14	14	28
7:15	14	16	30
7:30	25	25	50
7:45	8	15	23
8:00	5	12	17
8:15	4	8	12
8:30	7	11	18
8:45	4	11	15
9:00	7	5	12
9:15	3	7	10
9:30	2	4	6
9:45	3	8	11
10:00	3	4	7
10:15	4	8	12
10:30	0	6	6
10:45	1	3	4
11:00	1	2	3
11:15	0	3	3
11:30	4	1	5
11:45	0	0	0
Total	575	804	1379
Percent	41.7%	58.3%	
Peak	3:45	3:45	3:45
Volume	85	131	216
Peak Factor	0.787	0.799	0.857
Grand Total	2141	2200	4341
Percent	49.3%	50.7%	
AADT	ADT: 2,170	AADT: 2,170	

# L2 Data Collection

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Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hawthorne Dr south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hawthorne Drive south of SH-44

Middleton, Idaho

10/11/2022	Northbound	Southbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	0	0	0
3:15	1	0	1
3:30	0	0	0
3:45	2	1	3
4:00	1	0	1
4:15	1	1	2
4:30	0	1	1
4:45	2	0	2
5:00	0	1	1
5:15	0	0	0
5:30	1	0	1
5:45	3	1	4
6:00	3	2	5
6:15	4	4	8
6:30	5	1	6
6:45	7	2	9
7:00	2	3	5
7:15	2	2	4
7:30	7	2	9
7:45	4	4	8
8:00	4	4	8
8:15	4	4	8
8:30	5	10	15
8:45	14	9	23
9:00	3	6	9
9:15	8	4	12
9:30	6	8	14
9:45	9	10	19
10:00	10	6	16
10:15	11	9	20
10:30	9	10	19
10:45	13	13	26
11:00	12	15	27
11:15	10	8	18
11:30	17	14	31
11:45	14	14	28
Total	194	169	363
Percent	53.4%	46.6%	
Peak	11:00	11:00	11:00
Volume	53	51	104
Peak Factor	0.779	0.850	0.839

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Study: PREC0007

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Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hawthorne Dr south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hawthorne Drive south of SH-44

Middleton, Idaho

10/11/2022	Northbound	Southbound	Total
Time			
12:00 PM	14	19	33
12:15	20	19	39
12:30	14	14	28
12:45	19	14	33
1:00	2	5	7
1:15	9	12	21
1:30	14	10	24
1:45	6	10	16
2:00	16	18	34
2:15	22	13	35
2:30	15	18	33
2:45	10	18	28
3:00	12	14	26
3:15	12	11	23
3:30	12	9	21
3:45	11	18	29
4:00	12	14	26
4:15	16	16	32
4:30	14	18	32
4:45	24	22	46
5:00	8	7	15
5:15	9	14	23
5:30	3	8	11
5:45	12	9	21
6:00	8	10	18
6:15	3	6	9
6:30	6	4	10
6:45	4	11	15
7:00	1	8	9
7:15	5	11	16
7:30	4	4	8
7:45	3	12	15
8:00	4	6	10
8:15	4	5	9
8:30	4	3	7
8:45	2	4	6
9:00	0	2	2
9:15	4	3	7
9:30	1	0	1
9:45	1	0	1
10:00	1	1	2
10:15	3	4	7
10:30	0	1	1
10:45	2	1	3
11:00	0	1	1
11:15	0	0	0
11:30	2	2	4
11:45	0	0	0
Total	368	429	797
Percent	46.2%	53.8%	
Peak	12:00 PM	4:00	4:00
Volume	67	70	136
Peak Factor	0.838	0.795	0.739

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Count: Vehicle Volume

Hawthorne Dr south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hawthorne Drive south of SH-44

Middleton, Idaho

10/12/2022	Northbound	Southbound	
Time			Total
12:00 AM	1	0	1
12:15	16	12	28
12:30	3	2	5
12:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	1	1
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	1	0	1
4:00	2	2	4
4:15	1	0	1
4:30	0	1	1
4:45	3	1	4
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	1	0	1
6:00	1	2	3
6:15	3	1	4
6:30	6	2	8
6:45	4	3	7
7:00	3	7	10
7:15	4	2	6
7:30	4	3	7
7:45	4	4	8
8:00	5	5	10
8:15	4	6	10
8:30	2	2	4
8:45	6	6	12
9:00	2	6	8
9:15	6	4	10
9:30	9	3	12
9:45	8	3	11
10:00	10	7	17
10:15	8	2	10
10:30	6	8	14
10:45	8	12	20
11:00	6	10	16
11:15	8	11	19
11:30	16	12	28
11:45	13	12	25
Total	174	152	326
Percent	53.4%	46.6%	
Peak	11:00	10:45	11:00
Volume	43	45	88
Peak Factor	0.672	0.938	0.786

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Count: Vehicle Volume

Hawthorne Dr south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hawthorne Drive south of SH-44

Middleton, Idaho

10/12/2022	Northbound	Southbound	
Time			Total
12:00 PM	8	18	26
12:15	10	13	23
12:30	16	12	28
12:45	14	9	23
1:00	5	8	13
1:15	10	12	22
1:30	12	10	22
1:45	8	12	20
2:00	14	11	25
2:15	16	22	38
2:30	11	8	19
2:45	10	6	16
3:00	8	6	14
3:15	16	11	27
3:30	9	16	25
3:45	7	14	21
4:00	12	16	28
4:15	12	11	23
4:30	6	10	16
4:45	8	16	24
5:00	8	9	17
5:15	7	4	11
5:30	8	10	18
5:45	8	3	11
6:00	10	3	13
6:15	4	6	10
6:30	3	9	12
6:45	4	5	9
7:00	6	8	14
7:15	9	4	13
7:30	4	4	8
7:45	2	10	12
8:00	4	3	7
8:15	2	2	4
8:30	2	6	8
8:45	1	2	3
9:00	2	3	5
9:15	2	2	4
9:30	1	2	3
9:45	0	1	1
10:00	1	5	6
10:15	2	0	2
10:30	1	0	1
10:45	1	1	2
11:00	0	1	1
11:15	1	2	3
11:30	0	2	2
11:45	0	0	0
Total	305	348	653
Percent	46.7%	53.3%	
Peak	2:00	3:15	1:30
Volume	51	57	105
Peak Factor	0.797	0.891	0.691

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Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Hawthorne Dr south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Hawthorne Drive south of SH-44

Middleton, Idaho

10/13/2022	Northbound	Southbound	Total
Time			
12:00 AM	1	2	3
12:15	0	0	0
12:30	1	0	1
12:45	0	0	0
1:00	0	0	0
1:15	1	1	2
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	1	0	1
2:30	0	1	1
2:45	2	0	2
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	6	4	10
Percent	60.0%	40.0%	
Peak	2:00	12:00 AM	12:00 AM
Volume	3	2	4
Peak Factor	0.375	0.250	0.333
Grand Total	1047	1102	2149
Percent	48.7%	51.3%	
AADT	AADT: 1,076		AADT: 1,076

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Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of N Middleton Rd

Start Date: 10/12/2021

End Date: 10/13/2021

SH-44 east of North Middleton Road

Middleton, Idaho

10/12/2021	Westbound	Eastbound	
Time			Total
12:00 AM	2	9	11
12:15	7	6	13
12:30	5	5	10
12:45	2	4	6
1:00	2	5	7
1:15	3	4	7
1:30	1	3	4
1:45	2	5	7
2:00	3	2	5
2:15	3	1	4
2:30	0	5	5
2:45	3	2	5
3:00	3	1	4
3:15	4	1	5
3:30	8	2	10
3:45	7	5	12
4:00	4	6	10
4:15	11	4	15
4:30	6	6	12
4:45	16	6	22
5:00	21	7	28
5:15	42	19	61
5:30	46	25	71
5:45	55	29	84
6:00	52	40	92
6:15	80	71	151
6:30	86	83	169
6:45	94	85	179
7:00	107	89	196
7:15	148	100	248
7:30	194	152	346
7:45	195	154	349
8:00	150	141	291
8:15	99	118	217
8:30	114	102	216
8:45	105	105	210
9:00	99	116	215
9:15	107	101	208
9:30	112	94	206
9:45	122	91	213
10:00	77	78	155
10:15	123	95	218
10:30	120	99	219
10:45	113	105	218
11:00	130	101	231
11:15	124	107	231
11:30	116	110	226
11:45	127	119	246
Total	3050	2618	5668
Percent	53.8%	46.2%	
Peak	7:15	7:30	7:15
Volume	687	565	1234
Peak Factor	0.881	0.917	0.884

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Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of N Middleton Rd

Start Date: 10/12/2021

End Date: 10/13/2021

SH-44 east of North Middleton Road

Middleton, Idaho

10/12/2021	Westbound	Eastbound	
Time			Total
12:00 PM	119	114	233
12:15	142	117	259
12:30	124	131	255
12:45	112	110	222
1:00	103	118	221
1:15	126	105	231
1:30	116	107	223
1:45	135	93	228
2:00	114	111	225
2:15	121	125	246
2:30	120	112	232
2:45	130	115	245
3:00	146	112	258
3:15	149	134	283
3:30	194	126	320
3:45	169	146	315
4:00	163	166	329
4:15	160	160	320
4:30	162	134	296
4:45	189	133	322
5:00	190	135	325
5:15	195	133	328
5:30	186	172	358
5:45	175	180	355
6:00	181	177	358
6:15	161	148	309
6:30	132	128	260
6:45	108	126	234
7:00	118	127	245
7:15	117	112	229
7:30	131	100	231
7:45	80	89	169
8:00	63	82	145
8:15	73	81	154
8:30	42	61	103
8:45	50	45	95
9:00	46	49	95
9:15	27	73	100
9:30	31	55	86
9:45	26	39	65
10:00	19	17	36
10:15	14	17	31
10:30	20	18	38
10:45	9	16	25
11:00	5	11	16
11:15	10	7	17
11:30	6	11	17
11:45	4	10	14
Total	5013	4688	9701
Percent	51.7%	48.3%	
Peak	4:45	5:30	5:15
Volume	760	677	1399
Peak Factor	0.974	0.940	0.977

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of N Middleton Rd

Start Date: 10/12/2021

End Date: 10/13/2021

SH-44 east of North Middleton Road

Middleton, Idaho

10/13/2021	Westbound	Eastbound	
Time			Total
12:00 AM	3	9	12
12:15	4	9	13
12:30	7	5	12
12:45	1	5	6
1:00	3	5	8
1:15	1	1	2
1:30	1	4	5
1:45	3	3	6
2:00	1	4	5
2:15	6	1	7
2:30	2	1	3
2:45	3	0	3
3:00	1	2	3
3:15	3	4	7
3:30	7	9	16
3:45	5	1	6
4:00	7	6	13
4:15	9	6	15
4:30	9	5	14
4:45	31	5	36
5:00	22	8	30
5:15	26	15	41
5:30	52	25	77
5:45	39	32	71
6:00	53	37	90
6:15	63	72	135
6:30	84	83	167
6:45	86	93	179
7:00	132	84	216
7:15	171	92	263
7:30	202	125	327
7:45	155	147	302
8:00	150	141	291
8:15	108	123	231
8:30	92	112	204
8:45	96	114	210
9:00	108	101	209
9:15	128	103	231
9:30	97	91	188
9:45	113	68	181
10:00	97	97	194
10:15	101	89	190
10:30	118	96	214
10:45	112	97	209
11:00	115	100	215
11:15	118	126	244
11:30	115	117	232
11:45	122	122	244
Total	2982	2595	5577
Percent	53.5%	46.5%	
Peak	7:15	7:30	7:15
Volume	678	536	1183
Peak Factor	0.839	0.912	0.904

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 east of N Middleton Rd

Start Date: 10/12/2021

End Date: 10/13/2021

SH-44 east of North Middleton Road

Middleton, Idaho

10/13/2021	Westbound	Eastbound	
Time			Total
12:00 PM	130	113	243
12:15	130	102	232
12:30	134	135	269
12:45	126	119	245
1:00	122	129	251
1:15	127	102	229
1:30	142	128	270
1:45	109	123	232
2:00	142	119	261
2:15	131	129	260
2:30	136	125	261
2:45	162	124	286
3:00	133	126	259
3:15	133	140	273
3:30	174	134	308
3:45	173	125	298
4:00	144	172	316
4:15	161	141	302
4:30	149	149	298
4:45	193	163	356
5:00	164	164	328
5:15	181	131	312
5:30	209	162	371
5:45	186	138	324
6:00	160	146	306
6:15	193	104	297
6:30	155	113	268
6:45	133	139	272
7:00	154	96	250
7:15	120	112	232
7:30	95	101	196
7:45	82	73	155
8:00	64	89	153
8:15	52	84	136
8:30	65	74	139
8:45	63	86	149
9:00	43	105	148
9:15	44	58	102
9:30	40	42	82
9:45	31	36	67
10:00	17	25	42
10:15	16	18	34
10:30	16	17	33
10:45	15	17	32
11:00	13	14	27
11:15	6	10	16
11:30	5	9	14
11:45	3	5	8
Total	5176	4766	9942
Percent	52.1%	47.9%	
Peak	5:30	4:00	4:45
Volume	748	625	1367
Peak Factor	0.895	0.908	0.921
Grand Total	16221	14667	30888
Percent	52.5%	47.5%	
AADT	AADT: 15,444		

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction / Class

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

N. Middleton north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

North Middleton Road north of

SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	
Time			Total
12:00 AM	0	1	1
12:15	1	1	2
12:30	1	2	3
12:45	2	1	3
1:00	0	0	0
1:15	3	3	6
1:30	1	1	2
1:45	0	1	1
2:00	2	1	3
2:15	0	0	0
2:30	0	2	2
2:45	3	2	5
3:00	0	0	0
3:15	3	0	3
3:30	4	1	5
3:45	3	0	3
4:00	4	1	5
4:15	7	0	7
4:30	2	3	5
4:45	12	1	13
5:00	11	1	12
5:15	24	3	27
5:30	23	4	27
5:45	26	3	29
6:00	31	7	38
6:15	41	7	48
6:30	46	13	59
6:45	43	21	64
7:00	55	7	62
7:15	63	18	81
7:30	95	65	160
7:45	98	85	183
8:00	67	29	96
8:15	42	18	60
8:30	37	17	54
8:45	33	25	58
9:00	32	17	49
9:15	32	22	54
9:30	36	26	62
9:45	42	13	55
10:00	30	18	48
10:15	38	20	58
10:30	32	27	59
10:45	28	24	52
11:00	41	35	76
11:15	40	47	87
11:30	44	39	83
11:45	36	31	67
Total	1214	663	1877
Percent	64.7%	35.3%	
Peak	7:15	7:15	7:15
Volume	323	197	520
Peak Factor	0.824	0.579	0.710

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction / Class

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

N. Middleton north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

North Middleton Road north of

SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	
Time			Total
12:00 PM	34	40	74
12:15	28	34	62
12:30	37	39	76
12:45	25	34	59
1:00	26	31	57
1:15	42	26	68
1:30	33	32	65
1:45	38	31	69
2:00	43	24	67
2:15	35	45	80
2:30	37	33	70
2:45	37	48	85
3:00	37	47	84
3:15	22	59	81
3:30	90	80	170
3:45	60	58	118
4:00	58	50	108
4:15	45	72	117
4:30	40	55	95
4:45	50	77	127
5:00	52	65	117
5:15	51	70	121
5:30	41	66	107
5:45	49	98	147
6:00	59	78	137
6:15	43	74	117
6:30	42	61	103
6:45	27	54	81
7:00	44	38	82
7:15	60	38	98
7:30	59	37	96
7:45	22	38	60
8:00	19	35	54
8:15	27	42	69
8:30	14	26	40
8:45	16	19	35
9:00	14	22	36
9:15	4	19	23
9:30	7	26	33
9:45	6	13	19
10:00	4	9	13
10:15	4	5	9
10:30	5	4	9
10:45	5	13	18
11:00	1	6	7
11:15	4	3	7
11:30	3	5	8
11:45	6	6	12
Total	1505	1885	3390
Percent	44.4%	55.6%	
Peak	3:30	5:30	3:30
Volume	253	316	513
Peak Factor	0.703	0.806	0.754

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction / Class

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

N. Middleton north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

North Middleton Road north of

SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	
Time			Total
12:00 AM	1	5	6
12:15	1	4	5
12:30	5	4	9
12:45	1	3	4
1:00	2	3	5
1:15	1	1	2
1:30	0	1	1
1:45	0	0	0
2:00	1	0	1
2:15	1	1	2
2:30	1	1	2
2:45	3	0	3
3:00	1	1	2
3:15	1	0	1
3:30	1	2	3
3:45	4	0	4
4:00	6	1	7
4:15	4	2	6
4:30	4	1	5
4:45	17	3	20
5:00	19	2	21
5:15	16	2	18
5:30	21	3	24
5:45	20	2	22
6:00	36	3	39
6:15	39	11	50
6:30	39	9	48
6:45	45	15	60
7:00	57	15	72
7:15	46	19	65
7:30	94	58	152
7:45	80	85	165
8:00	75	39	114
8:15	49	33	82
8:30	25	20	45
8:45	33	23	56
9:00	41	12	53
9:15	36	29	65
9:30	31	20	51
9:45	35	14	49
10:00	33	20	53
10:15	30	17	47
10:30	41	26	67
10:45	35	26	61
11:00	36	26	62
11:15	35	42	77
11:30	42	28	70
11:45	37	38	75
Total	1181	670	1851
Percent	63.8%	36.2%	
Peak	7:30	7:30	7:30
Volume	298	215	513
Peak Factor	0.793	0.632	0.777

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction / Class

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

N. Middleton north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

North Middleton Road north of

SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	Total
Time			
12:00 PM	39	33	72
12:15	31	29	60
12:30	38	32	70
12:45	38	38	76
1:00	32	41	73
1:15	38	33	71
1:30	54	29	83
1:45	31	36	67
2:00	38	46	84
2:15	44	36	80
2:30	40	43	83
2:45	47	56	103
3:00	37	62	99
3:15	24	76	100
3:30	83	66	149
3:45	80	56	136
4:00	52	57	109
4:15	42	60	102
4:30	50	65	115
4:45	63	81	144
5:00	51	85	136
5:15	57	76	133
5:30	67	86	153
5:45	41	65	106
6:00	42	73	115
6:15	61	56	117
6:30	44	52	96
6:45	44	46	90
7:00	81	47	128
7:15	59	54	113
7:30	26	43	69
7:45	15	30	45
8:00	14	36	50
8:15	13	35	48
8:30	19	30	49
8:45	14	19	33
9:00	19	21	40
9:15	11	17	28
9:30	6	20	26
9:45	5	12	17
10:00	2	9	11
10:15	6	6	12
10:30	6	3	9
10:45	4	9	13
11:00	4	8	12
11:15	1	3	4
11:30	1	7	8
11:45	4	3	7
Total	1618	1926	3544
Percent	45.7%	54.3%	
Peak Volume	3:30	4:45	4:45
Peak Factor	0.774	0.953	0.925
Grand Total	5518	5144	10662

Percent AADT      51.8%      48.2%  
                       AADT: 5,331      AADT: 5,331

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

S Middleton Rd south of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

South Middleton Road south of

SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	
Time			Total
12:00 AM	2	10	12
12:15	3	7	10
12:30	4	5	9
12:45	4	4	8
1:00	1	8	9
1:15	2	2	4
1:30	1	6	7
1:45	0	4	4
2:00	2	1	3
2:15	2	2	4
2:30	3	1	4
2:45	4	2	6
3:00	4	0	4
3:15	6	0	6
3:30	11	2	13
3:45	6	3	9
4:00	5	4	9
4:15	16	3	19
4:30	9	5	14
4:45	19	2	21
5:00	28	6	34
5:15	23	7	30
5:30	40	16	56
5:45	57	16	73
6:00	36	18	54
6:15	56	38	94
6:30	79	37	116
6:45	82	45	127
7:00	84	53	137
7:15	89	88	177
7:30	131	104	235
7:45	95	98	193
8:00	104	80	184
8:15	84	66	150
8:30	94	76	170
8:45	55	72	127
9:00	67	68	135
9:15	74	57	131
9:30	81	70	151
9:45	65	63	128
10:00	74	57	131
10:15	81	72	153
10:30	76	78	154
10:45	83	77	160
11:00	83	71	154
11:15	84	83	167
11:30	80	106	186
11:45	82	95	177
Total	2171	1788	3959
Percent	54.8%	45.2%	
Peak	7:15	7:15	7:15
Volume	419	370	789
Peak Factor	0.800	0.889	0.839

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

S Middleton Rd south of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

South Middleton Road south of

SH-44

Middletom, Idaho

10/11/2022	Southbound	Northbound	
Time			Total
12:00 PM	92	85	177
12:15	101	92	193
12:30	84	96	180
12:45	82	79	161
1:00	63	74	137
1:15	74	84	158
1:30	90	106	196
1:45	77	83	160
2:00	82	95	177
2:15	77	88	165
2:30	68	84	152
2:45	79	112	191
3:00	89	112	201
3:15	67	132	199
3:30	84	138	222
3:45	91	114	205
4:00	86	119	205
4:15	89	130	219
4:30	84	91	175
4:45	72	131	203
5:00	120	120	240
5:15	97	127	224
5:30	88	121	209
5:45	100	141	241
6:00	102	102	204
6:15	93	84	177
6:30	84	90	174
6:45	72	87	159
7:00	61	84	145
7:15	67	73	140
7:30	73	66	139
7:45	50	52	102
8:00	47	68	115
8:15	42	56	98
8:30	31	36	67
8:45	31	42	73
9:00	20	48	68
9:15	33	43	76
9:30	22	48	70
9:45	12	22	34
10:00	11	20	31
10:15	8	20	28
10:30	9	16	25
10:45	6	16	22
11:00	5	9	14
11:15	12	6	18
11:30	2	8	10
11:45	1	10	11
Total	2930	3660	6590
Percent	44.5%	55.5%	
Peak	5:00	5:00	5:00
Volume	405	509	914
Peak Factor	0.844	0.902	0.948

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

S Middleton Rd south of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

South Middleton Road south of

SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	
Time			Total
12:00 AM	1	6	7
12:15	2	9	11
12:30	6	3	9
12:45	1	8	9
1:00	2	3	5
1:15	2	1	3
1:30	1	2	3
1:45	1	4	5
2:00	1	3	4
2:15	6	4	10
2:30	4	3	7
2:45	3	1	4
3:00	3	1	4
3:15	2	3	5
3:30	9	4	13
3:45	6	2	8
4:00	9	3	12
4:15	14	4	18
4:30	12	5	17
4:45	27	10	37
5:00	24	3	27
5:15	22	14	36
5:30	40	16	56
5:45	41	16	57
6:00	46	16	62
6:15	58	31	89
6:30	80	42	122
6:45	91	55	146
7:00	85	49	134
7:15	88	84	172
7:30	123	85	208
7:45	113	98	211
8:00	111	66	177
8:15	94	84	178
8:30	81	78	159
8:45	65	68	133
9:00	78	62	140
9:15	79	66	145
9:30	66	59	125
9:45	78	62	140
10:00	85	76	161
10:15	92	62	154
10:30	82	77	159
10:45	81	68	149
11:00	81	86	167
11:15	75	96	171
11:30	100	98	198
11:45	81	92	173
Total	2252	1788	4040
Percent	55.7%	44.3%	
Peak	7:30	11:00	7:30
Volume	441	372	774
Peak Factor	0.896	0.949	0.917

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

S Middleton Rd south of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

South Middleton Road south of

SH-44

Middletom, Idaho

10/12/2022	Southbound	Northbound	Total
Time			
12:00 PM	75	88	163
12:15	91	69	160
12:30	80	92	172
12:45	108	91	199
1:00	83	113	196
1:15	102	93	195
1:30	78	90	168
1:45	83	106	189
2:00	76	97	173
2:15	66	95	161
2:30	105	109	214
2:45	73	90	163
3:00	77	115	192
3:15	72	98	170
3:30	75	131	206
3:45	101	112	213
4:00	96	117	213
4:15	99	102	201
4:30	104	112	216
4:45	102	134	236
5:00	84	136	220
5:15	83	103	186
5:30	96	138	234
5:45	100	109	209
6:00	85	114	199
6:15	84	93	177
6:30	87	101	188
6:45	53	108	161
7:00	78	95	173
7:15	62	95	157
7:30	64	62	126
7:45	63	54	117
8:00	32	65	97
8:15	37	53	90
8:30	33	50	83
8:45	52	55	107
9:00	42	44	86
9:15	25	34	59
9:30	27	31	58
9:45	22	26	48
10:00	8	21	29
10:15	11	14	25
10:30	14	15	29
10:45	7	15	22
11:00	12	12	24
11:15	2	11	13
11:30	4	5	9
11:45	5	3	8
Total	3018	3716	6734
Percent	44.8%	55.2%	
Peak Volume	4:00	4:45	4:45
Peak Factor	401	511	876
Grand Total	10371	10952	0.928
Percent AADT	48.6%	51.4%	21323
	ADT: 10,662	AADT: 10,662	

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 west of Duff Ln

Start Date: 10/11/2021

End Date: 10/12/2021

SH-44 west of Duff Lane

Middleton, Idaho

10/11/2021	Westbound	Eastbound	Total
Time			
12:00 AM	3	6	9
12:15	4	3	7
12:30	5	4	9
12:45	2	1	3
1:00	2	5	7
1:15	2	2	4
1:30	1	4	5
1:45	1	3	4
2:00	3	4	7
2:15	2	3	5
2:30	0	3	3
2:45	2	1	3
3:00	2	1	3
3:15	3	1	4
3:30	5	1	6
3:45	5	5	10
4:00	2	8	10
4:15	5	5	10
4:30	6	7	13
4:45	7	5	12
5:00	12	12	24
5:15	20	24	44
5:30	40	31	71
5:45	26	34	60
6:00	34	53	87
6:15	53	96	149
6:30	53	103	156
6:45	80	98	178
7:00	76	105	181
7:15	146	110	256
7:30	163	141	304
7:45	152	151	303
8:00	106	175	281
8:15	82	144	226
8:30	89	108	197
8:45	94	83	177
9:00	82	116	198
9:15	97	112	209
9:30	99	83	182
9:45	91	87	178
10:00	58	94	152
10:15	114	82	196
10:30	111	95	206
10:45	99	104	203
11:00	101	93	194
11:15	100	84	184
11:30	94	87	181
11:45	106	108	214
Total	2440	2685	5125
Percent	47.6%	52.4%	
Peak	7:15	7:30	7:15
Volume	567	611	1144
Peak Factor	0.870	0.873	0.941

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 west of Duff Ln

Start Date: 10/11/2021

End Date: 10/12/2021

SH-44 west of Duff Lane

Middleton, Idaho

10/11/2021	Westbound	Eastbound	
Time			Total
12:00 PM	102	107	209
12:15	130	101	231
12:30	98	100	198
12:45	111	107	218
1:00	84	100	184
1:15	101	101	202
1:30	102	105	207
1:45	127	87	214
2:00	94	94	188
2:15	96	116	212
2:30	114	102	216
2:45	116	92	208
3:00	132	99	231
3:15	175	99	274
3:30	175	105	280
3:45	146	145	291
4:00	146	140	286
4:15	166	154	320
4:30	145	118	263
4:45	168	138	306
5:00	185	133	318
5:15	185	139	324
5:30	190	127	317
5:45	152	112	264
6:00	157	130	287
6:15	143	123	266
6:30	117	91	208
6:45	119	87	206
7:00	90	122	212
7:15	82	98	180
7:30	77	90	167
7:45	61	48	109
8:00	54	54	108
8:15	64	58	122
8:30	42	48	90
8:45	42	33	75
9:00	33	50	83
9:15	36	60	96
9:30	34	39	73
9:45	26	38	64
10:00	16	10	26
10:15	17	10	27
10:30	15	14	29
10:45	7	7	14
11:00	8	9	17
11:15	6	6	12
11:30	4	9	13
11:45	5	5	10
Total	4495	3960	8455
Percent	53.2%	46.8%	
Peak	4:45	3:45	4:45
Volume	728	557	1265
Peak Factor	0.958	0.904	0.976

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 west of Duff Ln

Start Date: 10/11/2021

End Date: 10/12/2021

SH-44 west of Duff Lane

Middleton, Idaho

10/12/2021	Westbound	Eastbound	
Time			Total
12:00 AM	5	6	11
12:15	4	2	6
12:30	5	6	11
12:45	0	3	3
1:00	3	5	8
1:15	1	2	3
1:30	1	3	4
1:45	4	3	7
2:00	1	5	6
2:15	4	1	5
2:30	2	2	4
2:45	0	0	0
3:00	1	1	2
3:15	2	5	7
3:30	8	8	16
3:45	2	1	3
4:00	4	5	9
4:15	5	5	10
4:30	7	6	13
4:45	14	7	21
5:00	9	16	25
5:15	16	21	37
5:30	39	37	76
5:45	25	34	59
6:00	25	44	69
6:15	47	92	139
6:30	64	105	169
6:45	72	100	172
7:00	97	112	209
7:15	160	113	273
7:30	156	120	276
7:45	145	151	296
8:00	108	161	269
8:15	87	129	216
8:30	90	107	197
8:45	95	117	212
9:00	76	107	183
9:15	111	97	208
9:30	78	99	177
9:45	101	62	163
10:00	74	85	159
10:15	68	101	169
10:30	106	82	188
10:45	97	92	189
11:00	101	88	189
11:15	102	97	199
11:30	89	112	201
11:45	103	107	210
Total	2414	2664	5078
Percent	47.5%	52.5%	
Peak	7:15	7:30	7:15
Volume	569	561	1114
Peak Factor	0.889	0.871	0.941

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren / Macomb

Count: Vehicle Volume

SH-44 west of Duff Ln  
Start Date: 10/11/2021

End Date: 10/12/2021

SH-44 west of Duff Lane  
Middleton, Idaho

10/12/2021	Westbound	Eastbound	
Time			Total
12:00 PM	104	102	206
12:15	117	92	209
12:30	125	109	234
12:45	112	126	238
1:00	102	115	217
1:15	104	97	201
1:30	108	118	226
1:45	103	107	210
2:00	121	93	214
2:15	94	95	189
2:30	121	110	231
2:45	156	108	264
3:00	117	105	222
3:15	138	115	253
3:30	163	106	269
3:45	127	145	272
4:00	135	155	290
4:15	142	136	278
4:30	154	114	268
4:45	141	135	276
5:00	169	126	295
5:15	182	115	297
5:30	179	140	319
5:45	167	108	275
6:00	159	110	269
6:15	156	93	249
6:30	135	80	215
6:45	126	114	240
7:00	120	98	218
7:15	74	86	160
7:30	86	82	168
7:45	73	53	126
8:00	57	60	117
8:15	58	61	119
8:30	45	64	109
8:45	48	70	118
9:00	31	113	144
9:15	39	55	94
9:30	45	34	79
9:45	29	27	56
10:00	17	20	37
10:15	16	12	28
10:30	17	8	25
10:45	10	7	17
11:00	9	10	19
11:15	8	9	17
11:30	6	4	10
11:45	1	6	7
Total	4546	4048	8594
Percent	52.9%	47.1%	
Peak	5:00	3:45	4:45
Volume	697	550	1187
Peak Factor	0.957	0.887	0.930
Grand Total	13895	13357	27252
Percent	51.0%	49.0%	
AADT	AADT: 13,626		AADT: 13,626

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

SH-44 east of Duff Ln

Start Date: 11/2/2022

End Date: 11/3/2022

SH-44 east of Duff Lane

Middleton, Idaho

11/2/2022	Westbound	Eastbound	Total
Time			
12:00 AM	6	3	9
12:15	3	7	10
12:30	4	3	7
12:45	4	5	9
1:00	2	3	5
1:15	3	2	5
1:30	4	2	6
1:45	0	2	2
2:00	1	2	3
2:15	4	0	4
2:30	2	3	5
2:45	1	0	1
3:00	2	1	3
3:15	1	4	5
3:30	5	4	9
3:45	7	3	10
4:00	5	3	8
4:15	3	10	13
4:30	2	5	7
4:45	13	9	22
5:00	12	8	20
5:15	17	20	37
5:30	28	30	58
5:45	23	33	56
6:00	32	57	89
6:15	33	68	101
6:30	60	83	143
6:45	70	76	146
7:00	81	94	175
7:15	132	134	266
7:30	175	131	306
7:45	163	154	317
8:00	108	195	303
8:15	103	157	260
8:30	90	148	238
8:45	92	131	223
9:00	86	119	205
9:15	67	101	168
9:30	103	103	206
9:45	83	104	187
10:00	82	88	170
10:15	77	94	171
10:30	99	86	185
10:45	114	103	217
11:00	115	116	231
11:15	113	98	211
11:30	91	106	197
11:45	125	100	225
Total	2446	2808	5254
Percent	46.6%	53.4%	
Peak	7:15	7:45	7:15
Volume	578	654	1192
Peak Factor	0.826	0.838	0.940

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

SH-44 east of Duff Ln

Start Date: 11/2/2022

End Date: 11/3/2022

SH-44 east of Duff Lane

Middleton, Idaho

11/2/2022	Westbound	Eastbound	Total
Time			
12:00 PM	95	102	197
12:15	115	111	226
12:30	92	125	217
12:45	91	107	198
1:00	98	97	195
1:15	107	106	213
1:30	117	93	210
1:45	92	97	189
2:00	92	98	190
2:15	113	105	218
2:30	112	118	230
2:45	132	79	211
3:00	120	111	231
3:15	126	97	223
3:30	150	87	237
3:45	136	158	294
4:00	137	165	302
4:15	153	133	286
4:30	168	136	304
4:45	151	123	274
5:00	182	114	296
5:15	192	149	341
5:30	173	132	305
5:45	176	108	284
6:00	141	127	268
6:15	131	95	226
6:30	129	91	220
6:45	128	92	220
7:00	102	75	177
7:15	81	65	146
7:30	61	65	126
7:45	50	59	109
8:00	49	55	104
8:15	39	48	87
8:30	57	59	116
8:45	33	50	83
9:00	42	36	78
9:15	33	30	63
9:30	39	25	64
9:45	15	24	39
10:00	17	15	32
10:15	13	13	26
10:30	15	14	29
10:45	10	6	16
11:00	8	8	16
11:15	6	8	14
11:30	5	9	14
11:45	3	3	6
Total	4327	3823	8150
Percent	53.1%	46.9%	
Peak	5:00	3:45	5:00
Volume	723	592	1226
Peak Factor	0.941	0.897	0.899

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

SH-44 east of Duff Ln

Start Date: 11/2/2022

End Date: 11/3/2022

SH-44 east of Duff Lane

Middleton, Idaho

11/3/2022	Westbound	Eastbound	Total
Time			
12:00 AM	5	6	11
12:15	8	4	12
12:30	3	5	8
12:45	3	2	5
1:00	2	4	6
1:15	3	3	6
1:30	3	3	6
1:45	2	8	10
2:00	1	2	3
2:15	7	2	9
2:30	2	3	5
2:45	2	1	3
3:00	3	2	5
3:15	1	2	3
3:30	5	2	7
3:45	6	1	7
4:00	3	6	9
4:15	4	3	7
4:30	3	8	11
4:45	12	8	20
5:00	12	8	20
5:15	25	15	40
5:30	26	25	51
5:45	18	30	48
6:00	27	48	75
6:15	32	68	100
6:30	56	89	145
6:45	70	92	162
7:00	96	107	203
7:15	150	116	266
7:30	173	146	319
7:45	159	175	334
8:00	91	190	281
8:15	96	163	259
8:30	115	119	234
8:45	105	99	204
9:00	68	98	166
9:15	102	97	199
9:30	79	99	178
9:45	92	107	199
10:00	74	84	158
10:15	101	83	184
10:30	80	102	182
10:45	109	99	208
11:00	73	85	158
11:15	98	112	210
11:30	117	105	222
11:45	87	98	185
Total	2409	2734	5143
Percent	46.8%	53.2%	
Peak	7:00	7:30	7:15
Volume	578	674	1200
Peak Factor	0.835	0.887	0.898

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

SH-44 east of Duff Ln

Start Date: 11/2/2022

End Date: 11/3/2022

SH-44 east of Duff Lane

Middleton, Idaho

11/3/2022	Westbound	Eastbound	
Time			Total
12:00 PM	98	109	207
12:15	87	105	192
12:30	108	121	229
12:45	115	109	224
1:00	121	118	239
1:15	126	98	224
1:30	109	109	218
1:45	118	110	228
2:00	89	113	202
2:15	108	122	230
2:30	107	115	222
2:45	134	96	230
3:00	137	104	241
3:15	160	110	270
3:30	178	136	314
3:45	129	155	284
4:00	129	163	292
4:15	156	181	337
4:30	186	134	320
4:45	175	165	340
5:00	163	156	319
5:15	192	150	342
5:30	207	151	358
5:45	194	114	308
6:00	174	131	305
6:15	168	115	283
6:30	163	109	272
6:45	113	77	190
7:00	86	91	177
7:15	84	66	150
7:30	80	61	141
7:45	70	41	111
8:00	53	78	131
8:15	51	54	105
8:30	54	64	118
8:45	52	45	97
9:00	27	40	67
9:15	26	39	65
9:30	29	39	68
9:45	26	27	53
10:00	21	18	39
10:15	14	24	38
10:30	16	11	27
10:45	17	15	32
11:00	7	3	10
11:15	7	11	18
11:30	8	6	14
11:45	4	7	11
Total	4676	4216	8892
Percent	52.6%	47.4%	
Peak	5:15	4:00	4:45
Volume	767	643	1359
Peak Factor	0.926	0.888	0.949
Grand Total	13858	13581	27439
Percent	50.5%	49.5%	
AADT	AADT: 13,720		

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Radar Volume

Duff Ln north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

Duff Lane north of SH-44

Middleton, Idaho

10/11/2022	Northbound	Southbound	Total
Time			
12:00 AM	1	0	1
12:15	1	1	2
12:30	3	1	4
12:45	0	0	0
1:00	1	0	1
1:15	1	0	1
1:30	0	0	0
1:45	2	0	2
2:00	2	0	2
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	1	1
3:30	0	3	3
3:45	0	3	3
4:00	1	5	6
4:15	0	3	3
4:30	0	4	4
4:45	1	5	6
5:00	4	7	11
5:15	2	10	12
5:30	3	25	28
5:45	0	14	14
6:00	0	24	24
6:15	4	42	46
6:30	4	33	37
6:45	8	47	55
7:00	15	48	63
7:15	20	50	70
7:30	13	42	55
7:45	25	43	68
8:00	19	32	51
8:15	15	20	35
8:30	13	18	31
8:45	15	32	47
9:00	15	30	45
9:15	12	32	44
9:30	19	25	44
9:45	18	21	39
10:00	24	10	34
10:15	21	25	46
10:30	14	30	44
10:45	11	21	32
11:00	18	26	44
11:15	15	19	34
11:30	17	12	29
11:45	24	30	54
Total	381	794	1175
Percent	32.4%	67.6%	
Peak	9:30	6:45	7:00
Volume	82	187	256
Peak Factor	0.854	0.935	0.914

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Radar Volume

Duff Ln north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

Duff Lane north of SH-44

Middleton, Idaho

10/11/2022	Northbound	Southbound	Total
Time			
12:00 PM	22	19	41
12:15	22	37	59
12:30	24	24	48
12:45	26	30	56
1:00	35	19	54
1:15	25	26	51
1:30	22	24	46
1:45	28	20	48
2:00	24	13	37
2:15	24	21	45
2:30	25	31	56
2:45	19	32	51
3:00	19	26	45
3:15	27	31	58
3:30	32	29	61
3:45	45	35	80
4:00	41	27	68
4:15	51	26	77
4:30	35	25	60
4:45	51	18	69
5:00	44	30	74
5:15	53	24	77
5:30	47	25	72
5:45	44	28	72
6:00	45	22	67
6:15	46	21	67
6:30	33	21	54
6:45	27	22	49
7:00	36	25	61
7:15	30	22	52
7:30	23	11	34
7:45	28	7	35
8:00	23	12	35
8:15	21	11	32
8:30	14	6	20
8:45	20	8	28
9:00	20	3	23
9:15	15	8	23
9:30	17	7	24
9:45	5	4	9
10:00	9	9	18
10:15	3	2	5
10:30	4	1	5
10:45	6	0	6
11:00	4	2	6
11:15	2	2	4
11:30	6	0	6
11:45	0	1	1
Total	1222	847	2069
Percent	59.1%	40.9%	
Peak	4:45	3:15	5:00
Volume	195	122	295
Peak Factor	0.920	0.871	0.958

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Radar Volume

Duff Ln north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

Duff Lane north of SH-44

Middleton, Idaho

10/12/2022	Northbound	Southbound	Total
Time			
12:00 AM	0	0	0
12:15	2	5	7
12:30	0	1	1
12:45	1	0	1
1:00	0	1	1
1:15	1	0	1
1:30	0	0	0
1:45	0	0	0
2:00	1	0	1
2:15	3	0	3
2:30	0	1	1
2:45	0	0	0
3:00	0	0	0
3:15	0	1	1
3:30	0	0	0
3:45	0	4	4
4:00	0	4	4
4:15	2	6	8
4:30	0	6	6
4:45	2	9	11
5:00	0	5	5
5:15	0	13	13
5:30	4	13	17
5:45	1	21	22
6:00	2	22	24
6:15	6	41	47
6:30	4	34	38
6:45	11	27	38
7:00	15	46	61
7:15	19	41	60
7:30	15	48	63
7:45	23	46	69
8:00	19	37	56
8:15	15	22	37
8:30	14	26	40
8:45	20	29	49
9:00	12	31	43
9:15	19	24	43
9:30	19	24	43
9:45	21	21	42
10:00	18	24	42
10:15	12	32	44
10:30	18	29	47
10:45	18	30	48
11:00	24	24	48
11:15	25	28	53
11:30	20	26	46
11:45	22	30	52
Total	408	832	1240
Percent	32.9%	67.1%	
Peak	11:00	7:00	7:00
Volume	91	181	253
Peak Factor	0.910	0.943	0.917

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Radar Volume

Duff Ln north of SH-44

Start Date: 10/11/2022

End Date: 10/12/2022

Duff Lane north of SH-44

Middleton, Idaho

10/12/2022	Northbound	Southbound	Total
Time			
12:00 PM	38	23	61
12:15	26	30	56
12:30	24	43	67
12:45	29	27	56
1:00	24	31	55
1:15	28	30	58
1:30	30	23	53
1:45	22	24	46
2:00	21	27	48
2:15	29	26	55
2:30	29	23	52
2:45	27	20	47
3:00	29	22	51
3:15	24	29	53
3:30	35	37	72
3:45	53	25	78
4:00	49	16	65
4:15	39	24	63
4:30	52	28	80
4:45	40	26	66
5:00	41	29	70
5:15	50	26	76
5:30	42	25	67
5:45	57	32	89
6:00	49	29	78
6:15	42	30	72
6:30	35	21	56
6:45	39	24	63
7:00	29	20	49
7:15	41	18	59
7:30	35	16	51
7:45	15	15	30
8:00	20	10	30
8:15	17	9	26
8:30	19	10	29
8:45	18	5	23
9:00	20	9	29
9:15	13	5	18
9:30	12	5	17
9:45	3	2	5
10:00	9	1	10
10:15	4	0	4
10:30	3	2	5
10:45	3	0	3
11:00	2	4	6
11:15	4	0	4
11:30	1	0	1
11:45	2	1	3
Total	1273	882	2155
Percent	59.1%	40.9%	
Peak	5:15	12:15	5:15
Volume	198	131	310
Peak Factor	0.868	0.762	0.871
Grand Total	3284	3355	6639
Percent	49.5%	50.5%	
AADT	ADT: 3,320	ADT: 3,320	

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Duff Ln south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Duff Lane south of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	Total
Time			
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	7	6	13
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	3	3
5:15	0	2	2
5:30	0	0	0
5:45	0	1	1
6:00	0	5	5
6:15	1	2	3
6:30	1	4	5
6:45	3	5	8
7:00	3	3	6
7:15	3	11	14
7:30	4	7	11
7:45	8	11	19
8:00	4	4	8
8:15	4	4	8
8:30	6	7	13
8:45	1	5	6
9:00	3	5	8
9:15	3	5	8
9:30	6	5	11
9:45	4	7	11
10:00	3	4	7
10:15	3	8	11
10:30	3	4	7
10:45	4	3	7
11:00	3	3	6
11:15	4	1	5
11:30	2	5	7
11:45	2	2	4
Total	85	132	217
Percent	39.2%	60.8%	
Peak	7:45	7:15	7:15
Volume	22	33	52
Peak Factor	0.688	0.750	0.684

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Duff Ln south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Duff Lane south of SH-44

Middleton, Idaho

10/11/2022	Southbound	Northbound	
Time			Total
12:00 PM	7	6	13
12:15	4	4	8
12:30	3	4	7
12:45	5	8	13
1:00	5	3	8
1:15	9	1	10
1:30	8	2	10
1:45	4	3	7
2:00	6	3	9
2:15	8	5	13
2:30	4	9	13
2:45	5	5	10
3:00	4	2	6
3:15	5	5	10
3:30	3	8	11
3:45	8	8	16
4:00	8	8	16
4:15	7	5	12
4:30	7	3	10
4:45	12	6	18
5:00	11	7	18
5:15	7	6	13
5:30	10	7	17
5:45	8	5	13
6:00	8	8	16
6:15	10	4	14
6:30	11	2	13
6:45	3	6	9
7:00	7	2	9
7:15	4	8	12
7:30	3	5	8
7:45	3	2	5
8:00	4	1	5
8:15	3	0	3
8:30	4	2	6
8:45	1	0	1
9:00	6	1	7
9:15	3	1	4
9:30	2	1	3
9:45	0	1	1
10:00	1	0	1
10:15	0	2	2
10:30	0	0	0
10:45	0	0	0
11:00	0	0	0
11:15	1	0	1
11:30	1	0	1
11:45	0	0	0
Total	233	169	402
Percent	58.0%	42.0%	
Peak	4:45	3:15	4:45
Volume	40	29	66
Peak Factor	0.833	0.906	0.917

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Duff Ln south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Duff Lane south of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	Total
Time			
12:00 AM	3	2	5
12:15	1	0	1
12:30	0	0	0
12:45	0	0	0
1:00	1	0	1
1:15	3	2	5
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	1	0	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	3	3
5:15	0	0	0
5:30	0	2	2
5:45	0	4	4
6:00	0	2	2
6:15	0	3	3
6:30	3	7	10
6:45	2	4	6
7:00	3	5	8
7:15	6	7	13
7:30	3	8	11
7:45	6	9	15
8:00	5	5	10
8:15	3	4	7
8:30	2	6	8
8:45	1	5	6
9:00	2	6	8
9:15	5	5	10
9:30	3	2	5
9:45	4	4	8
10:00	1	4	5
10:15	6	2	8
10:30	2	6	8
10:45	7	10	17
11:00	6	4	10
11:15	4	4	8
11:30	5	9	14
11:45	6	2	8
Total	94	136	230
Percent	40.9%	59.1%	
Peak	10:45	7:00	7:15
Volume	22	29	49
Peak Factor	0.786	0.806	0.817

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Duff Ln south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Duff Lane south of SH-44

Middleton, Idaho

10/12/2022	Southbound	Northbound	
Time			Total
12:00 PM	3	6	9
12:15	9	6	15
12:30	8	4	12
12:45	3	7	10
1:00	6	4	10
1:15	10	7	17
1:30	6	3	9
1:45	7	5	12
2:00	3	3	6
2:15	10	13	23
2:30	8	10	18
2:45	8	7	15
3:00	4	5	9
3:15	3	3	6
3:30	8	10	18
3:45	7	6	13
4:00	13	4	17
4:15	11	5	16
4:30	7	6	13
4:45	6	3	9
5:00	13	11	24
5:15	10	12	22
5:30	8	1	9
5:45	6	4	10
6:00	6	7	13
6:15	8	7	15
6:30	7	6	13
6:45	13	6	19
7:00	9	7	16
7:15	12	1	13
7:30	1	4	5
7:45	5	2	7
8:00	5	4	9
8:15	5	1	6
8:30	1	4	5
8:45	3	4	7
9:00	3	1	4
9:15	2	2	4
9:30	2	2	4
9:45	2	2	4
10:00	1	0	1
10:15	1	2	3
10:30	0	1	1
10:45	0	0	0
11:00	0	0	0
11:15	0	1	1
11:30	1	0	1
11:45	0	0	0
Total	264	209	473
Percent	55.8%	44.2%	
Peak	6:30	2:15	4:30
Volume	41	35	68
Peak Factor	0.788	0.673	0.708

# L2 Data Collection

L2DataCollection.com

Idaho: (208) 860-7554 Utah (801) 413-2993

Study: PREC0007

Type: Volume / Direction

Tech: Judd / Klaren /Macomb

Count: Vehicle Volume

Duff Ln south of SH-44

Start Date: 10/11/2022

End Date: 10/13/2022

Duff Lane south of SH-44

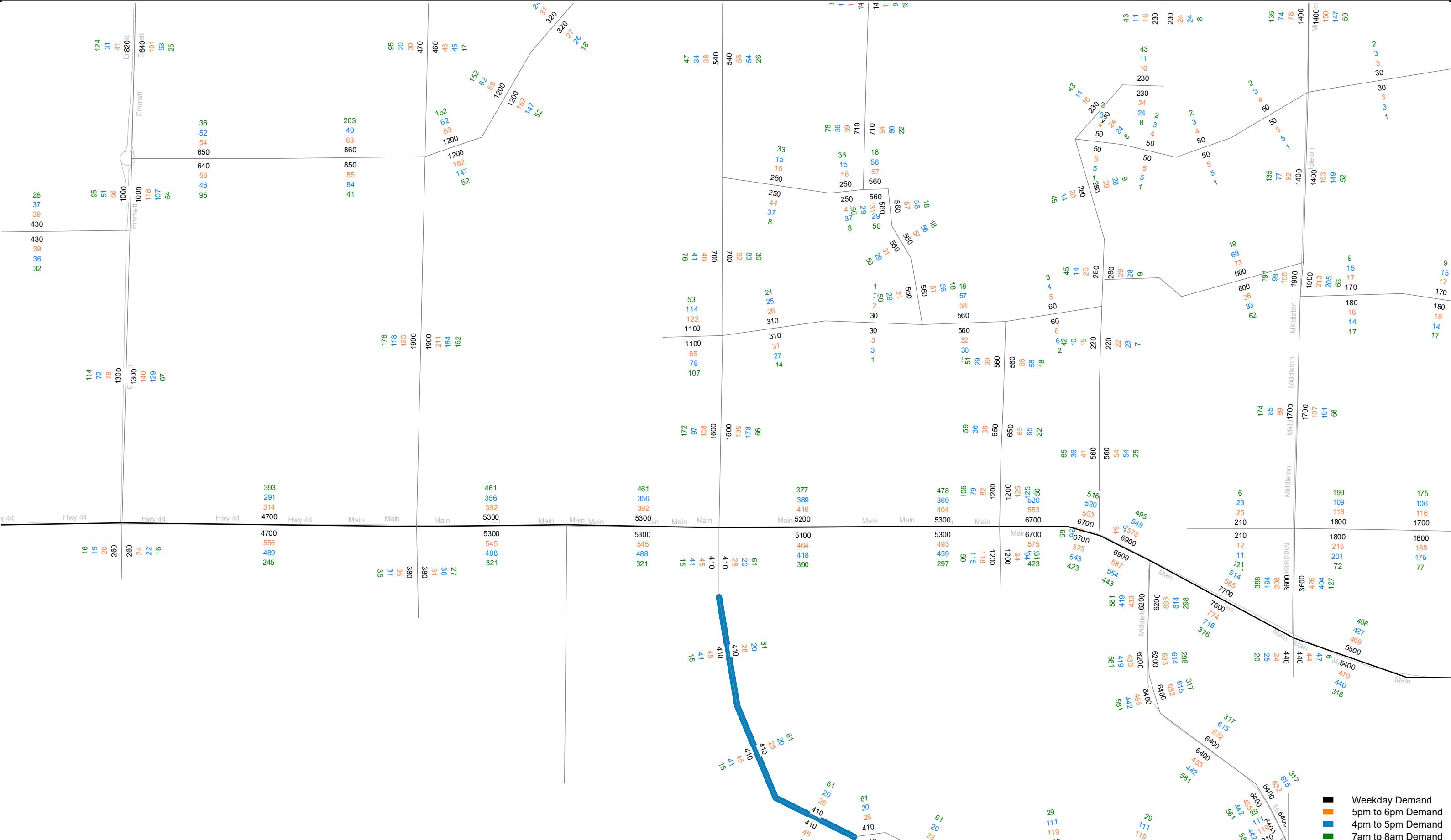
Middleton, Idaho

10/13/2022	Southbound	Northbound	Total
Time			
12:00 AM	0	0	0
12:15	0	0	0
12:30	1	1	2
12:45	0	0	0
1:00	1	0	1
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	1	1
2:45	0	0	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	2	2	4
Percent	50.0%	50.0%	
Peak	12:15	12:00 AM	12:15
Volume	2	1	3
Peak Factor	0.500	0.250	0.375
Grand Total	678	648	1326
Percent	51.1%	48.9%	
AADT		ADT: 663	AADT: 663

## **APPENDIX C    COMPASS MODEL FORECASTS**

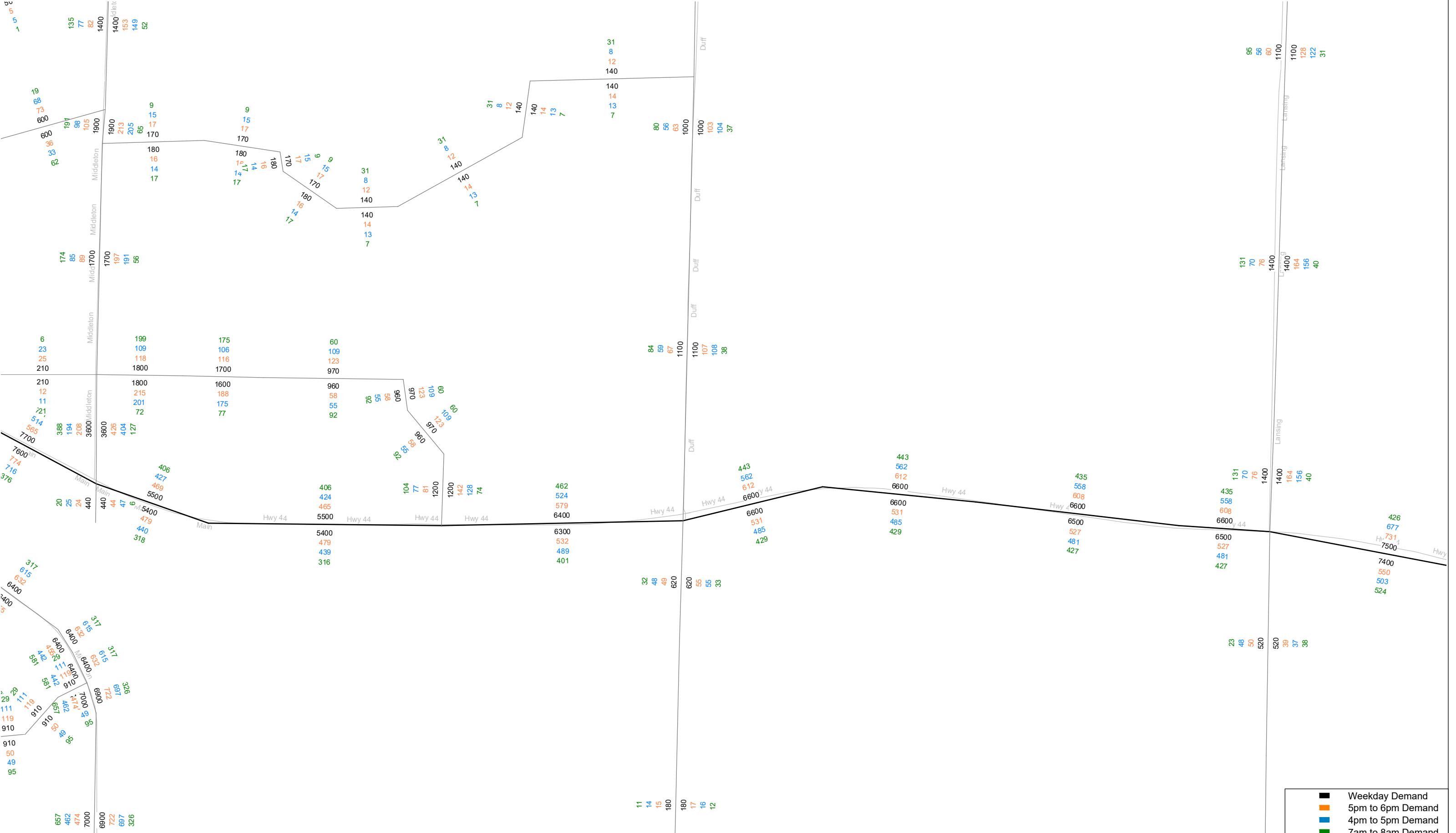
# 2022 Demand: 2022 Demographics and 2022 Funded Network

11/14/2022



# 2022 Demand: 2022 Demographics and 2022 Funded Network

11/14/2022



D:\2019Model\Feedback\Base\TIP\FY2023\_2029\b2022\ALLDEMAND\_b2022.NET

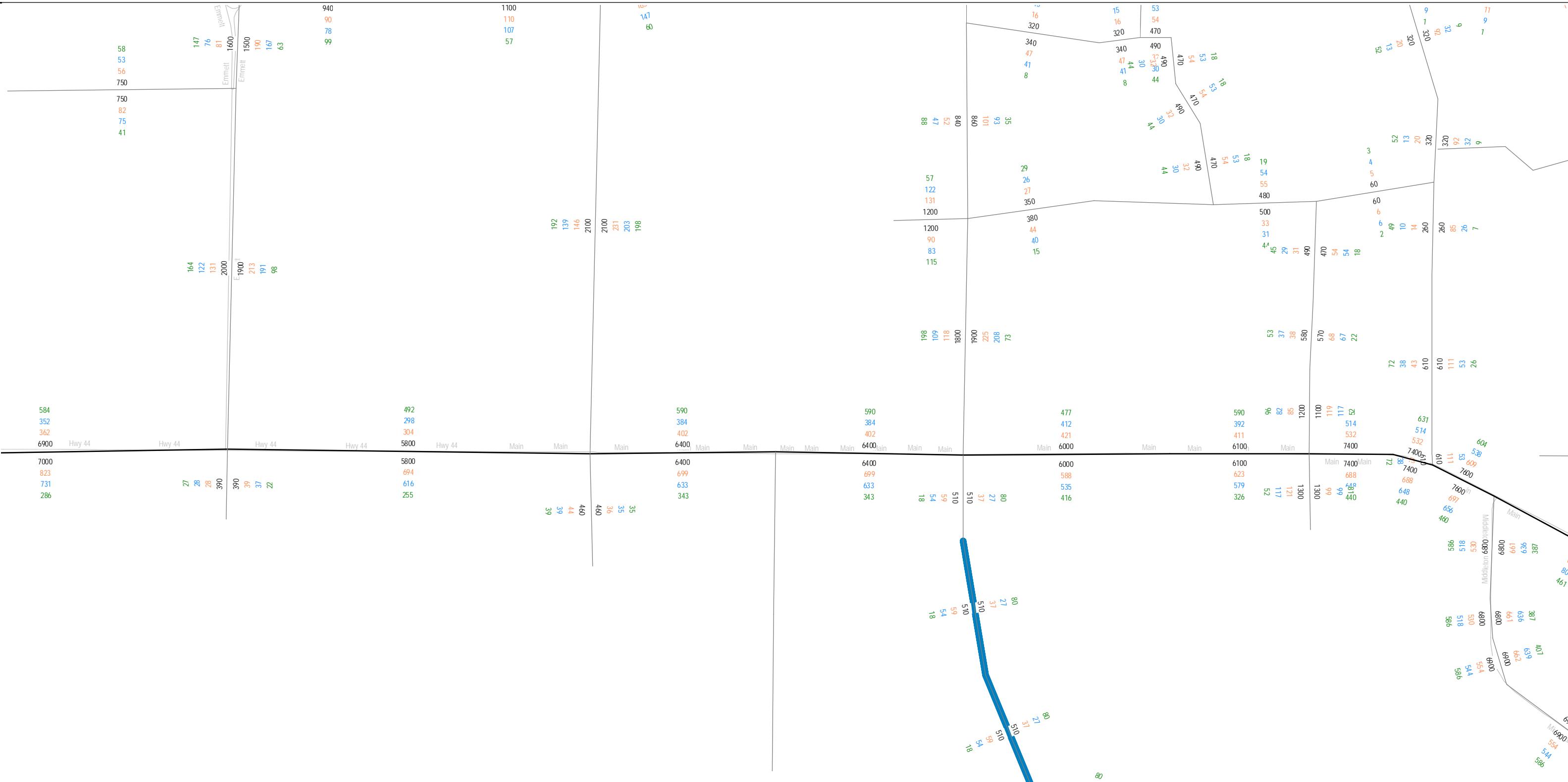
New Regional Model calibrated to 2011/12 conditions - completed in January 2015

**CUBE**

(Licensed to Community Planning Association)

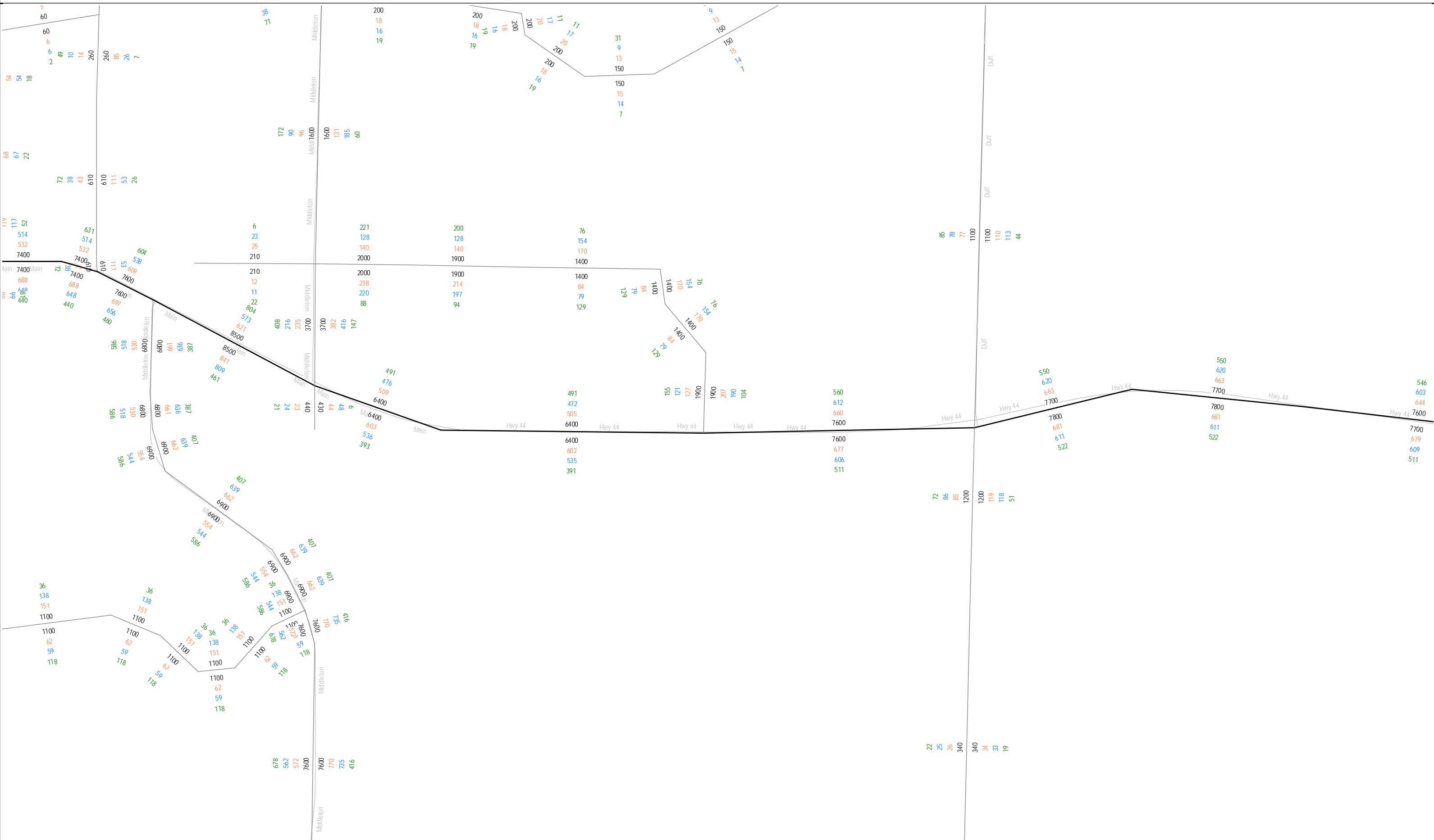
# 2025 Build - 2025 Demographics on 2025 Network

9/6/2022



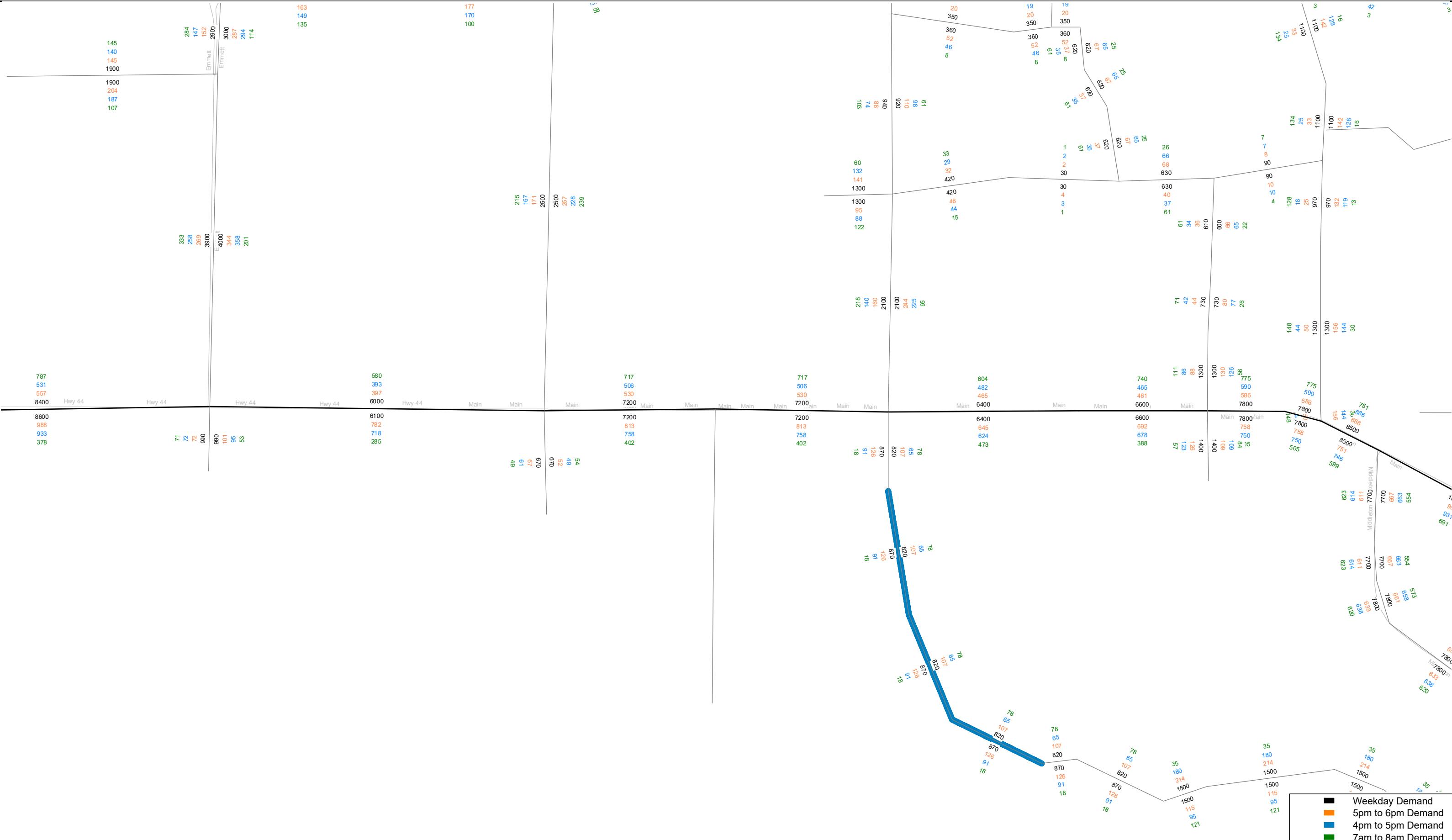
2025 Build - 2025 Demographics on 2025 Network

9/6/2022



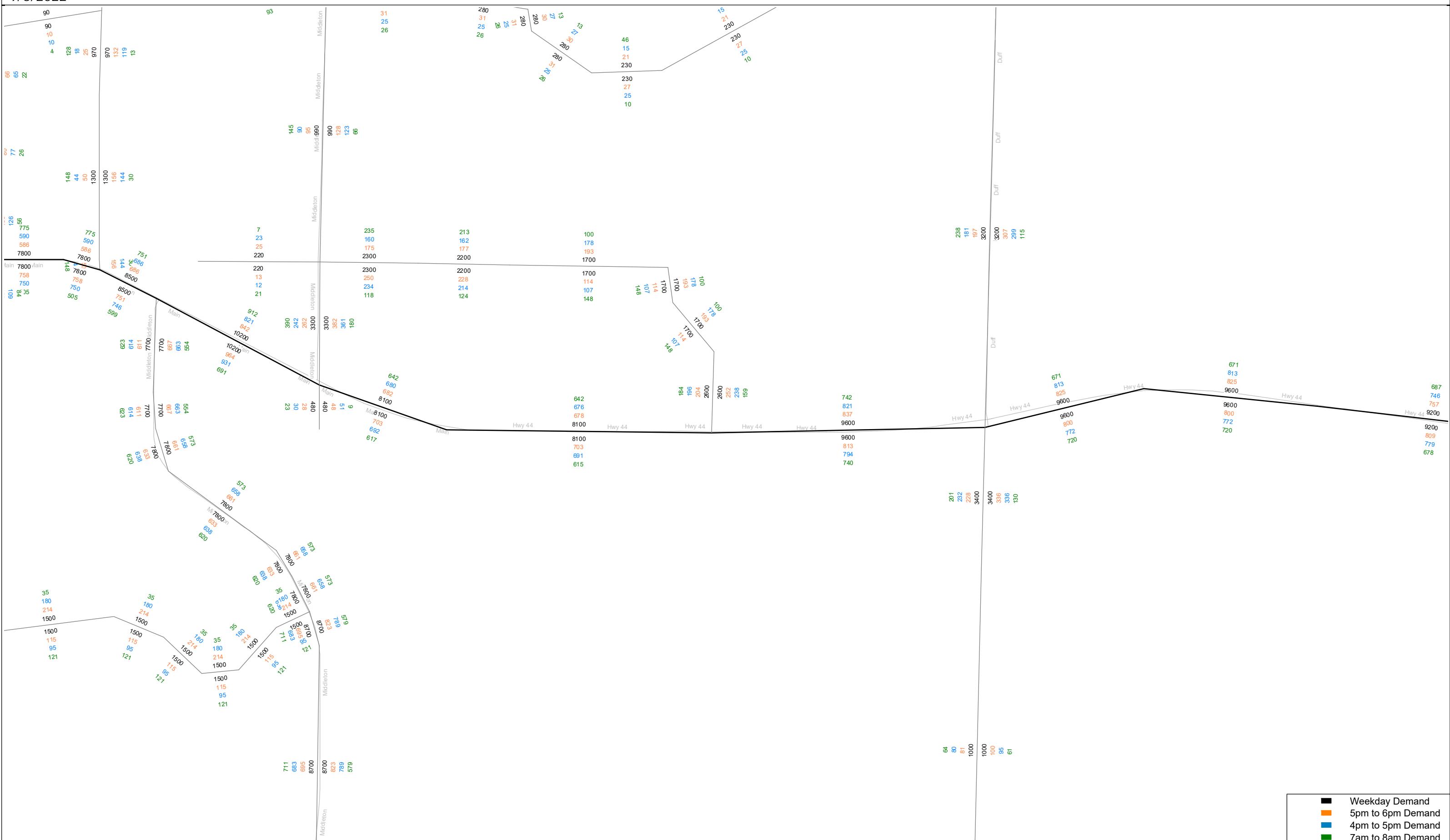
2035 Demand: 2030 Demographics and 2030 Funded Netwo

9/6/2022



# 2035 Demand: 2030 Demographics and 2030 Funded Network

9/6/2022



## **APPENDIX D SCREENLINE FORECAST VOLUME ADJUSTMENTS**

# Traffic Projection - 1 Emmett Rd.xlsx

## Screenline 2025 AM

USER INPUT													OPTIONAL INPUT												
FINAL REFINED FORECAST													NCHRP adjustment process												
	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13					
	Road/Link	Min Diff	Max Rat	Use SL	near base model													2025	Selected	Selected	Volume				
					count	year	count	data	Ab	Ab_interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Adjustment				
(east leg) Inflow	SH-44	0.5	2	Enable	2022	603	393	393	1.53	210	1.25	1.77	492	872	755	702	744	723	RAf	723					
(east leg) Outflow	SH-44	0.5	2	Enable	2022	520	245	245	2.12	275	1.04	1.77	255	452	541	530	541	536	DIFF	530					
(west leg) Inflow	SH-44	0.5	2	Enable	2022	542	276	276	1.96	266	1.04	1.77	286	507	562	552	562	557	RAf	557					
(west leg) Outflow	SH-44	0.5	2	Enable	2022	597	471	471	1.27	126	1.24	1.77	584	1034	740	710	734	722	RAf	722					
(north leg) Inflow	Emmett Rd	0.5	2	Enable	2022	242	114	114	2.12	128	1.44	1.77	164	291	348	292	331	312	DIFF	292					
(north leg) Outflow	Emmett Rd	0.5	2	Enable	2022	270	67	67	4.03	203	1.46	1.77	98	174	395	301	365	333	DIFF	301					
(south leg) Inflow	Emmett Rd	0.5	2	Enable	2022	0	16	16	0.00	-16	1.38	1.77	22	39	0	6	2	4	SLRATIO	39					
(south leg) Outflow	Emmett Rd	0.5	2	Enable	2022	0	16	16	0.00	-16	1.69	1.77	27	48	0	11	4	8	SLRATIO	48					
		0.5	2	Enable					0	0.00	0	-1.00	1.77	0	0	0	0	0	SLRATIO	0					
		0.5	2	Enable					0	0.00	0	-1.00	1.77	0	0	0	0	0	SLRATIO	0					

## Traffic Projection - 1 Emmett Rd.xlsx

User Input		Optional Input		Final Refined Forecast												NCHRP Adjustment Process									
Col 1	Col 2	Col 3	Col 3,5	Col 4	Col 5	Col 6	Col 7	Col 7,1	Col 7,2	Col 7,3	Col 7,4	Col 8	Col 8,5	Col 9	Col 10	Col 10,5	Col 11	Col 12	Col 13						
Road/Link	Min Diff	Max Rat	Use SL	near base model	2022	Ab	Ab interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Selected Adjustment	Selected Volume						
(east leg) Inflow	SH-441	0.5	2	Enable	2022	661	314	314	2.11	347	0.97	1.54	304	467	640	651	640	646	DIFF	651					
(east leg) Outflow	SH-441	0.5	2	Enable	2022	619	556	556	1.11	63	1.25	1.54	694	1066	773	757	770	764	RAF	764					
(west leg) Inflow	SH-441	0.5	2	Enable	2022	687	640	640	1.07	47	1.29	1.54	823	1265	883	870	880	875	RAF	875					
(west leg) Outflow	SH-441	0.5	2	Enable	2022	643	357	357	1.80	286	1.01	1.54	362	556	652	648	652	650	RAF	650					
(north leg) Inflow	Emmett Rd	0.5	2	Enable	2022	254	78	78	3.26	176	1.68	1.54	131	201	427	307	378	343	DIFF	307					
(north leg) Outflow	Emmett Rd	0.5	2	Enable	2022	340	140	140	2.43	200	1.52	1.54	213	327	517	413	481	447	DIFF	413					
(south leg) Inflow	Emmett Rd	0.5	2	Enable	2022	0	24	24	0.00	-24	1.63	1.54	39	60	0	15	6	11	SLRATIO	60					
(south leg) Outflow	Emmett Rd	0.5	2	Enable	2022	0	20	20	0.00	-20	1.40	1.54	28	43	0	8	2	5	SLRATIO	43					
		0.5	2	Enable					0	0.00	0	-1.00	1.54	0	0	0	0	0	SLRATIO	0					
		0.5	2	Enable					0	0.00	0	-1.00	1.54	0	0	0	0	0	SLRATIO	0					

# Traffic Projection - 1 Emmett Rd.xlsx

## Screenline 2035 AM

USER INPUT  
OPTIONAL INPUT

FINAL REFINED FORECAST

	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13
near base model																				
Road/Link	Min Diff	Max Rat	Use SL	count year	count data	Ab	Ab_interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Selected Adjustment	Selected Volume	
(east leg) Inflow	SH-44	0.5	2	Enable	2022	603	393	393	1.53	210	1.48	1.77	580	1027	890	790	858	824	RAf	824
(east leg) Outflow	SH-44	0.5	2	Enable	2022	520	245	245	2.12	275	1.16	1.77	285	505	605	560	599	580	DIFF	560
(west leg) Inflow	SH-44	0.5	2	Enable	2022	542	276	276	1.96	266	1.37	1.77	378	670	742	644	716	680	RAf	680
(west leg) Outflow	SH-44	0.5	2	Enable	2022	597	471	471	1.27	126	1.67	1.77	787	1394	998	913	964	939	RAf	939
(north leg) Inflow	Emmett Rd	0.5	2	Enable	2022	242	114	114	2.12	128	2.92	1.77	333	590	707	461	545	503	DIFF	461
(north leg) Outflow	Emmett Rd	0.5	2	Enable	2022	270	67	67	4.03	203	3.00	1.77	201	356	810	404	539	472	DIFF	404
(south leg) Inflow	Emmett Rd	0.5	2	Enable	2022	0	16	16	0.00	-16	3.31	1.77	53	94	0	37	26	32	SLRATIO	94
(south leg) Outflow	Emmett Rd	0.5	2	Enable	2022	0	16	16	0.00	-16	4.44	1.77	71	126	0	55	43	49	SLRATIO	126
								0	0.00	0	-1.00	1.77		0	0	0	0	0	SLRATIO	0
								0	0.00	0	-1.00	1.77		0	0	0	0	0	SLRATIO	0

## Traffic Projection - 1 Emmett Rd.xlsx

**USER INPUT**  
**OPTIONAL INPUT**

FINAL REFINED FORECAST

COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13	
								near base model				2022								
Road/Link	Min Diff	Max Rat	Use SL	count year	count data	Ab	Ab	interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Selected Adjustment	Selected Volume
(east leg) Inflow	SH-44	0.5	2	Enable	2022	661	314	314	2.11	347	1.26	1.54	397	610	836	744	817	781	DIFF	744
(east leg) Outflow	SH-44	0.5	2	Enable	2022	619	556	556	1.11	63	1.41	1.54	782	1202	871	845	863	854	RAF	854
(west leg) Inflow	SH-44	0.5	2	Enable	2022	687	640	640	1.07	47	1.54	1.54	988	1518	1061	1035	1052	1044	RAF	1044
(west leg) Outflow	SH-44	0.5	2	Enable	2022	643	357	357	1.80	286	1.56	1.54	557	856	1003	843	946	895	RAF	895
(north leg) Inflow	Emmett Rd	0.5	2	Enable	2022	254	78	78	3.26	176	3.45	1.54	269	413	876	445	570	508	DIFF	445
(north leg) Outflow	Emmett Rd	0.5	2	Enable	2022	340	140	140	2.43	200	2.46	1.54	344	529	835	544	662	603	DIFF	544
(south leg) Inflow	Emmett Rd	0.5	2	Enable	2022	0	24	24	0.00	-24	4.21	1.54	101	155	0	77	59	68	SLRATIO	155
(south leg) Outflow	Emmett Rd	0.5	2	Enable	2022	0	20	20	0.00	-20	3.60	1.54	72	111	0	52	38	45	SLRATIO	111
									0	0.00	0	-1.00	1.54	0	0	0	0	0	SLRATIO	0
									0	0.00	0	-1.00	1.54	0	0	0	0	0	SLRATIO	0

# Traffic Projection - 2 Hartley Ln.xlsx

## Screenline 2025 AM

USER INPUT													OPTIONAL INPUT												
FINAL REFINED FORECAST													NCHRP adjustment process												
	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13					
	Road/Link	Min Diff	Max Rat	Use SL	near base model		2022	Ab	Ab_interpolate	R	D	MR	SLR	AF-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Selected Adjustment	COL 13 Selected				
(east leg) Inflow	SH-44	0.5	2	Enable	2022	693	461	461	1.50	232	1.28	1.56	590	920	887	822	873	848	RAf	848					
(east leg) Outflow	SH-44	0.5	2	Enable	2022	565	321	321	1.76	244	1.07	1.56	343	535	604	587	603	595	RAf	595					
(west leg) Inflow	SH-44	0.5	2	Enable	2022	529	245	245	2.16	284	1.04	1.56	255	397	551	539	551	545	DIFF	539					
(west leg) Outflow	SH-44	0.5	2	Enable	2022	621	393	393	1.58	228	1.25	1.56	492	767	777	720	766	743	RAf	743					
(north leg) Inflow	Hartley Ln	0.5	2	Enable	2022	80	178	178	0.45	-98	1.08	1.56	192	299	86	94	87	91	MRATIO	87					
(north leg) Outflow	Hartley Ln	0.5	2	Enable	2022	78	162	162	0.48	-84	1.22	1.56	198	309	95	114	98	106	MRATIO	98					
(south leg) Inflow	Hartley Ln	0.5	2	Enable	2022	118	27	27	4.37	91	1.30	1.56	35	55	153	126	147	137	DIFF	126					
(south leg) Outflow	Hartley Ln	0.5	2	Enable	2022	156	35	35	4.46	121	1.11	1.56	39	61	174	160	173	167	DIFF	160					
		0.5	2	Enable				0	0.00	0	-1.00	1.56		0	0	0	0	0	SLRATIO	0					
		0.5	2	Enable				0	0.00	0	-1.00	1.56		0	0	0	0	0	SLRATIO	0					

# Traffic Projection - 2 Hartley Ln.xlsx

## Screenline 2025 PM

USER INPUT		OPTIONAL INPUT		FINAL REFINED FORECAST										NCHRP adjustment process									
COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13				
Road/Link	Min Diff	Max Rat	Use SL	count year	count data	Ab	Ab/Interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAF	Selected	Selected				
(east leg) Inflow	SH-44	0.5	2	Enable	2022	700	392	392	1.79	308	1.03	1.40	402	562	718	710	718	714	RAF	714			
(east leg) Outflow	SH-44	0.5	2	Enable	2022	705	545	545	1.29	160	1.28	1.40	699	977	904	859	894	877	RAF	877			
(west leg) Inflow	SH-44	0.5	2	Enable	2022	645	556	556	1.16	89	1.25	1.40	694	970	805	783	801	792	RAF	792			
(west leg) Outflow	SH-44	0.5	2	Enable	2022	652	314	314	2.08	338	0.97	1.40	304	425	631	642	631	637	DIFF	642			
(north leg) Inflow	Hartley Ln	0.5	2	Enable	2022	74	125	125	0.59	-51	1.17	1.40	146	204	86	95	87	91	RAF	91			
(north leg) Outflow	Hartley Ln	0.5	2	Enable	2022	105	211	211	0.50	-106	1.09	1.40	231	323	115	125	116	121	MRATIO	116			
(south leg) Inflow	Hartley Ln	0.5	2	Enable	2022	124	31	31	4.00	93	1.16	1.40	36	50	144	129	142	136	DIFF	129			
(south leg) Outflow	Hartley Ln	0.5	2	Enable	2022	81	35	35	2.31	46	1.26	1.40	44	61	102	90	100	95	DIFF	90			
		0.5	2	Enable				0	0.00	0	-1.00	1.40	0	0	0	0	0	0	SLRATIO	0			
		0.5	2	Enable				0	0.00	0	-1.00	1.40	0	0	0	0	0	0	SLRATIO	0			

## Traffic Projection - 2 Hartley Ln.xlsx

Screenline 2035 AM

USER INPUT	OPTIONAL INPUT	FINAL REFINED FORECAST	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13
(east leg) Inflow	SH-44	0.5	2	Enable	2022	693	461	461	1.50	232	1.56	1.56	717	1118	1078	949	1032	991	RAF	991		
(east leg) Outflow	SH-44	0.5	2	Enable	2022	565	321	321	1.76	244	1.25	1.56	402	627	708	646	696	671	RAF	671		
(west leg) Inflow	SH-44	0.5	2	Enable	2022	529	245	245	2.16	284	1.16	1.56	285	444	615	569	609	589	DIFF	569		
(west leg) Outflow	SH-44	0.5	2	Enable	2022	621	393	393	1.58	228	1.48	1.56	580	904	916	808	881	845	RAF	845		
(north leg) Inflow	Hartley Ln	0.5	2	Enable	2022	80	178	178	0.45	-98	1.21	1.56	215	335	97	117	100	109	MRATIO	100		
(north leg) Outflow	Hartley Ln	0.5	2	Enable	2022	78	162	162	0.48	-84	1.48	1.56	239	373	115	155	128	142	MRATIO	128		
(south leg) Inflow	Hartley Ln	0.5	2	Enable	2022	118	27	27	4.37	91	2.00	1.56	54	84	236	145	191	168	DIFF	145		
(south leg) Outflow	Hartley Ln	0.5	2	Enable	2022	156	35	35	4.46	121	1.40	1.56	49	76	218	170	204	187	DIFF	170		
		0.5	2	Enable					0.00	0	-1.00	1.56		0	0	0	0	0	SLRATIO	0		
		0.5	2	Enable					0	0.00	0	-1.00	1.56		0	0	0	0	0	SLRATIO	0	

## Traffic Projection - 2 Hartley Ln.xlsx

# Screenline 2035 PM

USER INPUT	OPTIONAL INPUT	FINAL REFINED FORECAST	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13	NCHRP adjustment process	
(east leg) Inflow	SH-44	0.5	2	Enable	2022	700	392	392	1.79	308	1.35	1.40	530	740	946	838	918	878	RAF	878				
(east leg) Outflow	SH-44	0.5	2	Enable	2022	705	545	545	1.29	160	1.49	1.40	813	1136	1052	973	1026	1000	RAF	1000				
(west leg) Inflow	SH-44	0.5	2	Enable	2022	645	556	556	1.16	89	1.41	1.40	782	1092	907	871	897	884	RAF	884				
(west leg) Outflow	SH-44	0.5	2	Enable	2022	652	314	314	2.08	338	1.26	1.40	397	555	824	735	805	770	DIFF	735				
(north leg) Inflow	Hartley Ln	0.5	2	Enable	2022	74	125	125	0.59	-51	1.37	1.40	171	239	101	120	106	113	RAF	113				
(north leg) Outflow	Hartley Ln	0.5	2	Enable	2022	105	211	211	0.50	-106	1.22	1.40	257	359	128	151	132	142	MRAATIO	132				
(south leg) Inflow	Hartley Ln	0.5	2	Enable	2022	124	31	31	4.00	93	1.68	1.40	52	73	208	145	183	164	DIFF	145				
(south leg) Outflow	Hartley Ln	0.5	2	Enable	2022	81	35	35	2.31	46	1.91	1.40	67	94	155	113	135	124	DIFF	113				
		0.5	2	Enable					0	0.00	0	-1.00	1.40	0	0	0	0	0	SLRATIO	0				
		0.5	2	Enable					0	0.00	0	-1.00	1.40	0	0	0	0	0	SLRATIO	0				

# Traffic Projection - 3 Cemetery Rd.xlsx

## Screenline 2025 AM

USER INPUT  
OPTIONAL INPUT

FINAL REFINED FORECAST

	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13
near base model																				
2022																				
Road/Link	Min Diff	Max Rat	Use SL	count year	count data	Ab	Ab_interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Selected Adjustment	Selected Volume	
(east leg) Inflow	SH-44	0.5	2	Enable	2022	664	377	377	1.76	287	1.27	1.65	477	785	840	764	824	794	RAf	794
(east leg) Outflow	SH-44	0.5	2	Enable	2022	577	390	390	1.48	187	1.07	1.65	416	685	615	603	614	609	RAf	609
(west leg) Inflow	SH-44	0.5	2	Enable	2022	584	321	321	1.82	263	1.07	1.65	343	564	624	606	623	615	RAf	615
(west leg) Outflow	SH-44	0.5	2	Enable	2022	727	461	461	1.58	266	1.28	1.65	590	971	930	856	914	885	RAf	885
(north leg) Inflow	Cemetery Rd	0.5	2	Enable	2022	246	172	172	1.43	74	1.15	1.65	198	326	283	272	282	277	RAf	277
(north leg) Outflow	Cemetery Rd	0.5	2	Enable	2022	145	66	66	2.20	79	1.11	1.65	73	120	160	152	159	156	DIFF	152
(south leg) Inflow	Cemetery Rd	0.5	2	Enable	2022	39	61	61	0.64	-22	1.31	1.65	80	132	51	58	53	56	RAf	56
(south leg) Outflow	Cemetery Rd	0.5	2	Enable	2022	84	15	15	5.60	69	1.20	1.65	18	30	101	87	99	93	DIFF	87
		0.5	2	Enable				0	0.00	0	-1.00	1.65		0	0	0	0	0	SLRATIO	0
		0.5	2	Enable				0	0.00	0	-1.00	1.65		0	0	0	0	0	SLRATIO	0

# Traffic Projection - 3 Cemetery Rd.xlsx

Screenline 2025 PM

User Input		Optional Input		NCHRP Adjustment Process																					
Final Refined Forecast				Col 1	Col 2	Col 3	Col 3.5	Col 4	Col 5	Col 6	Col 7	Col 7.1	Col 7.2	Col 7.3	Col 7.4	Col 8	Col 8.5	Col 9	Col 10	Col 10.5	Col 11	Col 12	Col 13		
(east leg) Inflow	Road/Link	SH-44	Min Diff	0.5	2	Use SL	count year	count data	Ab	Ab interpolat	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAF	Adjustment	Volume			
(east leg) Outflow		SH-44	0.5	2	Enable		2022	737	416	416	1.77	321	1.01	1.54	421	650	746	742	746	744	RAF	744			
(west leg) Inflow		SH-44	0.5	2	Enable		2022	677	464	464	1.46	213	1.27	1.54	588	908	858	801	846	824	RAF	824			
(west leg) Outflow		SH-44	0.5	2	Enable		2022	704	545	545	1.29	159	1.28	1.54	699	1079	903	858	893	876	RAF	876			
(north leg) Inflow		SH-44	0.5	2	Enable		2022	748	392	392	1.91	356	1.03	1.54	402	621	767	758	767	763	RAF	763			
Cemetery Rd	Road/Link	SH-44	0.5	2	Enable		2022	219	108	108	2.03	111	1.09	1.54	118	182	239	229	238	234	DIFF	229			
Cemetery Rd		SH-44	0.5	2	Enable		2022	203	195	195	1.04	8	1.15	1.54	225	347	234	233	234	234	RAF	234			
(south leg) Inflow		Cemetery Rd	0.5	2	Enable		2022	33	28	28	1.18	5	1.32	1.54	37	57	44	42	44	43	RAF	43			
(south leg) Outflow		Cemetery Rd	0.5	2	Enable		2022	65	45	45	1.44	20	1.31	1.54	59	91	85	79	84	82	RAF	82			
			0.5	2	Enable				0	0.00	0	-1.00	1.54		0	0	0	0	0	SLRATIO	0				
			0.5	2	Enable				0	0.00	0	-1.00	1.54		0	0	0	0	0	SLRATIO	0				

# Traffic Projection - 3 Cemetery Rd.xlsx

## Screenline 2035 AM

USER INPUT  
OPTIONAL INPUT

FINAL REFINED FORECAST

	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13
near base model																				
Road/Link	Min Diff	Max Rat	Use SL	count year	count data	Ab	Ab_interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Selected Adjustment	Selected Volume	
(east leg) Inflow	SH-44	0.5	2	Enable	2022	664	377	377	1.76	287	1.60	1.65	604	994	1064	891	999	945	RAf	945
(east leg) Outflow	SH-44	0.5	2	Enable	2022	577	390	390	1.48	187	1.21	1.65	473	778	700	660	693	677	RAf	677
(west leg) Inflow	SH-44	0.5	2	Enable	2022	584	321	321	1.82	263	1.25	1.65	402	662	731	665	718	692	RAf	692
(west leg) Outflow	SH-44	0.5	2	Enable	2022	727	461	461	1.58	266	1.56	1.65	717	1180	1131	983	1078	1031	RAf	1031
(north leg) Inflow	Cemetery Rd	0.5	2	Enable	2022	246	172	172	1.43	74	1.27	1.65	218	359	312	292	308	300	RAf	300
(north leg) Outflow	Cemetery Rd	0.5	2	Enable	2022	145	66	66	2.20	79	1.44	1.65	95	156	209	174	198	186	DIFF	174
(south leg) Inflow	Cemetery Rd	0.5	2	Enable	2022	39	61	61	0.64	-22	1.28	1.65	78	128	50	56	51	54	RAf	54
(south leg) Outflow	Cemetery Rd	0.5	2	Enable	2022	84	15	15	5.60	69	1.20	1.65	18	30	101	87	99	93	DIFF	87
								0	0.00	0	-1.00	1.65		0	0	0	0	0	SLRATIO	0
								0	0.00	0	-1.00	1.65		0	0	0	0	0	SLRATIO	0

# Traffic Projection - 3 Cemetery Rd.xlsx

Screenline 2035 PM

USER INPUT	OPTIONAL INPUT	FINAL REFINED FORECAST	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13	NCHRP adjustment process	
(east leg) Inflow	Road/Link	SH-44	0.5	2	Enable	2022	737	416	416	1.77	321	1.12	1.54	465	718	824	786	820	803	RAF	803			
(east leg) Outflow		SH-44	0.5	2	Enable	2022	677	464	464	1.46	213	1.39	1.54	645	996	941	858	888	RAF	888				
(west leg) Inflow		SH-44	0.5	2	Enable	2022	704	545	545	1.29	159	1.49	1.54	813	1255	1050	972	1024	998	RAF	998			
(west leg) Outflow		SH-44	0.5	2	Enable	2022	748	392	392	1.91	356	1.35	1.54	530	818	1011	886	978	932	RAF	932			
(north leg) Inflow		Cemetery Rd	0.5	2	Enable	2022	219	108	108	2.03	111	1.48	1.54	160	247	324	271	307	289	DIFF	271			
(north leg) Outflow		Cemetery Rd	0.5	2	Enable	2022	203	195	195	1.04	8	1.25	1.54	244	377	254	252	254	253	RAF	253			
(south leg) Inflow		Cemetery Rd	0.5	2	Enable	2022	33	28	28	1.18	5	3.82	1.54	107	165	126	112	116	114	RAF	114			
(south leg) Outflow		Cemetery Rd	0.5	2	Enable	2022	65	45	45	1.44	20	2.80	1.54	126	195	182	146	159	153	RAF	153			
			0.5	2	Enable				0	0.00	0	-1.00	1.54	0	0	0	0	0	0	SLRATIO	0			
			0.5	2	Enable				0	0.00	0	-1.00	1.54	0	0	0	0	0	0	SLRATIO	0			

# Traffic Projection - 4 Hawthorne Dr.xlsx

## Screenline 2025 AM

USER INPUT  
OPTIONAL INPUT

FINAL REFINED FORECAST

	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13
near base model																				
2022																				
Road/Link	Min Diff	Max Rat	Use SL	count year	count data	Ab	Ab_interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Selected Adjustment	COL 13 Selected	
(east leg) Inflow	SH-44	0.5	2	Enable	2022	676	516	516	1.31	162	1.22	1.42	631	896	829	793	822	808	RAf	808
(east leg) Outflow	SH-44	0.5	2	Enable	2022	637	423	423	1.51	214	1.04	1.42	440	625	663	654	663	659	RAf	659
(west leg) Inflow	SH-44	0.5	2	Enable	2022	640	297	297	2.15	343	1.10	1.42	326	463	702	669	699	684	DIFF	669
(west leg) Outflow	SH-44	0.5	2	Enable	2022	684	478	478	1.43	206	1.23	1.42	590	838	844	796	835	816	RAf	816
(north leg) Inflow	Hawthorne Dr	0.5	2	Enable	2022	90	106	106	0.85	-16	0.91	1.42	96	136	82	80	82	81	RATIO	82
(north leg) Outflow	Hawthorne Dr	0.5	2	Enable	2022	84	50	50	1.68	34	1.04	1.42	52	74	87	86	87	87	RAf	87
(south leg) Inflow	Hawthorne Dr	0.5	2	Enable	2022	13	81	81	0.16	-68	1.00	1.42	81	115	13	13	13	13	RATIO	13
(south leg) Outflow	Hawthorne Dr	0.5	2	Enable	2022	16	50	50	0.32	-34	1.04	1.42	52	74	17	18	17	18	MRATIO	17
								0	0.00	0	-1.00	1.42		0	0	0	0	0	SLRATIO	0
								0	0.00	0	-1.00	1.42		0	0	0	0	0	SLRATIO	0

# Traffic Projection - 4 Hawthorne Dr.xlsx

## Screenline 2025 PM

USER INPUT													OPTIONAL INPUT												
FINAL REFINED FORECAST													NCHRP adjustment process												
	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13					
	Road/Link	Min Diff	Max Rat	Use SL	near base model			2022	Ab	Ab_interpolate	R	D	MR	SLR	2025	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Selected Adjustment	COL 13 Selected	COL 13 Volume	
(east leg) Inflow	SH-44	0.5	2	Enable	2022	642	553	553	1.52	289	0.96	1.37	532	727	810	821	810	816	RAf	816					
(east leg) Outflow	SH-44	0.5	2	Enable	2022	682	575	575	1.19	107	1.20	1.37	688	940	816	795	813	804	RAf	804					
(west leg) Inflow	SH-44	0.5	2	Enable	2022	699	493	493	1.42	206	1.26	1.37	623	851	883	829	872	851	RAf	851					
(west leg) Outflow	SH-44	0.5	2	Enable	2022	815	404	404	2.02	411	1.02	1.37	411	562	829	822	829	826	DIFF	822					
(north leg) Inflow	Hawthorne Dr	0.5	2	Enable	2022	85	82	82	1.04	3	1.04	1.37	85	116	88	88	88	88	RAf	88					
(north leg) Outflow	Hawthorne Dr	0.5	2	Enable	2022	106	125	125	0.85	-19	0.95	1.37	119	163	101	100	101	101	RATIO	101					
(south leg) Inflow	Hawthorne Dr	0.5	2	Enable	2022	44	94	94	0.47	-50	1.05	1.37	99	135	46	49	46	48	MRATIO	46					
(south leg) Outflow	Hawthorne Dr	0.5	2	Enable	2022	67	118	118	0.57	-51	1.03	1.37	121	165	69	70	69	70	RAf	70					
		0.5	2	Enable				0	0.00	0	-1.00	1.37		0	0	0	0	0	SLRATIO	0					
		0.5	2	Enable				0	0.00	0	-1.00	1.37		0	0	0	0	0	SLRATIO	0					

# Traffic Projection - 4 Hawthorne Dr.xlsx

## Screenline 2035 AM

USER INPUT													OPTIONAL INPUT												
FINAL REFINED FORECAST													NCHRP adjustment process												
	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13					
	Road/Link	Min Diff	Max Rat	Use SL	near base model				2022	Ab	Ab_interpolate	R	D	MR	SLR	2035	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Selected Adjustment	COL 13 Selected	
(east leg) Inflow	SH-44	0.5	2	Enable	2022	676	516	516	1.31	162	1.50	1.42	775	1101	1018	937	991	964	RAf	964					
(east leg) Outflow	SH-44	0.5	2	Enable	2022	637	423	423	1.51	214	1.19	1.42	505	717	760	719	753	736	RAf	736					
(west leg) Inflow	SH-44	0.5	2	Enable	2022	640	297	297	2.15	343	1.31	1.42	388	551	836	731	811	771	DIFF	731					
(west leg) Outflow	SH-44	0.5	2	Enable	2022	684	478	478	1.43	206	1.55	1.42	740	1051	1059	946	1019	983	RAf	983					
(north leg) Inflow	Hawthorne Dr	0.5	2	Enable	2022	90	106	106	0.85	-16	1.05	1.42	111	158	94	95	94	95	RAf	95					
(north leg) Outflow	Hawthorne Dr	0.5	2	Enable	2022	84	50	50	1.68	34	1.12	1.42	56	80	94	90	94	92	RAf	92					
(south leg) Inflow	Hawthorne Dr	0.5	2	Enable	2022	13	81	81	0.16	-68	1.04	1.42	84	119	13	16	13	15	MRATIO	13					
(south leg) Outflow	Hawthorne Dr	0.5	2	Enable	2022	16	50	50	0.32	-34	1.14	1.42	57	81	18	23	19	21	MRATIO	19					
		0.5	2	Enable					0	0.00	0	-1.00	1.42	0	0	0	0	0	0	SLRATIO	0				
		0.5	2	Enable					0	0.00	0	-1.00	1.42	0	0	0	0	0	0	SLRATIO	0				

# Traffic Projection - 4 Hawthorne Dr.xlsx

Screenline 2035 PM

# Traffic Projection - 5 S Middleton Rd.xlsx

## Screenline 2025 AM

USER INPUT  
OPTIONAL INPUT

FINAL REFINED FORECAST

	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13	
	near base model						2022						2025						Selected Adjustment	Selected Volume	
(east leg) Inflow	SH-44	0.5	2	Enable	2022	667	711	711	0.94	-44	1.13	1.15	804	922	754	760	755	758	RAf	758	
(east leg) Outflow	SH-44	0.5	2	Enable	2022	605	376	376	1.61	229	1.23	1.15	461	529	742	690	732	711	RAf	711	
(west leg) Inflow	SH-44	0.5	2	Enable	2022	647	443	443	1.46	204	1.04	1.15	460	528	672	664	672	668	RAf	668	
(west leg) Outflow	SH-44	0.5	2	Enable	2022	638	495	495	1.29	143	1.22	1.15	504	693	778	747	772	760	RAf	760	
(north leg) Inflow	S Middleton Rd	0.5	2	Enable	2022	0	0	0	0.00	0	999.00	1.15	0	0	0	0	0	0	SLRATIO	0	
(north leg) Outflow	S Middleton Rd	0.5	2	Enable	2022	0	0	0	0.00	0	999.00	1.15	0	0	0	0	0	0	SLRATIO	0	
(south leg) Inflow	S Middleton Rd	0.5	2	Enable	2022	352	298	298	1.18	54	1.30	1.15	387	444	457	441	453	447	RAf	447	
(south leg) Outflow	S Middleton Rd	0.5	2	Enable	2022	423	581	581	0.73	-158	1.01	1.15	586	672	427	428	427	428	RAf	428	
		0.5	2	Enable					0	0.00	0	-1.00	1.15	0	0	0	0	0	0	SLRATIO	0
		0.5	2	Enable					0	0.00	0	-1.00	1.15	0	0	0	0	0	0	SLRATIO	0

# Traffic Projection - 5 S Middleton Rd.xlsx

## Screenline 2025 PM

USER INPUT													OPTIONAL INPUT												
FINAL REFINED FORECAST													NCHRP adjustment process												
	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13					
	Road/Link	Min Diff	Max Rat	Use SL	near base model													2025	Selected	Selected	Volume				
					count	year	count	data	Ab	Ab_interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Adjustment				
(east leg) Inflow	SH-44	0.5	2	Enable	2022	765	565	565	1.36	203	1.10	1.10	621	684	844	824	842	833	RAf	833					
(east leg) Outflow	SH-44	0.5	2	Enable	2022	678	774	774	0.88	-96	1.09	1.10	841	927	737	745	738	742	RAf	742					
(west leg) Inflow	SH-44	0.5	2	Enable	2022	664	587	587	1.13	77	1.19	1.10	697	768	788	774	786	780	RAf	780					
(west leg) Outflow	SH-44	0.5	2	Enable	2022	868	578	578	1.50	290	1.05	1.10	609	671	915	899	914	907	RAf	907					
(north leg) Inflow	S Middleton Rd	0.5	2	Enable	2022	0	0	0	0.00	0	999.00	1.10	0	0	0	0	0	0	SLRATIO	0					
(north leg) Outflow	S Middleton Rd	0.5	2	Enable	2022	0	0	0	0.00	0	999.00	1.10	0	0	0	0	0	0	SLRATIO	0					
(south leg) Inflow	S Middleton Rd	0.5	2	Enable	2022	535	633	633	0.85	-98	1.04	1.10	661	728	559	563	559	561	RAf	561					
(south leg) Outflow	S Middleton Rd	0.5	2	Enable	2022	421	433	433	0.97	-12	1.22	1.10	530	584	515	518	516	517	RAf	517					
		0.5	2	Enable					0	0.00	0	-1.00	1.10	0	0	0	0	0	0	SLRATIO	0				
		0.5	2	Enable					0	0.00	0	-1.00	1.10	0	0	0	0	0	0	SLRATIO	0				

# Traffic Projection - 5 S Middleton Rd.xlsx

## Screenline 2035 AM - No Build

USER INPUT  
OPTIONAL INPUT

FINAL REFINED FORECAST

	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13
	near base model	count year	count data	Ab	Ab_interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Selected Adjustment	Selected			
(east leg) Inflow	SH-44	0.5	2	Enable	2022	667	711	0.94	-44	1.28	1.15	912	1046	856	868	859	864	RAf	864	
(east leg) Outflow	SH-44	0.5	2	Enable	2022	605	376	1.61	229	1.84	1.15	691	793	1112	920	1024	972	RAf	972	
(west leg) Inflow	SH-44	0.5	2	Enable	2022	647	443	1.46	204	1.35	1.15	599	687	875	803	856	830	RAf	830	
(west leg) Outflow	SH-44	0.5	2	Enable	2022	638	495	1.29	143	1.52	1.15	751	862	968	894	943	919	RAf	919	
(north leg) Inflow	S Middleton Rd	0.5	2	Enable	2022	0	0	0.00	0	999.00	1.15	0	0	0	0	0	0	SLRATIO	0	
(north leg) Outflow	S Middleton Rd	0.5	2	Enable	2022	0	0	0.00	0	999.00	1.15	0	0	0	0	0	0	SLRATIO	0	
(south leg) Inflow	S Middleton Rd	0.5	2	Enable	2022	352	298	1.18	54	1.86	1.15	554	636	654	608	633	621	RAf	621	
(south leg) Outflow	S Middleton Rd	0.5	2	Enable	2022	423	581	0.73	-158	1.07	1.15	623	715	454	465	455	460	RAf	460	
		0.5	2	Enable				0	0.00	0	-1.00	1.15	0	0	0	0	0	0	SLRATIO	0
		0.5	2	Enable				0	0.00	0	-1.00	1.15	0	0	0	0	0	0	SLRATIO	0

Traffic Projection - 5 S Middleton Rd.xlsx

Screenline 2035 PM - No Build

**USER INPUT**  
**OPTIONAL INPUT**

FINAL REFINED E

FINAL REFINED FORECAST

# Traffic Projection - 6a N Middleton Rd.xlsx

## Screenline 2025 AM

USER INPUT													OPTIONAL INPUT																	
FINAL REFINED FORECAST													NCHRP adjustment process																	
	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13										
Road/Link	Min Diff	Max Rat	Use SL	near base model													2025	Ab_interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Selected Adjustment	COL 13 Selected Volume
(east leg) Inflow	SH-44	0.5	2	Enable	2022	566	406	406	1.40	162	1.21	1.34	491	659	687	653	681	667	RAf	667										
(east leg) Outflow	SH-44	0.5	2	Enable	2022	600	318	318	1.89	282	1.24	1.34	393	527	742	675	729	702	RAf	702										
(west leg) Inflow	SH-44	0.5	2	Enable	2022	629	376	376	1.67	253	1.23	1.34	461	619	771	714	760	737	RAf	737										
(west leg) Outflow	SH-44	0.5	2	Enable	2022	679	711	711	0.95	-32	1.13	1.34	804	1079	768	772	768	770	RAf	770										
(north leg) Inflow	N Middleton Rd	0.5	2	Enable	2022	315	388	388	0.81	-73	1.05	1.34	408	547	331	335	331	333	RAf	333										
(north leg) Outflow	N Middleton Rd	0.5	2	Enable	2022	211	127	127	1.66	84	1.16	1.34	147	197	244	231	242	237	RAf	237										
(south leg) Inflow	N Middleton Rd	0.5	2	Enable	2022	66	6	6	11.00	60	1.00	1.34	5	8	66	66	66	66	DIFF	66										
(south leg) Outflow	N Middleton Rd	0.5	2	Enable	2022	88	20	20	4.40	68	1.05	1.34	21	28	92	89	92	91	DIFF	89										
		0.5	2	Enable					0	0.00	0	-1.00	1.34	0	0	0	0	0	0	SLRATIO	0									
		0.5	2	Enable					0	0.00	0	-1.00	1.34	0	0	0	0	0	0	SLRATIO	0									

Traffic Projection - 6a N Middleton Rd.xlsx

# Screenline 2025 PM

User Input		Optional Input		NCHRP Adjustment Process																			
Final Refined Forecast				Col 1	Col 2	Col 3	Col 3.5	Col 4	Col 5	Col 6	Col 7	Col 7.1	Col 7.2	Col 7.3	Col 7.4	Col 8	Col 8.5	Col 9	Col 10	Col 10.5	Col 11	Col 12	Col 13
Road/Link	Min Diff	Max Rat	Use SL	count year	count data	Ab	Ab interpolat	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Adjustment	Selected	Selected			
(east leg) Inflow	SH-44	0.5	2	Enable	2022	681	469	469	1.45	212	1.09	1.19	509	607	739	721	738	730	RAf	730			
(east leg) Outflow	SH-44	0.5	2	Enable	2022	626	479	479	1.31	147	1.26	1.19	603	719	788	750	780	765	RAF	765			
(west leg) Inflow	SH-44	0.5	2	Enable	2022	741	774	774	0.96	-33	1.09	1.19	841	1003	805	808	805	807	RAF	807			
(west leg) Outflow	SH-44	0.5	2	Enable	2022	815	565	565	1.44	250	1.10	1.19	621	741	896	871	894	883	RAF	883			
(north leg) Inflow	N Middleton Rd	0.5	2	Enable	2022	262	208	208	1.26	54	1.13	1.19	235	280	296	289	295	292	RAF	292			
(north leg) Outflow	N Middleton Rd	0.5	2	Enable	2022	293	426	426	0.69	-133	0.90	1.19	382	456	263	249	263	256	RATIO	263			
(south leg) Inflow	S Middleton Rd	0.5	2	Enable	2022	99	44	44	2.25	55	1.00	1.19	44	52	99	99	99	99	DIFF	99			
(south leg) Outflow	S Middleton Rd	0.5	2	Enable	2022	49	24	24	2.04	25	0.96	1.19	23	27	47	48	47	48	DIFF	48			
		0.5	2	Enable				0	0.00	0	-1.00	1.19	0	0	0	0	0	0	SLRATIO	0			
		0.5	2	Enable				0	0.00	0	-1.00	1.19	0	0	0	0	0	0	SLRATIO	0			

# Traffic Projection - 6a N Middleton Rd.xlsx

## Screenline 2035 AM - No Build

USER INPUT													OPTIONAL INPUT												
FINAL REFINED FORECAST													NCHRP adjustment process												
	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13					
Road/Link	Min Diff	Max Rat	Use SL	near base model													2035	Selected	Selected	Volume					
				count	year	count	data	Ab	Ab_interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	RAf	RAf				
(east leg) Inflow	SH-44	0.5	2	Enable	2022	566	406	406	1.40	162	1.58	1.34	642	861	898	804	863	834	RAf	834					
(east leg) Outflow	SH-44	0.5	2	Enable	2022	600	318	318	1.89	282	1.94	1.34	617	828	1164	899	1036	968	RAf	968					
(west leg) Inflow	SH-44	0.5	2	Enable	2022	629	376	376	1.67	253	1.84	1.34	691	927	1156	944	1059	1002	RAf	1002					
(west leg) Outflow	SH-44	0.5	2	Enable	2022	679	711	711	0.95	-32	1.28	1.34	912	1224	871	880	873	877	RAf	877					
(north leg) Inflow	N Middleton Rd	0.5	2	Enable	2022	315	388	388	0.81	-73	1.01	1.34	390	523	317	317	317	317	RAf	317					
(north leg) Outflow	N Middleton Rd	0.5	2	Enable	2022	211	127	127	1.66	84	1.42	1.34	180	242	299	264	289	277	RAf	277					
(south leg) Inflow	N Middleton Rd	0.5	2	Enable	2022	66	6	6	11.00	60	1.50	1.34	9	12	99	69	89	79	DIFF	69					
(south leg) Outflow	N Middleton Rd	0.5	2	Enable	2022	88	20	20	4.40	68	1.15	1.34	23	31	101	91	100	96	DIFF	91					
		0.5	2	Enable				0	0.00	0	-1.00	1.34		0	0	0	0	0	SLRATIO	0					
		0.5	2	Enable				0	0.00	0	-1.00	1.34		0	0	0	0	0	SLRATIO	0					

# Traffic Projection - 6a N Middleton Rd.xlsx

## Screenline 2035 PM - No Build

USER INPUT														OPTIONAL INPUT													
FINAL REFINED FORECAST														NCHRP adjustment process													
	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13							
Road/Link	Min Diff	Max Rat	Use SL	near base model														2035	Selected Adjustment	Selected Volume							
(east leg) Inflow	SH-44	0.5	2	Enable	count	year	count	data	Ab	Ab interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	RAf	927					
(east leg) Outflow	SH-44	0.5	2	Enable	2022		681		469	469	1.45	212	1.45	1.19	682	814	990	894	960	927	RAf	927					
(west leg) Inflow	SH-44	0.5	2	Enable	2022		626		479	479	1.31	147	1.47	1.19	703	839	919	850	897	874	RAf	874					
(west leg) Outflow	SH-44	0.5	2	Enable	2022		741		774	774	0.96	-33	1.25	1.19	964	1150	923	931	925	928	RAf	928					
(north leg) Inflow	SH-44	0.5	2	Enable	2022		815		565	565	1.44	250	1.49	1.19	842	1005	1215	1092	1175	1134	RAf	1134					
(north leg) Outflow	N Middleton Rd	0.5	2	Enable	2022		262		208	208	1.26	54	1.26	1.19	262	313	330	316	327	322	RAf	322					
(south leg) Inflow	N Middleton Rd	0.5	2	Enable	2022		293		426	426	0.69	-133	0.90	1.19	382	456	263	249	263	256	RATIO	263					
(south leg) Outflow	N Middleton Rd	0.5	2	Enable	2022		99		44	44	2.25	55	1.09	1.19	48	57	108	103	108	106	DIFF	103					
		0.5	2	Enable	2022		49		24	24	2.04	25	1.17	1.19	28	33	57	53	56	55	DIFF	53					
		0.5	2	Enable						0	0.00	0	-1.00	1.19		0	0	0	0	0	SLRATIO	0					
		0.5	2	Enable						0	0.00	0	-1.00	1.19		0	0	0	0	0	SLRATIO	0					

Traffic Projection - 6b New Middleton Rd.xlsx

Screenline 2035 AM - Build

USER INPUT	OPTIONAL INPUT	FINAL REFINED FORECAST	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13	NCHRP adjustment process	
(east leg) Inflow	Road/Link	SH-44	0.5	2	Enable	2022	694	711	711	0.98	-16.7	1.28	1.25	912	1138	891	895	892	894	RAF	894	RAF	894	
(east leg) Outflow		SH-44	0.5	2	Enable	2022	673	376	376	1.79	296.6	1.84	1.25	691	862	1236	988	1123	1056	RAF	1056			
(west leg) Inflow		SH-44	0.5	2	Enable	2022	805	443	443	1.82	362.4	1.35	1.25	599	747	1089	961	1056	1009	RAF	1009			
(west leg) Outflow		SH-44	0.5	2	Enable	2022	857	495	495	1.73	362.2	1.52	1.25	751	937	1301	1113	1237	1175	RAF	1175			
(north leg) Inflow	New Middleton Rd	0.5	2	Enable	2022	315	388	388	0.81	-73	1.01	1.25	390	487	317	317	317	317	RAF	317				
(north leg) Outflow	New Middleton Rd	0.5	2	Enable	2022	212	127	127	1.67	85	1.42	1.25	180	225	300	265	290	278	RAF	278				
(south leg) Inflow	New Middleton Rd	0.5	2	Enable	2022	318	298	298	1.07	19.8	1.86	1.25	554	691	591	574	583	579	RAF	579				
(south leg) Outflow	New Middleton Rd	0.5	2	Enable	2022	391	581	581	0.67	-190.3	1.07	1.25	623	777	419	433	420	427	RAF	427				
		0.5	2	Enable					0	0.00	0	-1.00	1.25	0	0	0	0	0	SLRATIO	0				
		0.5	2	Enable					0	0.00	0	-1.00	1.25	0	0	0	0	0	SLRATIO	0				

# Traffic Projection - 6b New Middleton Rd.xlsx

## Screenline 2035 PM - Build

USER INPUT													OPTIONAL INPUT												
FINAL REFINED FORECAST													NCHRP adjustment process												
	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13					
	Road/Link	Min Diff	Max Rat	Use SL	near base model			2022	Ab	Ab_interpolate	R	D	MR	SLR	AF-D	SLRATIO	RATIO	DIFF	MRATIO	RAF	Selected Adjustment	COL 13 Selected Volume			
(east leg) Inflow	SH-44	0.5	2	Enable	2022	632	565	565	1.47	266.9	1.49	1.19	842	1002	1240	1109	1197	1153	RAF	1153					
(east leg) Outflow	SH-44	0.5	2	Enable	2022	729	774	774	0.94	-45.4	1.25	1.19	964	1147	907	919	909	914	RAF	914					
(west leg) Inflow	SH-44	0.5	2	Enable	2022	924	587	587	1.57	337	1.28	1.19	751	893	1182	1088	1161	1125	RAF	1125					
(west leg) Outflow	SH-44	0.5	2	Enable	2022	1,095	578	578	1.89	516.9	1.19	1.19	686	816	1299	1203	1284	1244	RAF	1244					
(north leg) Inflow	New Middleton Rd	0.5	2	Enable	2022	262	208	208	1.26	54	1.26	1.19	262	312	330	316	327	322	RAF	322					
(north leg) Outflow	New Middleton Rd	0.5	2	Enable	2022	294	426	426	0.69	-132	0.90	1.19	382	454	264	250	264	257	RATIO	264					
(south leg) Inflow	New Middleton Rd	0.5	2	Enable	2022	483	633	633	0.76	-150.5	1.05	1.19	667	793	508	517	508	513	RAF	513					
(south leg) Outflow	New Middleton Rd	0.5	2	Enable	2022	383	433	433	0.88	-50.1	1.41	1.19	611	727	540	561	546	554	RAF	554					
		0.5	2	Enable				0	0.00	0	-1.00	1.19	0	0	0	0	0	0	SLRATIO	0					
		0.5	2	Enable				0	0.00	0	-1.00	1.19	0	0	0	0	0	0	SLRATIO	0					

## Traffic Projection - 7 Duff Ln.xlsx

Screenline 2025 AM

User Input		Optional Input		Final Refined Forecast																				
				Col 1	Col 2	Col 3	Col 3,5	Col 4	Col 5	Col 6	Col 7	Col 7,1	Col 7,2	Col 7,3	Col 7,4	Col 8	Col 8,5	Col 9	Col 10	Col 10,5	Col 11	Col 12	Col 13	
(east leg) Inflow	Road/Link	SH-44	0.5	2	Enable	2022	465	443	443	1.05	22	1.24	1.32	550	728	577	572	576	574	RAF	574			
(east leg) Outflow		SH-44	0.5	2	Enable	2022	658	429	429	1.53	229	1.22	1.32	522	691	801	751	792	772	RAF	772			
(west leg) Inflow		SH-44	0.5	2	Enable	2022	642	401	401	1.60	241	1.27	1.32	511	676	818	752	804	778	RAF	778			
(west leg) Outflow		SH-44	0.5	2	Enable	2022	519	462	462	1.12	57	1.21	1.32	560	741	629	617	627	622	RAF	622			
(north leg) Inflow	Duff Ln	0.5	2	Enable	2022	137	84	84	1.63	53	1.01	1.32	85	113	139	138	139	139	RAF	139				
(north leg) Outflow	Duff Ln	0.5	2	Enable	2022	72	38	38	1.89	34	1.16	1.32	44	58	83	78	82	80	RAF	80				
(south leg) Inflow	Duff Ln	0.5	2	Enable	2022	28	33	33	0.85	-5	1.55	1.32	51	68	43	46	44	45	RAF	45				
(south leg) Outflow	Duff Ln	0.5	2	Enable	2022	23	32	32	0.72	-9	2.25	1.32	72	95	52	63	58	61	RAF	61				
		0.5	2	Enable				0	0.00	0	-1.00	1.32		0	0	0	0	0	SLRATIO	0				
		0.5	2	Enable				0	0.00	0	-1.00	1.32		0	0	0	0	0	SLRATIO	0				

## Traffic Projection - 7 Duff Ln.xlsx

Screenline 2025 PM

# Traffic Projection - 7 Duff Ln.xlsx

## Screenline 2035 AM

USER INPUT  
OPTIONAL INPUT

FINAL REFINED FORECAST

	COL 1	COL 2	COL 3	COL 3,5	COL 4	COL 5	COL 6	COL 7	COL 7,1	COL 7,2	COL 7,3	COL 7,4	COL 8	COL 8,5	COL 9	COL 10	COL 10,5	COL 11	COL 12	COL 13
near base model																				
2022																				
Road/Link	Min Diff	Max Rat	Use SL	count year	count data	Ab	Ab_interpolate	R	D	MR	SLR	Af-D	SLRATIO	RATIO	DIFF	MRATIO	RAf	Selected Adjustment	Selected Volume	
(east leg) Inflow	SH-44	0.5	2	Enable	2022	465	443	443	1.05	22	1.51	1.32	671	888	704	693	700	697	RAf	697
(east leg) Outflow	SH-44	0.5	2	Enable	2022	658	429	429	1.53	229	1.68	1.32	720	953	1104	949	1041	995	RAf	995
(west leg) Inflow	SH-44	0.5	2	Enable	2022	642	401	401	1.60	241	1.85	1.32	740	979	1185	981	1092	1037	RAf	1037
(west leg) Outflow	SH-44	0.5	2	Enable	2022	519	462	462	1.12	57	1.61	1.32	742	982	834	799	821	810	RAf	810
(north leg) Inflow	Duff Ln	0.5	2	Enable	2022	137	84	84	1.63	53	2.83	1.32	238	315	388	291	325	308	RAf	308
(north leg) Outflow	Duff Ln	0.5	2	Enable	2022	72	38	38	1.89	34	3.03	1.32	115	152	218	149	172	161	RAf	161
(south leg) Inflow	Duff Ln	0.5	2	Enable	2022	28	33	33	0.65	-5	3.94	1.32	130	172	110	125	121	123	RAf	123
(south leg) Outflow	Duff Ln	0.5	2	Enable	2022	23	32	32	0.72	-9	6.28	1.32	201	266	144	192	184	188	RAf	188
								0	0.00	0	-1.00	1.32		0	0	0	0	0	SLRATIO	0
								0	0.00	0	-1.00	1.32		0	0	0	0	0	SLRATIO	0

## Traffic Projection - 7 Duff Ln.xlsx

# Screenline 2035 PM

## **APPENDIX E TRAFFIC SIGNAL WARRANT ANALYSIS**

# Traffic Signal Warrant Worksheet

## Existing Conditions

70%

Intersection: SH-44 and Emmett Rd

County: Canyon

City: n/a

Major Street: SH-44

Minor Street: Emmett Rd

Critical Approach Speed: 55 mph

Critical Approach Speed: 45 mph

Lanes: 2 or more lanes

Lanes: 2 or more lanes

In built-up area of isolated community of < 10,000 population? No

Total number of approaches at intersection? 3

If it is a "T" intersection, inflate minor threshold to 150%? No

No

Warrant Evaluation Summary		Warrant Met:
<b>Warrant 1: Eight - Hour Vehicular Volume</b>		Yes
Condition A: Minimum Vehicular Volume		Yes
Condition B: Interruption of Continuous Traffic		Yes
Condition C: Combination: 80% of A and B		Yes
<b>Warrant 2: Four-Hour Volume</b>		Yes
<b>Warrant 3: Peak Hour Volume</b>		Yes
<b>Warrant 4: Pedestrian Volume</b>		N/A
Criterion A: Four-Hour		
Criterion B: Peak-Hour		
<b>Warrant 5: School Crossing</b>		N/A
<b>Warrant 6: Coordinated Signal System</b>		No
<b>Warrant 7: Crash Experience</b>		No
<b>Warrant 8: Roadway Network</b>		No
<b>Warrant 9: Intersection Near a Grade Crossing</b>		No

### Warrant Analysis Conducted By:

Agency: Precision Engineering

Date: December 2022

## Warrant 1: Eight - Hour Vehicular Volume

**70%**

**Warrant Evaluated? Yes**

<b>Condition A :</b>		
Min. Veh. Volume		
Volume Level	70%	56%
Major Rd. Req	420	336
Minor Rd. Req	105	84
Number of Hours	14	14

**Satisfied? Yes**

**Warrant Satisfied? Yes**

5:00

Enter Start Time (Military Time) (HH:MM)

Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	Total
5:00	5:00	6:00	257	63	320
6:00	6:00	7:00	486	149	635
7:00	7:00	8:00	1126	272	1398
8:00	8:00	9:00	873	165	1038
9:00	9:00	10:00	610	163	773
10:00	10:00	11:00	655	132	787
11:00	11:00	12:00	719	156	875
12:00	12:00	13:00	770	176	946
13:00	13:00	14:00	716	163	879
14:00	14:00	15:00	748	147	895
15:00	15:00	16:00	1033	203	1236
16:00	16:00	17:00	1206	230	1436
17:00	17:00	18:00	1231	183	1414
18:00	18:00	19:00	950	158	1108
19:00	19:00	20:00	532	149	681
20:00	20:00	21:00	367	50	417

**Condition B:**

Interruption of Continuous Traffic

Volume Level	70%	56%
Major Rd. Req	630	504
Minor Rd. Req	53	42
Number of Hours	11	13

**Satisfied? Yes**

**Condition C:**

Combination of A & B at 56%

**Satisfied? Yes**

## Warrant 2: Four-Hour Volume

**70%**

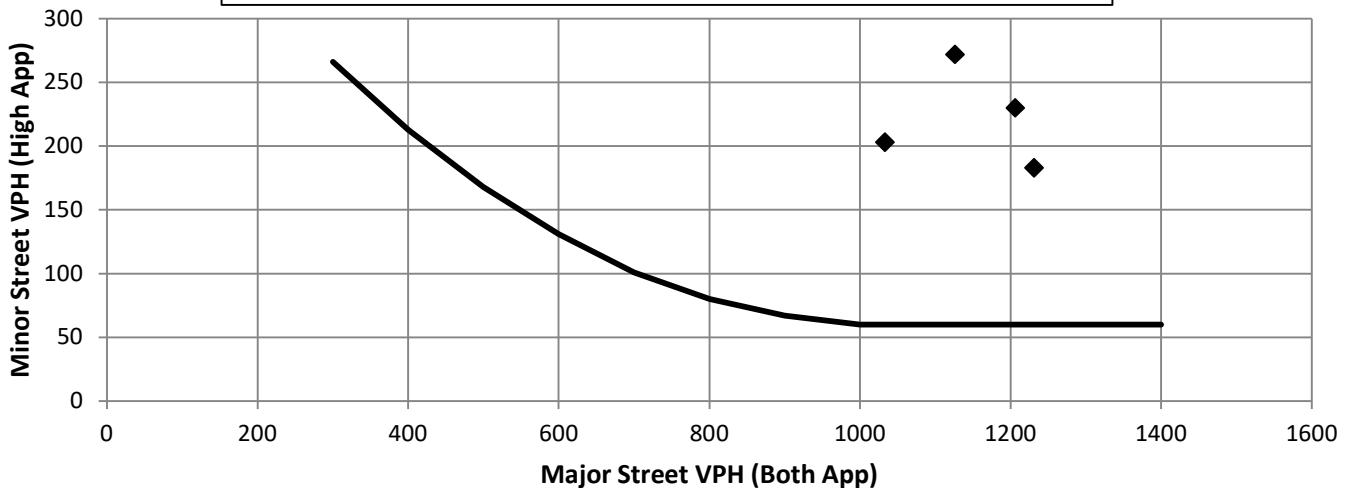
**Warrant Evaluated? Yes**

**Warrant Satisfied? Yes**

**Manually Set To:**

Hour Start	16:00	17:00	7:00	15:00
Major Road Vol.	1206	1231	1126	1033
Minor Road Vol.	230	183	272	203

**Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)**



# Traffic Signal Warrant Worksheet

## Existing Conditions

100%

Intersection: SH-44 and Cemetery Rd

County: Canyon

City: Middleton

Major Street: SH-44

Minor Street: Cemetery Rd

Critical Approach Speed: 35 mph

Critical Approach Speed: 25 mph

Lanes: 2 or more lanes

Lanes: 2 or more lanes

In built-up area of isolated community of < 10,000 population? No

Total number of approaches at intersection? 4 or more

If it is a "T" intersection, inflate minor threshold to 150%? No

No

Warrant Evaluation Summary		Warrant Met:
<b>Warrant 1: Eight - Hour Vehicular Volume</b>		Yes
Condition A: Minimum Vehicular Volume		No
Condition B: Interruption of Continuous Traffic		Yes
Condition C: Combination: 80% of A and B		No
<b>Warrant 2: Four-Hour Volume</b>		Yes
<b>Warrant 3: Peak Hour Volume</b>		No
<b>Warrant 4: Pedestrian Volume</b>		N/A
Criterion A: Four-Hour		
Criterion B: Peak-Hour		
<b>Warrant 5: School Crossing</b>		N/A
<b>Warrant 6: Coordinated Signal System</b>		No
<b>Warrant 7: Crash Experience</b>		No
<b>Warrant 8: Roadway Network</b>		No
<b>Warrant 9: Intersection Near a Grade Crossing</b>		No

### Warrant Analysis Conducted By:

Agency: Precision Engineering

Date: December 2022

## Warrant 1: Eight - Hour Vehicular Volume

**100%**

**Warrant Evaluated? Yes**

Condition A :		
Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	200	160
Number of Hours	2	4

**Satisfied? No**

**Warrant Satisfied? Yes**

5:00

Enter Start Time (Military Time) (HH:MM)

Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	Total
5:00	5:00	6:00	206	59	265
6:00	6:00	7:00	464	107	571
7:00	7:00	8:00	1117	224	1341
8:00	8:00	9:00	1002	175	1177
9:00	9:00	10:00	699	146	845
10:00	10:00	11:00	714	126	840
11:00	11:00	12:00	837	145	982
12:00	12:00	13:00	914	144	1058
13:00	13:00	14:00	854	148	1002
14:00	14:00	15:00	906	107	1013
15:00	15:00	16:00	1183	169	1352
16:00	16:00	17:00	1368	200	1568
17:00	17:00	18:00	1283	158	1441
18:00	18:00	19:00	1020	153	1173
19:00	19:00	20:00	755	101	856
20:00	20:00	21:00	420	52	472

**Condition B:**

Interruption of Continuous Traffic

Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	100	80
Number of Hours	8	11

**Satisfied? Yes**

**Condition C:**

Combination of A & B at 80%

**Satisfied? No**

## Warrant 2: Four-Hour Volume

**100%**

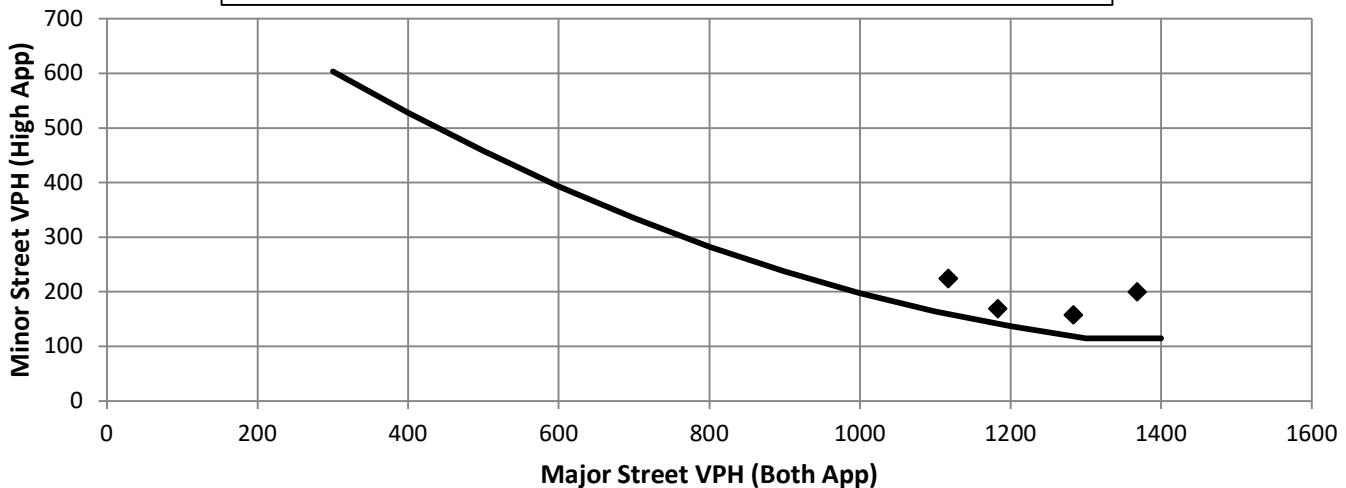
**Warrant Evaluated? Yes**

**Warrant Satisfied? Yes**

**Manually Set To:**

Hour Start	16:00	17:00	15:00	7:00
Major Road Vol.	1368	1283	1183	1117
Minor Road Vol.	200	158	169	224

**Figure 4C-1 Warrant 2, Four-Hour Vehicular Volume**



# Traffic Signal Warrant Worksheet

## Existing Conditions

100%

Intersection: SH-44 and Hawthorne Dr

County: Canyon

City: Middleton

Major Street: SH-44

Minor Street: Hawthorne Dr

Critical Approach Speed: 25 mph

Critical Approach Speed: 25 mph

Lanes: 1 lane

Lanes: 1 lane

In built-up area of isolated community of < 10,000 population? No

Total number of approaches at intersection? 4 or more

If it is a "T" intersection, inflate minor threshold to 150%? No

No

Warrant Evaluation Summary		Warrant Met:
<b>Warrant 1: Eight - Hour Vehicular Volume</b>		No
Condition A: Minimum Vehicular Volume		No
Condition B: Interruption of Continuous Traffic		No
Condition C: Combination: 80% of A and B		No
<b>Warrant 2: Four-Hour Volume</b>		Yes
<b>Warrant 3: Peak Hour Volume</b>		No
<b>Warrant 4: Pedestrian Volume</b>		N/A
Criterion A: Four-Hour		
Criterion B: Peak-Hour		
<b>Warrant 5: School Crossing</b>		N/A
<b>Warrant 6: Coordinated Signal System</b>		No
<b>Warrant 7: Crash Experience</b>		No
<b>Warrant 8: Roadway Network</b>		No
<b>Warrant 9: Intersection Near a Grade Crossing</b>		No

### Warrant Analysis Conducted By:

Agency: Precision Engineering

Date: December 2022

## Warrant 1: Eight - Hour Vehicular Volume

**100%**

**Warrant Evaluated? Yes**

<b>Condition A :</b>		
Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	500	400
Minor Rd. Req	150	120
Number of Hours	0	1

**Satisfied? No**

**Warrant Satisfied? No**

<b>Time Period</b>	Enter Start Time (Military Time) (HH:MM)		<b>Manually Set To:</b>		
	<b>From</b>	<b>To</b>	<b>Major Road: Both App. (VPH)</b>	<b>Minor Road: High App. (VPH)</b>	<b>Total</b>
5:00					
5:00	5:00	6:00	224	29	253
6:00	6:00	7:00	490	57	547
7:00	7:00	8:00	1058	121	1179
8:00	8:00	9:00	928	77	1005
9:00	9:00	10:00	800	59	859
10:00	10:00	11:00	816	58	874
11:00	11:00	12:00	957	43	1000
12:00	12:00	13:00	989	55	1044
13:00	13:00	14:00	950	63	1013
14:00	14:00	15:00	947	57	1004
15:00	15:00	16:00	1281	85	1366
16:00	16:00	17:00	1336	94	1430
17:00	17:00	18:00	1402	92	1494
18:00	18:00	19:00	1098	69	1167
19:00	19:00	20:00	814	72	886
20:00	20:00	21:00	479	35	514

**Satisfied? No**

**Condition B:**

Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	750	600
Minor Rd. Req	75	60
Number of Hours	5	8

**Satisfied? No**

**Condition C:**

Combination of A & B at 80%		

**Satisfied? No**

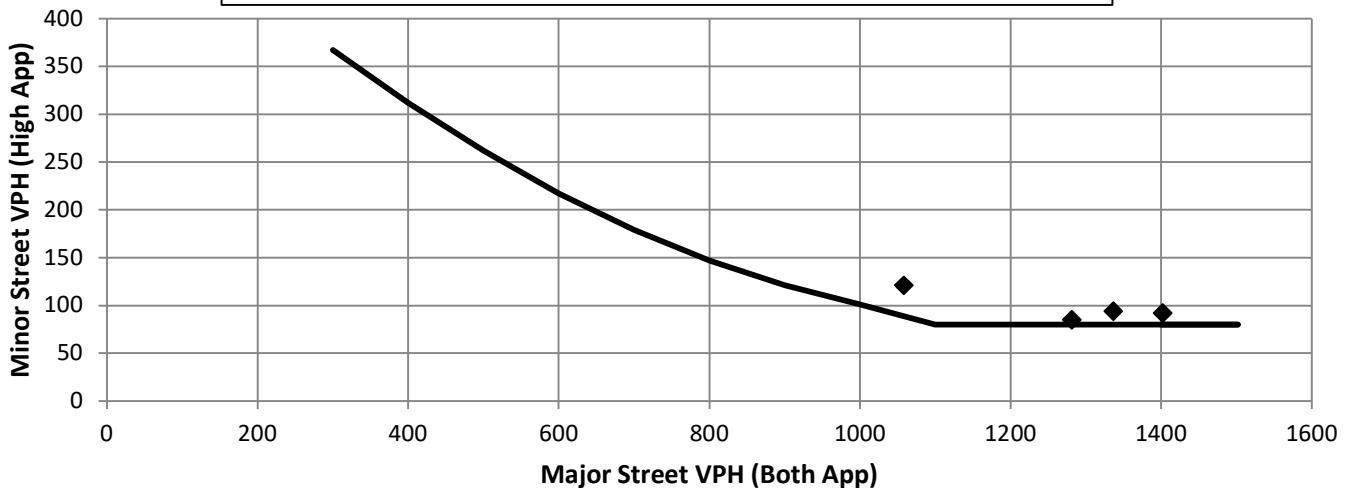
## Warrant 2: Four-Hour Volume

**100%**

**Warrant Evaluated? Yes**  
**Warrant Satisfied? Yes**  
**Manually Set To:**

Hour Start	17:00	16:00	15:00	7:00
Major Road Vol.	1402	1336	1281	1058
Minor Road Vol.	92	94	85	121

**Figure 4C-1 Warrant 2, Four-Hour Vehicular Volume**



# Traffic Signal Warrant Worksheet

## Existing Conditions

70%

Intersection: SH-44 and Duff Ln

County: Canyon

City: n/a

Major Street: SH-44

Minor Street: Duff Ln

Critical Approach Speed: 55 mph

Critical Approach Speed: 50 mph

Lanes: 2 or more lanes

Lanes: 1 lane

In built-up area of isolated community of < 10,000 population? No

Total number of approaches at intersection? 4 or more

If it is a "T" intersection, inflate minor threshold to 150%? No

No

Warrant Evaluation Summary		Warrant Met:
<b>Warrant 1: Eight - Hour Vehicular Volume</b>		Yes
Condition A: Minimum Vehicular Volume		No
Condition B: Interruption of Continuous Traffic		Yes
Condition C: Combination: 80% of A and B		Yes
<b>Warrant 2: Four-Hour Volume</b>		Yes
<b>Warrant 3: Peak Hour Volume</b>		Yes
<b>Warrant 4: Pedestrian Volume</b>		N/A
Criterion A: Four-Hour		
Criterion B: Peak-Hour		
<b>Warrant 5: School Crossing</b>		N/A
<b>Warrant 6: Coordinated Signal System</b>		No
<b>Warrant 7: Crash Experience</b>		No
<b>Warrant 8: Roadway Network</b>		No
<b>Warrant 9: Intersection Near a Grade Crossing</b>		No

### Warrant Analysis Conducted By:

Agency: Precision Engineering

Date: December 2022

## Warrant 1: Eight - Hour Vehicular Volume

**70%**

**Warrant Evaluated? Yes**

<b>Condition A :</b>		
Min. Veh. Volume		
Volume Level	70%	56%
Major Rd. Req	420	336
Minor Rd. Req	105	84
Number of Hours	6	13

**Satisfied? No**

<b>Condition B:</b>		
Interruption of Continuous Traffic		
Volume Level	70%	56%
Major Rd. Req	630	504
Minor Rd. Req	53	42
Number of Hours	13	14

**Satisfied? Yes**

<b>Condition C:</b>		
Combination of A & B at 56%		

**Satisfied? Yes**

**Warrant Satisfied? Yes**

Enter Start Time (Military Time) (HH:MM)

<b>Time Period</b>	<b>From</b>	<b>To</b>	<b>Major Road: Both App. (VPH)</b>	<b>Minor Road: High App. (VPH)</b>	<b>Total</b>
5:00	5:00	6:00	181	56	237
6:00	6:00	7:00	545	146	691
7:00	7:00	8:00	1058	183	1241
8:00	8:00	9:00	903	102	1005
9:00	9:00	10:00	737	108	845
10:00	10:00	11:00	747	86	833
11:00	11:00	12:00	816	87	903
12:00	12:00	13:00	808	110	918
13:00	13:00	14:00	807	89	896
14:00	14:00	15:00	853	97	950
15:00	15:00	16:00	980	121	1101
16:00	16:00	17:00	1159	96	1255
17:00	17:00	18:00	1234	107	1341
18:00	18:00	19:00	960	86	1046
19:00	19:00	20:00	652	65	717
20:00	20:00	21:00	371	37	408

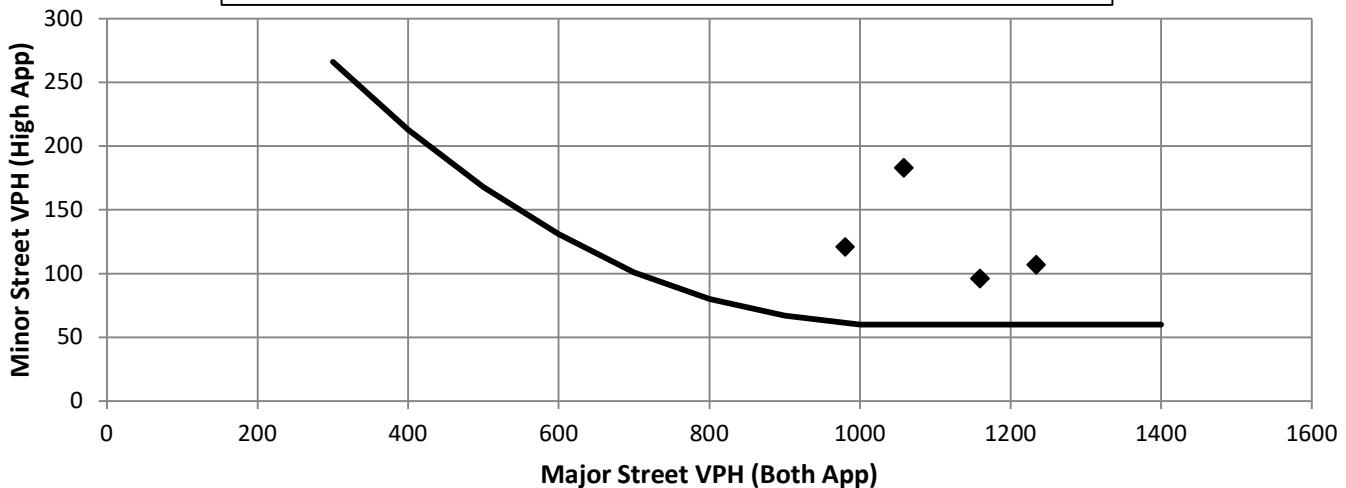
## Warrant 2: Four-Hour Volume

**70%**

**Warrant Evaluated? Yes**  
**Warrant Satisfied? Yes**  
**Manually Set To:**

Hour Start	17:00	16:00	7:00	15:00
Major Road Vol.	1234	1159	1058	980
Minor Road Vol.	107	96	183	121

**Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)**



**APPENDIX F TRAFFIC ANALYSIS MEASURE OF EFFECTIVENESS  
REPORTS**

Vistro File: E:\...\22011 Existing.vistro  
Report File: E:\...\Existing AM Report.pdf

Scenario 1 Existing AM  
3/28/2023

### Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SH-44 and Emmett Rd	Two-way stop	HCM 6th Edition	SB Left	0.924	125.7	F
2	SH-44 and Hartley	Two-way stop	HCM 6th Edition	SB Left	0.350	77.1	F
3	SH-44 and Cemetery Rd	Two-way stop	HCM 6th Edition	NB Left	0.147	33.2	D
4	SH-44 and Hawthorne Ave	Two-way stop	HCM 6th Edition	SB Left	0.244	29.9	D
5	SH-44 and N Middleton Rd	Two-way stop	HCM 6th Edition	SB Left	0.357	45.9	E
6	SH-44 and Duff Ln	Two-way stop	HCM 6th Edition	SB Left	0.603	71.9	F
7	SH-44 and S Middleton Rd	Signalized	HCM 6th Edition	NB Left	0.540	14.6	B

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

**Intersection Level Of Service Report****Intersection 1: SH-44 and Emmett Rd**

Control Type:	Two-way stop	Delay (sec / veh):	125.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.924

**Intersection Setup**

Name	Emmett Rd		SH-44			
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	250.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Emmett Rd		SH-44			
Base Volume Input [veh/h]	93	149	115	427	448	155
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.70	1.70	6.10	6.10	6.50	6.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	149	115	427	448	155
Peak Hour Factor	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	47	36	135	142	49
Total Analysis Volume [veh/h]	118	189	146	541	567	196
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.92	0.36	0.18	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	125.67	15.71	10.25	0.00	0.00	0.00
Movement LOS	F	C	B	A	A	A
95th-Percentile Queue Length [veh/ln]	6.07	1.63	0.63	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	151.81	40.78	15.86	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	57.98		2.18		0.00	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]			10.98			
Intersection LOS			F			

**Intersection Level Of Service Report****Intersection 2: SH-44 and Hartley**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 77.1  
 Level Of Service: F  
 Volume to Capacity (v/c): 0.350

**Intersection Setup**

Name										SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	150.00	225.00	100.00	100.00	225.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name										SH-44		
Base Volume Input [veh/h]	20	5	93	25	4	51	25	447	57	95	550	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.50	2.50	2.50	6.40	6.40	6.40	5.30	5.30	5.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	5	93	25	4	51	25	447	57	95	550	48
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	25	7	1	14	7	121	15	26	149	13
Total Analysis Volume [veh/h]	22	5	101	27	4	55	27	486	62	103	598	52
Pedestrian Volume [ped/h]	0			0			0			0		

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## Intersection Settings

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

## Movement, Approach, & Intersection Results

**Intersection Level Of Service Report**  
**Intersection 3: SH-44 and Cemetery Rd**

Control Type:	Two-way stop	Delay (sec / veh):	33.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.147

**Intersection Setup**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	75.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

**Volumes**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Base Volume Input [veh/h]	19	1	19	85	22	139	56	473	55	7	569	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	1.20	1.20	1.20	5.70	5.70	5.70	5.00	5.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	1	19	85	22	139	56	473	55	7	569	88
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	6	25	6	41	16	139	16	2	167	26
Total Analysis Volume [veh/h]	22	1	22	100	26	164	66	556	65	8	669	104
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.15	0.00	0.04	0.35	0.09	0.36	0.08	0.01	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	33.21	16.75	12.06	24.64	23.78	19.44	9.74	0.00	0.00	8.84	0.00	0.00
Movement LOS	D	C	B	C	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.50	0.14	0.14	1.55	2.24	2.24	0.26	0.00	0.00	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.56	3.47	3.47	38.63	55.97	55.97	6.50	0.00	0.00	0.64	0.00	0.00
d_A, Approach Delay [s/veh]		22.50			21.62			0.94			0.09	
Approach LOS		C			C			A			A	
d_I, Intersection Delay [s/veh]							4.44					
Intersection LOS								D				

**Intersection Level Of Service Report**  
**Intersection 4: SH-44 and Hawthorne Ave**

Control Type:	Two-way stop	Delay (sec / veh):	29.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.244

**Intersection Setup**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

**Volumes**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Base Volume Input [veh/h]	2	0	11	42	1	47	50	584	6	9	635	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	3.80	3.80	3.80	4.70	4.70	4.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	0	11	42	1	47	50	584	6	9	635	34
Peak Hour Factor	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	4	13	0	15	16	187	2	3	204	11
Total Analysis Volume [veh/h]	3	0	14	54	1	60	64	749	8	12	814	44
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.01	0.00	0.03	0.24	0.00	0.16	0.08	0.01	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	22.93	18.88	14.24	29.93	28.49	23.38	10.06	0.00	0.00	9.34	0.00	0.00
Movement LOS	C	C	B	D	D	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.15	1.91	1.91	1.91	0.27	0.00	0.00	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.80	3.80	3.80	47.77	47.77	47.77	6.73	0.00	0.00	1.08	0.00	0.00
d_A, Approach Delay [s/veh]		15.77			26.50			0.78			0.13	
Approach LOS		C		D			A			A		
d_I, Intersection Delay [s/veh]							2.23					
Intersection LOS							D					

**Intersection Level Of Service Report**  
**Intersection 5: SH-44 and N Middleton Rd**

Control Type:	Two-way stop	Delay (sec / veh):	45.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.357

**Intersection Setup**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Base Volume Input [veh/h]	0	0	66	40	10	265	135	494	0	78	414	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	4.00	4.00	4.00	3.70	3.70	3.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	66	40	10	265	135	494	0	78	414	76
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	20	12	3	79	40	147	0	23	123	23
Total Analysis Volume [veh/h]	0	0	79	48	12	315	161	588	0	93	493	90
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	3	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.15	0.36	0.06	0.54	0.16	0.01	0.00	0.10	0.00	0.00
d_M, Delay for Movement [s/veh]	131.63	55.93	13.30	45.93	24.78	18.33	9.39	0.00	0.00	9.06	0.00	0.00
Movement LOS	F	F	B	E	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.54	0.54	0.54	1.47	0.20	3.25	0.59	0.00	0.00	0.31	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.53	13.53	13.53	36.65	4.90	81.17	14.63	0.00	0.00	7.85	0.00	0.00
d_A, Approach Delay [s/veh]		13.30			22.07			2.02			1.25	
Approach LOS		B		C			A			A		
d_I, Intersection Delay [s/veh]						6.22						
Intersection LOS							E					

## Intersection Level Of Service Report

## Intersection 6: SH-44 and Duff Ln

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 71.9  
 Level Of Service: F  
 Volume to Capacity (v/c): 0.603

## Intersection Setup

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

## Volumes

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Base Volume Input [veh/h]	15	2	11	67	2	68	46	580	16	5	436	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	3.70	3.70	3.70	4.70	4.70	4.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	2	11	67	2	68	46	580	16	5	436	24
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	3	19	1	20	13	167	5	1	125	7
Total Analysis Volume [veh/h]	17	2	13	77	2	78	53	667	18	6	501	28
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.16	0.01	0.03	0.60	0.01	0.14	0.05	0.01	0.00	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	44.83	34.97	18.60	71.94	67.37	50.03	8.69	0.00	0.00	9.05	0.00	0.00
Movement LOS	E	D	C	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.73	0.73	0.73	5.09	5.09	5.09	0.16	0.00	0.00	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	18.25	18.25	18.25	127.23	127.23	127.23	4.06	0.00	0.00	0.51	0.00	0.00
d_A, Approach Delay [s/veh]		33.56			61.00			0.62			0.10	
Approach LOS		D			F			A			A	
d_I, Intersection Delay [s/veh]							7.64					
Intersection LOS							F					

**Intersection Level Of Service Report**  
**Intersection 7: SH-44 and S Middleton Rd**

Control Type:	Signalized	Delay (sec / veh):	14.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.540

**Intersection Setup**

Name	S Middleton Rd		SH-44		SH-44	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	215.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	Yes		Yes		Yes	
Crosswalk	No		No		No	

**Volumes**

Name	S Middleton Rd		SH-44		SH-44	
Base Volume Input [veh/h]	198	154	451	196	227	440
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.30	4.30	3.60	3.60	3.10	3.10
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	154	451	196	227	440
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	45	133	58	67	129
Total Analysis Volume [veh/h]	233	181	531	231	267	518
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	Yes					
Signal Coordination Group	-					
Cycle Length [s]	150					
Coordination Type	Time of Day Pattern Coordinated					
Actuation Type	Fully actuated					
Offset [s]	0.0					
Offset Reference	Lead Green - Beginning of First Green					
Permissive Mode	SingleBand					
Lost time [s]	0.00					

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	ProtPerm	Permissive
Signal Group	6	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lag	-	-	-	Lead	-
Minimum Green [s]	10	0	10	0	5	10
Maximum Green [s]	30	0	40	0	30	40
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	20	0	93	0	37	130
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	2	0	63	0	0	5
Pedestrian Clearance [s]	10	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		Yes		No	Yes
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	50.0	0.0	155.0	0.0	50.0	155.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	74	74	74	74	74	74
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	14	14	40	40	52	52
g / C, Green / Cycle	0.19	0.19	0.54	0.54	0.70	0.70
(v / s)_i Volume / Saturation Flow Rate	0.15	0.13	0.32	0.16	0.29	0.31
s, saturation flow rate [veh/h]	1573	1404	1661	1412	930	1668
c, Capacity [veh/h]	302	270	899	764	619	1167
d1, Uniform Delay [s]	28.30	27.68	11.42	9.29	6.76	4.84
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.15	2.88	2.84	1.02	2.19	1.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.77	0.67	0.59	0.30	0.43	0.44
d, Delay for Lane Group [s/veh]	32.45	30.56	14.27	10.31	8.95	6.06
Lane Group LOS	C	C	B	B	A	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.15	3.10	5.95	2.07	1.50	3.02
50th-Percentile Queue Length [ft/ln]	103.78	77.61	148.82	51.78	37.41	75.50
95th-Percentile Queue Length [veh/ln]	7.47	5.59	9.95	3.73	2.69	5.44
95th-Percentile Queue Length [ft/ln]	186.81	139.71	248.86	93.20	67.34	135.89

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	32.45	30.56	14.27	10.31	8.95	6.06
Movement LOS	C	C	B	B	A	A
d_A, Approach Delay [s/veh]	31.62		13.07		7.05	
Approach LOS	C		B		A	
d_I, Intersection Delay [s/veh]		14.57				
Intersection LOS			B			
Intersection V/C		0.540				

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	434	2413	3417
d_b, Bicycle Delay [s]	22.61	1.58	18.50
I_b,int, Bicycle LOS Score for Intersection	1.560	2.817	2.855
Bicycle LOS	A	C	C

**Sequence**

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: E:\...\22011 Existing.vistro  
Report File: E:\...\Existing PM Report.pdfScenario 2 Existing PM  
3/28/2023**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SH-44 and Emmett Rd	Two-way stop	HCM 6th Edition	SB Left	0.800	99.5	F
2	SH-44 and Hartley	Two-way stop	HCM 6th Edition	SB Left	0.634	119.4	F
3	SH-44 and Cemetery Rd	Two-way stop	HCM 6th Edition	NB Left	0.096	32.2	D
4	SH-44 and Hawthorne Ave	Two-way stop	HCM 6th Edition	SB Left	0.131	28.9	D
5	SH-44 and N Middleton Rd	Two-way stop	HCM 6th Edition	SB Left	0.174	36.4	E
6	SH-44 and Duff Ln	Two-way stop	HCM 6th Edition	NB Left	0.194	62.3	F
7	SH-44 and S Middleton Rd	Signalized	HCM 6th Edition	NB Left	0.544	16.8	B

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

**Intersection Level Of Service Report**  
**Intersection 1: SH-44 and Emmett Rd**

Control Type: Two-way stop      Delay (sec / veh): 99.5  
 Analysis Method: HCM 6th Edition      Level Of Service: F  
 Analysis Period: 15 minutes      Volume to Capacity (v/c): 0.800

**Intersection Setup**

Name	Emmett Rd		SH-44			
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	250.00	150.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		55.00		55.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

**Volumes**

Name	Emmett Rd		SH-44			
Base Volume Input [veh/h]	97	157	165	522	486	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	3.30	3.30	3.90	3.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	97	157	165	522	486	175
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	41	43	136	127	46
Total Analysis Volume [veh/h]	101	164	172	544	506	182
Pedestrian Volume [ped/h]	0		0		0	

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.80	0.29	0.19	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	99.50	13.93	9.94	0.00	0.00	0.00
Movement LOS	F	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.78	1.19	0.70	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	119.46	29.86	17.58	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	46.54		2.39		0.00	
Approach LOS	E		A		A	
d_I, Intersection Delay [s/veh]			8.41			
Intersection LOS			F			

**Intersection Level Of Service Report****Intersection 2: SH-44 and Hartley**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 119.4  
 Level Of Service: F  
 Volume to Capacity (v/c): 0.634

**Intersection Setup**

Name										SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	150.00	225.00	100.00	100.00	225.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name										SH-44		
Base Volume Input [veh/h]	28	3	93	43	2	29	38	569	38	41	595	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	4.30	4.30	4.30	3.90	3.90	3.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	3	93	43	2	29	38	569	38	41	595	64
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	25	11	1	8	10	151	10	11	158	17
Total Analysis Volume [veh/h]	30	3	99	46	2	31	40	605	40	44	633	68
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.33	0.03	0.20	0.63	0.02	0.07	0.05	0.01	0.00	0.05	0.01	0.00
d_M, Delay for Movement [s/veh]	62.84	54.81	30.34	119.37	100.95	13.35	9.26	0.00	0.00	9.06	0.00	0.00
Movement LOS	F	F	D	F	F	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	3.10	3.10	3.10	2.93	2.93	0.21	0.14	0.00	0.00	0.15	0.00	0.00
95th-Percentile Queue Length [ft/ln]	77.42	77.42	77.42	73.30	73.30	5.37	3.54	0.00	0.00	3.71	0.00	0.00
d_A, Approach Delay [s/veh]		38.28			77.30			0.54			0.53	
Approach LOS		E			F			A			A	
d_I, Intersection Delay [s/veh]							7.27					
Intersection LOS							F					

**Intersection Level Of Service Report**  
**Intersection 3: SH-44 and Cemetery Rd**

Control Type:	Two-way stop	Delay (sec / veh):	32.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.096

**Intersection Setup**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	75.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

**Volumes**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Base Volume Input [veh/h]	13	4	16	96	12	111	96	565	43	10	624	103
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	3.30	3.30	3.30	3.30	3.30	3.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	4	16	96	12	111	96	565	43	10	624	103
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	4	26	3	30	26	155	12	3	171	28
Total Analysis Volume [veh/h]	14	4	18	105	13	122	105	621	47	11	686	113
Pedestrian Volume [ped/h]	0			0			0			0		

## Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

## Movement, Approach, & Intersection Results

**Intersection Level Of Service Report**  
**Intersection 4: SH-44 and Hawthorne Ave**

Control Type:	Two-way stop	Delay (sec / veh):	28.9
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

**Intersection Setup**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

**Volumes**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Base Volume Input [veh/h]	9	1	34	24	3	58	51	624	24	40	748	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	2.60	2.60	2.60	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	1	34	24	3	58	51	624	24	40	748	54
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	9	7	1	16	14	171	7	11	205	15
Total Analysis Volume [veh/h]	10	1	37	26	3	64	56	686	26	44	822	59
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.00	0.08	0.13	0.01	0.18	0.07	0.01	0.00	0.05	0.01	0.00
d_M, Delay for Movement [s/veh]	26.87	21.22	14.91	28.86	26.55	20.67	10.08	0.00	0.00	9.29	0.00	0.00
Movement LOS	D	C	B	D	D	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.49	0.49	0.49	1.34	1.34	1.34	0.24	0.00	0.00	0.16	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.37	12.37	12.37	33.55	33.55	33.55	5.91	0.00	0.00	3.93	0.00	0.00
d_A, Approach Delay [s/veh]		17.53			23.15			0.73			0.44	
Approach LOS		C		C			A			A		
d_I, Intersection Delay [s/veh]							2.16					
Intersection LOS							D					

**Intersection Level Of Service Report**  
**Intersection 5: SH-44 and N Middleton Rd**

Control Type:	Two-way stop	Delay (sec / veh):	36.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.174

**Intersection Setup**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Base Volume Input [veh/h]	0	0	99	24	4	234	232	503	6	39	581	61
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.80	0.80	0.80	2.20	2.20	2.20	2.80	2.80	2.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	99	24	4	234	232	503	6	39	581	61
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	25	6	1	60	59	128	2	10	148	16
Total Analysis Volume [veh/h]	0	0	101	24	4	239	237	513	6	40	593	62
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	3	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.18	0.17	0.02	0.47	0.25	0.01	0.00	0.04	0.01	0.00
d_M, Delay for Movement [s/veh]	125.79	62.32	12.79	36.44	24.20	18.24	10.18	0.00	0.00	8.59	0.00	0.00
Movement LOS	F	F	B	E	C	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.65	0.65	0.65	0.60	0.06	2.48	1.01	0.00	0.00	0.12	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.21	16.21	16.21	15.12	1.60	62.10	25.31	0.00	0.00	2.99	0.00	0.00
d_A, Approach Delay [s/veh]		12.79			19.96			3.19			0.49	
Approach LOS		B		C			A			A		
d_I, Intersection Delay [s/veh]						5.16						
Intersection LOS							E					

**Intersection Level Of Service Report****Intersection 6: SH-44 and Duff Ln**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 62.3  
 Level Of Service: F  
 Volume to Capacity (v/c): 0.194

**Intersection Setup**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Base Volume Input [veh/h]	14	4	6	29	3	62	93	440	14	18	638	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	1.30	1.30	1.30	1.90	1.90	1.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	4	6	29	3	62	93	440	14	18	638	92
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	2	8	1	17	25	118	4	5	172	25
Total Analysis Volume [veh/h]	15	4	6	31	3	67	100	473	15	19	686	99
Pedestrian Volume [ped/h]	0			0			0			0		

Version 2021 (SP 0-6)

## Intersection Settings

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

## Movement, Approach, & Intersection Results

**Intersection Level Of Service Report**  
**Intersection 7: SH-44 and S Middleton Rd**

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.544

**Intersection Setup**

Name	S Middleton Rd		SH-44		SH-44	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	215.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	Yes		Yes		Yes	
Crosswalk	No		No		No	

**Volumes**

Name	S Middleton Rd		SH-44		SH-44	
Base Volume Input [veh/h]	311	224	454	210	211	557
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	2.40	2.70	2.70	2.50	2.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	311	224	454	210	211	557
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	58	117	54	54	144
Total Analysis Volume [veh/h]	321	231	468	216	218	574
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	Yes					
Signal Coordination Group	-					
Cycle Length [s]	150					
Coordination Type	Time of Day Pattern Coordinated					
Actuation Type	Fully actuated					
Offset [s]	0.0					
Offset Reference	Lead Green - Beginning of First Green					
Permissive Mode	SingleBand					
Lost time [s]	0.00					

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	ProtPerm	Permissive
Signal Group	6	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lag	-	-	-	Lead	-
Minimum Green [s]	10	0	10	0	5	10
Maximum Green [s]	30	0	40	0	30	40
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	27	0	97	0	26	123
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	2	0	63	0	0	5
Pedestrian Clearance [s]	10	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		Yes		No	Yes
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	50.0	0.0	155.0	0.0	50.0	155.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0					
Pedestrian Walk [s]	0					
Pedestrian Clearance [s]	0					

**Lane Group Calculations**

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	78	78	78	78	78	78
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	19	19	40	40	51	51
g / C, Green / Cycle	0.24	0.24	0.51	0.51	0.65	0.65
(v / s)_i Volume / Saturation Flow Rate	0.20	0.16	0.28	0.15	0.23	0.34
s, saturation flow rate [veh/h]	1598	1426	1674	1422	967	1676
c, Capacity [veh/h]	391	349	854	726	604	1095
d1, Uniform Delay [s]	28.00	26.70	13.04	11.08	7.46	7.16
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.36	2.16	2.52	1.05	1.68	1.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.82	0.66	0.55	0.30	0.36	0.52
d, Delay for Lane Group [s/veh]	32.36	28.86	15.57	12.13	9.13	8.95
Lane Group LOS	C	C	B	B	A	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.01	4.01	5.77	2.24	1.51	4.79
50th-Percentile Queue Length [ft/ln]	150.16	100.16	144.32	55.98	37.73	119.81
95th-Percentile Queue Length [veh/ln]	10.03	7.21	9.71	4.03	2.72	8.38
95th-Percentile Queue Length [ft/ln]	250.64	180.28	242.83	100.77	67.92	209.57

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	32.36	28.86	15.57	12.13	9.13	8.95
Movement LOS	C	C	B	B	A	A
d_A, Approach Delay [s/veh]	30.90		14.48		9.00	
Approach LOS	C		B		A	
d_I, Intersection Delay [s/veh]		16.81				
Intersection LOS			B			
Intersection V/C		0.544				

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	588	2377	3042
d_b, Bicycle Delay [s]	19.50	1.39	10.62
I_b,int, Bicycle LOS Score for Intersection	1.560	2.688	2.866
Bicycle LOS	A	B	C

**Sequence**

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: E:\...\22011 2025 No Build.vistro  
Report File: E:\...\3 2025 No Build AM.pdfScenario 1 2025 AM No Build  
3/30/2023**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SH-44 and Emmett Rd	Two-way stop	HCM 6th Edition	SB Left	2.067	642.0	F
2	SH-44 and Hartley	Signalized	HCM 6th Edition	NB Right	0.487	15.1	B
3	SH-44 and Cemetery Rd	Two-way stop	HCM 6th Edition	NB Left	0.551	116.3	F
4	SH-44 and Hawthorne Ave	Two-way stop	HCM 6th Edition	SB Left	0.258	36.1	E
5	SH-44 and N Middleton Rd	Two-way stop	HCM 6th Edition	SB Left	0.591	93.0	F
6	SH-44 and Duff Ln	Two-way stop	HCM 6th Edition	SB Left	0.997	230.7	F
7	SH-44 and S Middleton Rd	Signalized	HCM 6th Edition	NB Left	0.554	15.8	B

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

**Intersection Level Of Service Report**  
**Intersection 1: SH-44 and Emmett Rd**

Control Type: Two-way stop  
Analysis Method: HCM 6th Edition  
Analysis Period: 15 minutes

Delay (sec / veh): 642.0  
Level Of Service: F  
Volume to Capacity (v/c): 2.067

**Intersection Setup**

Name				Emmett Rd			SH-44					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	150.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name				Emmett Rd			SH-44					
Base Volume Input [veh/h]	14	13	13	98	16	176	117	419	17	16	532	171
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	1.70	1.70	1.70	6.10	6.10	6.10	6.50	6.50	6.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	13	13	98	16	176	117	419	17	16	532	171
Peak Hour Factor	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	4	4	31	5	56	37	133	5	5	168	54
Total Analysis Volume [veh/h]	18	16	16	124	20	223	148	530	22	20	673	216
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.79	0.24	0.03	2.07	0.23	0.49	0.20	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	371.92	267.69	219.62	642.02	68.62	35.65	11.02	0.00	0.00	8.69	0.00	0.00
Movement LOS	F	F	F	F	F	E	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	4.53	4.53	4.53	11.91	5.27	5.27	0.74	0.00	0.00	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	113.31	113.31	113.31	297.68	131.73	131.73	18.41	0.00	0.00	1.54	0.00	0.00
d_A, Approach Delay [s/veh]		289.83			242.33			2.33			0.19	
Approach LOS		F			F			A			A	
d_I, Intersection Delay [s/veh]							51.94					
Intersection LOS							F					

**Intersection Level Of Service Report**  
**Intersection 2: SH-44 and Hartley**

Control Type:	Signalized	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.487

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			SH-44
Approach													
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1	
Entry Pocket Length [ft]	150.00	100.00	150.00	200.00	100.00	200.00	225.00	100.00	225.00	150.00	100.00	225.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	35.00			35.00			40.00			40.00			
Grade [%]	0.00			0.00			0.00			0.00			
Curb Present	No			No			No			No			
Crosswalk	No			No			No			No			

**Volumes**

Name										SH-44		
Base Volume Input [veh/h]	21	6	100	28	4	54	27	467	50	106	668	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.50	2.50	2.50	6.40	6.40	6.40	5.30	5.30	5.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	6	100	28	4	54	27	467	50	106	668	65
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	27	8	1	15	7	127	14	29	182	18
Total Analysis Volume [veh/h]	23	7	109	30	4	59	29	508	54	115	726	71
Presence of On-Street Parking	No		No									
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		0
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		0
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		0
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		0
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		0
Bicycle Volume [bicycles/h]	0			0			0			0		0

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## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

## Phasing & Timing

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	96	96	96	96	96	96	96	96	96	96	96	96
L, Total Lost Time per Cycle [s]	4.60	4.60	4.60	4.60	4.60	4.60	4.90	4.90	4.90	4.90	4.90	4.90
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	2.60	2.60	0.00	2.60	2.60	0.00	2.90	2.90	0.00	2.90	2.90
g_i, Effective Green Time [s]	17	10	10	17	10	10	70	60	60	70	62	62
g / C, Green / Cycle	0.18	0.10	0.10	0.18	0.10	0.10	0.72	0.62	0.62	0.72	0.64	0.64
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.07	0.02	0.00	0.04	0.04	0.28	0.04	0.12	0.40	0.05
s, saturation flow rate [veh/h]	1545	1900	1615	1522	1862	1583	786	1804	1533	964	1820	1547
c, Capacity [veh/h]	387	190	162	380	196	166	503	1122	954	671	1171	995
d1, Uniform Delay [s]	33.01	39.19	41.88	33.15	38.72	40.13	6.91	9.60	7.15	5.33	10.22	6.44
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.08	4.79	0.09	0.04	1.28	0.05	1.32	0.11	0.55	2.47	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.06	0.04	0.67	0.08	0.02	0.35	0.06	0.45	0.06	0.17	0.62	0.07
d, Delay for Lane Group [s/veh]	33.07	39.27	46.67	33.24	38.76	41.41	6.96	10.92	7.26	5.89	12.69	6.58
Lane Group LOS	C	D	D	C	D	D	A	B	A	A	B	A
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.45	0.15	2.67	0.59	0.09	1.34	0.13	5.18	0.41	0.60	8.25	0.50
50th-Percentile Queue Length [ft/ln]	11.18	3.79	66.65	14.65	2.14	33.40	3.14	129.44	10.18	15.01	206.33	12.44
95th-Percentile Queue Length [veh/ln]	0.80	0.27	4.80	1.05	0.15	2.40	0.23	8.91	0.73	1.08	12.96	0.90
95th-Percentile Queue Length [ft/ln]	20.12	6.81	119.97	26.37	3.86	60.12	5.66	222.73	18.33	27.02	324.12	22.38

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	33.07	39.27	46.67	33.24	38.76	41.41	6.96	10.92	7.26	5.89	12.69	6.58
Movement LOS	C	D	D	C	D	D	A	B	A	A	B	A
d_A, Approach Delay [s/veh]	44.05			38.66			10.39			11.36		
Approach LOS		D			D			B			B	
d_I, Intersection Delay [s/veh]					15.11							
Intersection LOS							B					
Intersection V/C					0.487							

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	424	258	1373	2059
d_b, Bicycle Delay [s]	29.90	36.54	4.73	0.04
I_b,int, Bicycle LOS Score for Intersection	1.789	1.713	2.535	3.064
Bicycle LOS	A	A	B	C

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 3: SH-44 and Cemetery Rd**

Control Type: Two-way stop  
Analysis Method: HCM 6th Edition  
Analysis Period: 15 minutes

Delay (sec / veh): 116.3  
Level Of Service: F  
Volume to Capacity (v/c): 0.551

**Intersection Setup**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	75.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

**Volumes**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Base Volume Input [veh/h]	30	1	25	88	23	164	59	496	56	8	691	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	1.20	1.20	1.20	5.70	5.70	5.70	5.00	5.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	1	25	88	23	164	59	496	56	8	691	92
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	7	26	7	48	17	146	16	2	203	27
Total Analysis Volume [veh/h]	35	1	29	104	27	193	69	584	66	9	813	108
Pedestrian Volume [ped/h]	0			0			0			0		

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## Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

## Movement, Approach, & Intersection Results

**Intersection Level Of Service Report**  
**Intersection 4: SH-44 and Hawthorne Ave**

Control Type:	Two-way stop	Delay (sec / veh):	36.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.258

**Intersection Setup**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

**Volumes**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Base Volume Input [veh/h]	2	1	10	38	1	44	48	611	6	10	770	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	3.80	3.80	3.80	4.70	4.70	4.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	10	38	1	44	48	611	6	10	770	38
Peak Hour Factor	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	12	0	14	15	196	2	3	247	12
Total Analysis Volume [veh/h]	3	1	13	49	1	56	62	783	8	13	987	49
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.00	0.03	0.26	0.00	0.19	0.09	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	29.71	21.89	14.86	36.12	34.12	29.46	10.98	0.00	0.00	9.47	0.00	0.00
Movement LOS	D	C	B	E	D	D	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.18	2.19	2.19	2.19	0.31	0.00	0.00	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.54	4.54	4.54	54.74	54.74	54.74	7.69	0.00	0.00	1.21	0.00	0.00
d_A, Approach Delay [s/veh]		17.89			32.58			0.80			0.12	
Approach LOS		C			D			A			A	
d_I, Intersection Delay [s/veh]							2.25					
Intersection LOS								E				

**Intersection Level Of Service Report**  
**Intersection 5: SH-44 and N Middleton Rd**

Control Type:	Two-way stop	Delay (sec / veh):	93.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.591

**Intersection Setup**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Base Volume Input [veh/h]	0	0	66	44	9	279	143	592	1	79	491	94
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	4.00	4.00	4.00	3.70	3.70	3.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	66	44	9	279	143	592	1	79	491	94
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	20	13	3	83	43	176	0	24	146	28
Total Analysis Volume [veh/h]	0	0	79	52	11	332	170	705	1	94	585	112
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	3	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.18	0.59	0.07	0.65	0.19	0.01	0.00	0.11	0.01	0.00
d_M, Delay for Movement [s/veh]	255.10	81.13	14.98	92.98	31.31	23.83	10.00	0.00	0.00	9.55	0.00	0.00
Movement LOS	F	F	B	F	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.65	0.65	0.65	2.71	0.24	4.55	0.70	0.00	0.00	0.36	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.20	16.20	16.20	67.66	5.95	113.69	17.57	0.00	0.00	8.89	0.00	0.00
d_A, Approach Delay [s/veh]		14.98			33.15			1.94			1.14	
Approach LOS		B			D			A			A	
d_I, Intersection Delay [s/veh]							7.88					
Intersection LOS								F				

**Intersection Level Of Service Report****Intersection 6: SH-44 and Duff Ln**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 230.7  
 Level Of Service: F  
 Volume to Capacity (v/c): 0.997

**Intersection Setup**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Base Volume Input [veh/h]	24	3	18	67	5	68	50	687	42	14	530	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	3.70	3.70	3.70	4.70	4.70	4.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	3	18	67	5	68	50	687	42	14	530	27
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	5	19	1	20	14	197	12	4	152	8
Total Analysis Volume [veh/h]	28	3	21	77	6	78	57	790	48	16	609	31
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.45	0.03	0.06	1.00	0.06	0.16	0.06	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	98.45	77.47	50.39	230.69	220.24	191.28	9.10	0.00	0.00	9.68	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	2.41	2.41	2.41	9.74	9.74	9.74	0.19	0.00	0.00	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	60.15	60.15	60.15	243.58	243.58	243.58	4.85	0.00	0.00	1.56	0.00	0.00
d_A, Approach Delay [s/veh]		77.83			211.21			0.58			0.24	
Approach LOS		F		F			A			A		
d_I, Intersection Delay [s/veh]						21.95						
Intersection LOS							F					

**Intersection Level Of Service Report**  
**Intersection 7: SH-44 and S Middleton Rd**

Control Type:	Signalized	Delay (sec / veh):	15.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.554

**Intersection Setup**

Name	S Middleton Rd		SH-44		SH-44	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	300.00	100.00	215.00	300.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	Yes		Yes		Yes	
Crosswalk	No		No		No	

**Volumes**

Name	S Middleton Rd		SH-44		SH-44	
Base Volume Input [veh/h]	241	211	499	179	248	518
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.30	4.30	3.60	3.60	3.10	3.10
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	211	499	179	248	518
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	62	147	53	73	152
Total Analysis Volume [veh/h]	284	248	587	211	292	609
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No					
Signal Coordination Group	-					
Cycle Length [s]	150					
Coordination Type	Time of Day Pattern Coordinated					
Actuation Type	Fully actuated					
Offset [s]	0.0					
Offset Reference	Lead Green - Beginning of First Green					
Permissive Mode	SingleBand					
Lost time [s]	0.00					

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	ProtPerm	Permissive
Signal Group	6	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lag	-	-	-	Lead	-
Minimum Green [s]	10	0	10	0	5	10
Maximum Green [s]	30	0	40	0	30	40
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	35	0	98	0	17	115
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	2	0	63	0	0	5
Pedestrian Clearance [s]	10	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		Yes		No	Yes
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	50.0	0.0	155.0	0.0	50.0	155.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	76	76	76	76	76	76
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	16	16	40	40	52	52
g / C, Green / Cycle	0.21	0.21	0.53	0.53	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.16	0.16	0.32	0.13	0.29	0.33
s, saturation flow rate [veh/h]	1748	1560	1846	1569	1005	1853
c, Capacity [veh/h]	368	329	969	824	641	1268
d1, Uniform Delay [s]	28.33	28.22	12.59	9.92	7.61	5.65
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.45	3.53	2.80	0.75	2.32	1.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.77	0.75	0.61	0.26	0.46	0.48
d, Delay for Lane Group [s/veh]	31.78	31.75	15.39	10.67	9.93	6.95
Lane Group LOS	C	C	B	B	A	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.11	4.46	7.08	1.96	1.81	4.09
50th-Percentile Queue Length [ft/ln]	127.67	111.41	176.88	49.04	45.32	102.13
95th-Percentile Queue Length [veh/ln]	8.81	7.92	11.44	3.53	3.26	7.35
95th-Percentile Queue Length [ft/ln]	220.33	197.96	285.94	88.28	81.57	183.84

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	31.78	31.75	15.39	10.67	9.93	6.95
Movement LOS	C	C	B	B	A	A
d_A, Approach Delay [s/veh]	31.77		14.14		7.92	
Approach LOS	C		B		A	
d_I, Intersection Delay [s/veh]			15.83			
Intersection LOS			B			
Intersection V/C			0.554			

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	816	2474	2921
d_b, Bicycle Delay [s]	13.32	2.13	8.06
I_b,int, Bicycle LOS Score for Intersection	1.560	2.876	3.046
Bicycle LOS	A	C	C

**Sequence**

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Report File: E:\...\4 2025 No Build PM.pdfScenario 2 2025 PM No Build  
3/30/2023**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SH-44 and Emmett Rd	Two-way stop	HCM 6th Edition	SB Left	2.636	935.6	F
2	SH-44 and Hartley	Signalized	HCM 6th Edition	NB Right	0.524	17.1	B
3	SH-44 and Cemetery Rd	Two-way stop	HCM 6th Edition	SB Left	0.629	54.8	F
4	SH-44 and Hawthorne Ave	Two-way stop	HCM 6th Edition	SB Left	0.141	32.8	D
5	SH-44 and N Middleton Rd	Two-way stop	HCM 6th Edition	SB Left	0.333	47.3	E
6	SH-44 and Duff Ln	Two-way stop	HCM 6th Edition	NB Left	0.949	282.0	F
7	SH-44 and S Middleton Rd	Signalized	HCM 6th Edition	NB Left	0.538	16.1	B

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

**Intersection Level Of Service Report**  
**Intersection 1: SH-44 and Emmett Rd**

Control Type: Two-way stop  
Analysis Method: HCM 6th Edition  
Analysis Period: 15 minutes

Delay (sec / veh): 935.6  
Level Of Service: F  
Volume to Capacity (v/c): 2.636

**Intersection Setup**

Name				Emmett Rd			SH-44					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	150.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name				Emmett Rd			SH-44					
Base Volume Input [veh/h]	19	21	19	112	14	178	216	634	14	14	453	176
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	3.30	3.30	3.30	3.90	3.90	3.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	21	19	112	14	178	216	634	14	14	453	176
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	5	5	29	4	46	56	165	4	4	118	46
Total Analysis Volume [veh/h]	20	22	20	117	15	185	225	660	15	15	472	183
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.70	0.37	0.04	2.64	0.20	0.31	0.24	0.01	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	337.91	273.07	220.11	935.64	61.56	20.25	10.13	0.00	0.00	9.03	0.00	0.00
Movement LOS	F	F	F	F	F	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	5.23	5.23	5.23	12.57	2.80	2.80	0.95	0.00	0.00	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	130.81	130.81	130.81	314.20	69.91	69.91	23.81	0.00	0.00	1.26	0.00	0.00
d_A, Approach Delay [s/veh]		276.90			360.06			2.53			0.20	
Approach LOS		F			F			A			A	
d_I, Intersection Delay [s/veh]							68.61					
Intersection LOS								F				

**Intersection Level Of Service Report**  
**Intersection 2: SH-44 and Hartley**

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.524

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			SH-44
Approach													
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1	
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	225.00	100.00	225.00	150.00	100.00	225.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	35.00			35.00			40.00			40.00			
Grade [%]	0.00			0.00			0.00			0.00			
Curb Present	No			No			No			No			
Crosswalk	No			No			No			No			

**Volumes**

Name										SH-44		
Base Volume Input [veh/h]	25	3	102	60	2	30	43	715	42	46	588	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	4.30	4.30	4.30	3.90	3.90	3.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	3	102	60	2	30	43	715	42	46	588	70
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	27	16	1	8	11	190	11	12	156	19
Total Analysis Volume [veh/h]	27	3	109	64	2	32	46	761	45	49	626	74
Presence of On-Street Parking	No		No									
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0			0			0
v_di, Inbound Pedestrian Volume crossing m	0					0			0			0
v_co, Outbound Pedestrian Volume crossing	0					0			0			0
v_ci, Inbound Pedestrian Volume crossing mi	0					0			0			0
v_ab, Corner Pedestrian Volume [ped/h]	0					0			0			0
Bicycle Volume [bicycles/h]	0					0			0			0

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## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	87.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

## Phasing & Timing

### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	86	86	86	86	86	86	86	86	86	86	86	86
L, Total Lost Time per Cycle [s]	4.60	4.60	4.60	4.60	4.60	4.60	4.90	4.90	4.90	4.90	4.90	4.90
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	2.60	2.60	0.00	2.60	2.60	0.00	2.90	2.90	0.00	2.90	2.90
g_i, Effective Green Time [s]	18	9	9	18	11	11	58	50	50	58	50	50
g / C, Green / Cycle	0.21	0.11	0.11	0.21	0.13	0.13	0.68	0.58	0.58	0.68	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.02	0.00	0.07	0.04	0.00	0.02	0.05	0.41	0.03	0.06	0.34	0.05
s, saturation flow rate [veh/h]	1543	1900	1615	1574	1900	1615	890	1835	1560	812	1841	1565
c, Capacity [veh/h]	450	208	177	456	242	206	550	1066	906	458	1072	911
d1, Uniform Delay [s]	27.26	34.18	36.60	27.84	32.81	33.44	6.91	12.93	7.79	9.12	11.39	7.89
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.03	3.45	0.14	0.01	0.35	0.06	4.09	0.10	0.47	2.33	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.06	0.01	0.62	0.14	0.01	0.16	0.08	0.71	0.05	0.11	0.58	0.08
d, Delay for Lane Group [s/veh]	27.31	34.21	40.05	27.98	32.83	33.79	6.97	17.01	7.90	9.59	13.72	8.07
Lane Group LOS	C	C	D	C	C	C	A	B	A	A	B	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.44	0.06	2.29	1.06	0.04	0.60	0.21	9.83	0.33	0.28	6.95	0.56
50th-Percentile Queue Length [ft/ln]	10.97	1.40	57.26	26.58	0.91	14.96	5.32	245.77	8.34	6.90	173.82	13.92
95th-Percentile Queue Length [veh/ln]	0.79	0.10	4.12	1.91	0.07	1.08	0.38	14.97	0.60	0.50	11.28	1.00
95th-Percentile Queue Length [ft/ln]	19.75	2.52	103.07	47.84	1.64	26.92	9.57	374.32	15.00	12.43	281.93	25.06

**Movement, Approach, & Intersection Results**

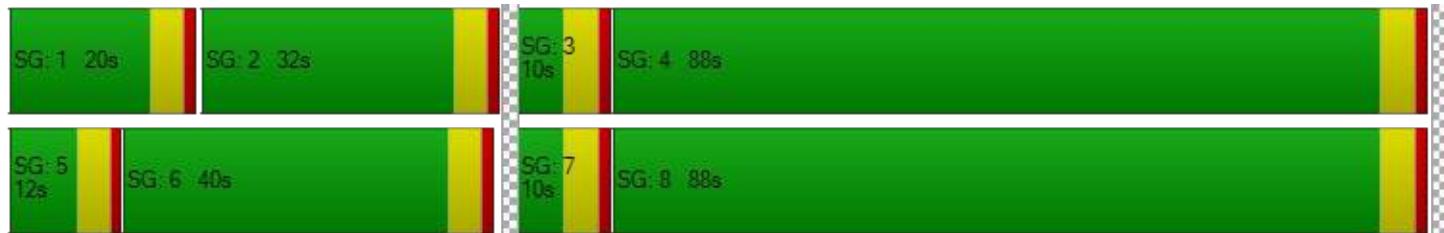
d_M, Delay for Movement [s/veh]	27.31	34.21	40.05	27.98	32.83	33.79	6.97	17.01	7.90	9.59	13.72	8.07
Movement LOS	C	C	D	C	C	C	A	B	A	A	B	A
d_A, Approach Delay [s/veh]	37.45			29.97			15.99			12.89		
Approach LOS	D			C			B			B		
d_I, Intersection Delay [s/veh]				17.10								
Intersection LOS				B								
Intersection V/C				0.524								

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	824	638	1935	1935
d_b, Bicycle Delay [s]	14.84	19.92	0.05	0.05
I_b,int, Bicycle LOS Score for Intersection	1.789	1.721	2.965	2.795
Bicycle LOS	A	A	C	C

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 3: SH-44 and Cemetery Rd**

Control Type:	Two-way stop	Delay (sec / veh):	54.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

**Intersection Setup**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	75.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

**Volumes**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Base Volume Input [veh/h]	17	5	21	101	14	116	122	702	57	11	630	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	3.30	3.30	3.30	3.30	3.30	3.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	5	21	101	14	116	122	702	57	11	630	107
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	6	28	4	32	34	193	16	3	173	29
Total Analysis Volume [veh/h]	19	5	23	111	15	127	134	771	63	12	692	118
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.18	0.02	0.06	0.63	0.08	0.28	0.17	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	47.25	22.55	14.82	54.83	28.12	18.07	10.32	0.00	0.00	9.61	0.00	0.00
Movement LOS	E	C	B	F	D	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.63	0.26	0.26	3.55	1.60	1.60	0.59	0.00	0.00	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.84	6.49	6.49	88.72	40.03	40.03	14.76	0.00	0.00	1.15	0.00	0.00
d_A, Approach Delay [s/veh]		28.75			34.79			1.43			0.14	
Approach LOS		D		D			A			A		
d_I, Intersection Delay [s/veh]							5.58					
Intersection LOS							F					

**Intersection Level Of Service Report**  
**Intersection 4: SH-44 and Hawthorne Ave**

Control Type:	Two-way stop	Delay (sec / veh):	32.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.141

**Intersection Setup**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

**Volumes**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Base Volume Input [veh/h]	9	1	35	22	3	64	59	747	33	34	749	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	2.60	2.60	2.60	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	1	35	22	3	64	59	747	33	34	749	41
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	10	6	1	18	16	205	9	9	206	11
Total Analysis Volume [veh/h]	10	1	38	24	3	70	65	821	36	37	823	45
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.00	0.10	0.14	0.01	0.19	0.08	0.01	0.00	0.05	0.01	0.00
d_M, Delay for Movement [s/veh]	28.70	22.49	17.19	32.77	29.32	21.53	10.08	0.00	0.00	9.85	0.00	0.00
Movement LOS	D	C	C	D	D	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.59	0.59	0.59	1.49	1.49	1.49	0.27	0.00	0.00	0.15	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.69	14.69	14.69	37.37	37.37	37.37	6.86	0.00	0.00	3.73	0.00	0.00
d_A, Approach Delay [s/veh]		19.65			24.55			0.71			0.40	
Approach LOS		C			C			A			A	
d_I, Intersection Delay [s/veh]							2.21					
Intersection LOS							D					

**Intersection Level Of Service Report**  
**Intersection 5: SH-44 and N Middleton Rd**

Control Type:	Two-way stop	Delay (sec / veh):	47.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.333

**Intersection Setup**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Base Volume Input [veh/h]	0	0	101	41	4	251	195	623	6	38	632	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.80	0.80	0.80	2.20	2.20	2.20	2.80	2.80	2.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	101	41	4	251	195	623	6	38	632	68
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	26	10	1	64	50	159	2	10	161	17
Total Analysis Volume [veh/h]	0	0	103	42	4	256	199	636	6	39	645	69
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	3	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.21	0.33	0.02	0.54	0.22	0.01	0.00	0.04	0.01	0.00
d_M, Delay for Movement [s/veh]	164.48	69.60	14.55	47.25	24.49	21.13	10.24	0.00	0.00	9.00	0.00	0.00
Movement LOS	F	F	B	E	C	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.81	0.81	0.81	1.33	0.06	3.15	0.86	0.00	0.00	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	20.17	20.17	20.17	33.29	1.62	78.82	21.53	0.00	0.00	3.25	0.00	0.00
d_A, Approach Delay [s/veh]		14.55			24.81			2.42			0.47	
Approach LOS		B		C			A			A		
d_I, Intersection Delay [s/veh]							5.69					
Intersection LOS							E					

**Intersection Level Of Service Report****Intersection 6: SH-44 and Duff Ln**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 282.0  
 Level Of Service: F  
 Volume to Capacity (v/c): 0.949

**Intersection Setup**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Base Volume Input [veh/h]	42	10	19	33	5	68	100	567	31	32	693	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	1.30	1.30	1.30	1.90	1.90	1.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	10	19	33	5	68	100	567	31	32	693	83
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	3	5	9	1	18	27	152	8	9	186	22
Total Analysis Volume [veh/h]	45	11	20	35	5	73	108	610	33	34	745	89
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

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

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.95	0.15	0.04	0.61	0.06	0.17	0.13	0.01	0.00	0.04	0.01	0.00
d_M, Delay for Movement [s/veh]	282.00	255.54	213.50	140.93	122.63	86.66	10.18	0.00	0.00	8.96	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	5.96	5.96	5.96	5.37	5.37	5.37	0.46	0.00	0.00	0.11	0.00	0.00
95th-Percentile Queue Length [ft/ln]	148.90	148.90	148.90	134.21	134.21	134.21	11.61	0.00	0.00	2.80	0.00	0.00
d_A, Approach Delay [s/veh]		260.15			105.06			1.46			0.35	
Approach LOS		F			F			A			A	
d_I, Intersection Delay [s/veh]							18.28					
Intersection LOS								F				

**Intersection Level Of Service Report**  
**Intersection 7: SH-44 and S Middleton Rd**

Control Type:	Signalized	Delay (sec / veh):	16.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

**Intersection Setup**

Name	S Middleton Rd		SH-44		SH-44	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	300.00	100.00	215.00	300.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	Yes		Yes		Yes	
Crosswalk	No		No		No	

**Volumes**

Name	S Middleton Rd		SH-44		SH-44	
Base Volume Input [veh/h]	326	232	509	267	249	580
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	2.40	2.70	2.70	2.50	2.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	326	232	509	267	249	580
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	60	131	69	64	149
Total Analysis Volume [veh/h]	336	239	525	275	257	598
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No					
Signal Coordination Group	-					
Cycle Length [s]	150					
Coordination Type	Time of Day Pattern Coordinated					
Actuation Type	Fully actuated					
Offset [s]	0.0					
Offset Reference	Lead Green - Beginning of First Green					
Permissive Mode	SingleBand					
Lost time [s]	0.00					

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	ProtPerm	Permissive
Signal Group	6	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lag	-	-	-	Lead	-
Minimum Green [s]	10	0	10	0	5	10
Maximum Green [s]	30	0	40	0	30	40
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	34	0	93	0	23	116
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	2	0	63	0	0	5
Pedestrian Clearance [s]	10	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		Yes		No	Yes
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	50.0	0.0	155.0	0.0	50.0	155.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	78	78	78	78	78	78
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	18	18	40	40	52	52
g / C, Green / Cycle	0.23	0.23	0.51	0.51	0.66	0.66
(v / s)_i Volume / Saturation Flow Rate	0.19	0.15	0.28	0.17	0.25	0.32
s, saturation flow rate [veh/h]	1775	1584	1859	1581	1042	1862
c, Capacity [veh/h]	418	373	954	810	655	1233
d1, Uniform Delay [s]	28.11	26.84	12.90	11.21	7.35	6.57
k, delay calibration	0.11	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.65	1.84	2.29	1.14	1.76	1.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.80	0.64	0.55	0.34	0.39	0.49
d, Delay for Lane Group [s/veh]	31.77	28.68	15.19	12.34	9.11	7.93
Lane Group LOS	C	C	B	B	A	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.18	4.10	6.35	2.87	1.72	4.56
50th-Percentile Queue Length [ft/ln]	154.48	102.46	158.81	71.78	42.91	113.99
95th-Percentile Queue Length [veh/ln]	10.26	7.38	10.49	5.17	3.09	8.06
95th-Percentile Queue Length [ft/ln]	256.39	184.43	262.14	129.20	77.24	201.54

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	31.77	28.68	15.19	12.34	9.11	7.93
Movement LOS	C	C	B	B	A	A
d_A, Approach Delay [s/veh]	30.48		14.21		8.29	
Approach LOS	C		B		A	
d_I, Intersection Delay [s/veh]		16.14				
Intersection LOS			B			
Intersection V/C		0.538				

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	771	2286	2877
d_b, Bicycle Delay [s]	14.70	0.80	7.49
I_b,int, Bicycle LOS Score for Intersection	1.560	2.880	2.970
Bicycle LOS	A	C	C

**Sequence**

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: E:\...\22011 2025 Build.vistro  
Report File: E:\...\5 2025 Build AM.pdfScenario 1 2025 AM Build  
3/30/2023**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SH-44 and Emmett Rd	Signalized	HCM 6th Edition	SB Right	0.564	26.5	C
2	SH-44 and Hartley	Signalized	HCM 6th Edition	NB Right	0.486	16.8	B
3	SH-44 and Cemetery Rd	Signalized	HCM 6th Edition	SB Right	0.609	23.8	C
4	SH-44 and Hawthorne Ave	Two-way stop	HCM 6th Edition	SB Left	0.258	36.1	E
5	SH-44 and N Middleton Rd	Two-way stop	HCM 6th Edition	SB Left	0.591	93.0	F
6	SH-44 and Duff Ln	Signalized	HCM 6th Edition	SB Right	0.496	14.9	B
7	SH-44 and S Middleton Rd	Signalized	HCM 6th Edition	NB Left	0.533	24.1	C

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

**Intersection Level Of Service Report**  
**Intersection 1: SH-44 and Emmett Rd**

Control Type:	Signalized	Delay (sec / veh):	26.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.564

**Intersection Setup**

Name	Northbound			Emmett Rd			SH-44			Southbound		
Approach												
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	100.00	100.00	150.00	150.00	100.00	150.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

**Volumes**

Name				Emmett Rd			SH-44					
Base Volume Input [veh/h]	14	13	13	98	16	176	117	419	17	16	532	171
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	1.70	1.70	1.70	6.10	6.10	6.10	6.50	6.50	6.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	13	13	98	16	176	117	419	17	16	532	171
Peak Hour Factor	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	4	4	31	5	56	37	133	5	5	168	54
Total Analysis Volume [veh/h]	18	16	16	124	20	223	148	530	22	20	673	216
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0	
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0	
v_co, Outbound Pedestrian Volume crossing	0				0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0	
Bicycle Volume [bicycles/h]	0				0			0			0	

Version 2021 (SP 0-6)

## Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

## Phasing & Timing

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	150	150	150	150	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	5.30	5.30	5.30	5.30	6.00	6.00	6.00	6.00	6.00	6.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	3.30	0.00	3.30	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	33	17	33	25	106	97	97	106	93	93
g / C, Green / Cycle	0.22	0.11	0.22	0.17	0.71	0.65	0.65	0.71	0.62	0.62
(v / s)_i Volume / Saturation Flow Rate	0.01	0.02	0.08	0.15	0.18	0.29	0.01	0.02	0.37	0.14
s, saturation flow rate [veh/h]	1255	1718	1553	1613	837	1808	1537	899	1802	1532
c, Capacity [veh/h]	179	193	391	268	489	1167	992	575	1121	953
d1, Uniform Delay [s]	47.81	60.21	49.10	61.41	12.21	13.33	9.56	8.43	17.09	12.47
k, delay calibration	0.11	0.11	0.11	0.16	0.33	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.24	0.40	0.46	15.43	1.04	1.28	0.04	0.11	2.38	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.10	0.17	0.32	0.91	0.30	0.45	0.02	0.03	0.60	0.23
d, Delay for Lane Group [s/veh]	48.05	60.61	49.56	76.84	13.25	14.60	9.60	8.54	19.47	13.02
Lane Group LOS	D	E	D	E	B	B	A	A	B	B
Critical Lane Group	Yes	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.54	1.11	3.91	10.07	1.48	8.45	0.25	0.19	13.31	3.09
50th-Percentile Queue Length [ft/ln]	13.47	27.78	97.72	251.68	36.97	211.32	6.27	4.63	332.69	77.21
95th-Percentile Queue Length [veh/ln]	0.97	2.00	7.04	15.27	2.66	13.22	0.45	0.33	19.29	5.56
95th-Percentile Queue Length [ft/ln]	24.24	50.01	175.90	381.77	66.55	330.53	11.28	8.33	482.25	138.98

**Movement, Approach, & Intersection Results**

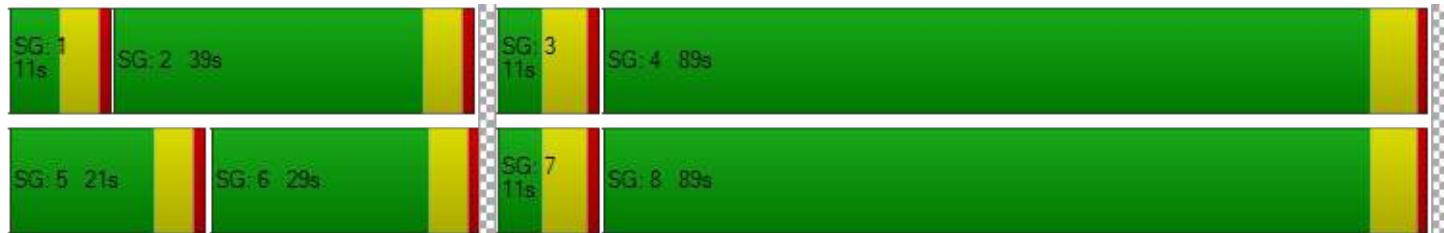
d_M, Delay for Movement [s/veh]	48.05	60.61	60.61	49.56	76.84	76.84	13.25	14.60	9.60	8.54	19.47	13.02
Movement LOS	D	E	E	D	E	E	B	B	A	A	B	B
d_A, Approach Delay [s/veh]	56.09			67.62			14.16			17.69		
Approach LOS	E			E			B			B		
d_I, Intersection Delay [s/veh]				26.46								
Intersection LOS				C								
Intersection V/C				0.564								

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	316	449	1107	1107
d_b, Bicycle Delay [s]	53.17	45.08	14.96	14.96
I_b,int, Bicycle LOS Score for Intersection	1.642	2.165	2.715	3.059
Bicycle LOS	A	B	B	C

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 2: SH-44 and Hartley**

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.486

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			SH-44
Approach													
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1	
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	225.00	100.00	225.00	150.00	100.00	225.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	35.00			35.00			40.00			40.00			
Grade [%]	0.00			0.00			0.00			0.00			
Curb Present	No			No			No			No			
Crosswalk	No			No			No			No			

**Volumes**

Name										SH-44		
Base Volume Input [veh/h]	21	6	100	28	4	54	27	467	50	106	668	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.50	2.50	2.50	6.40	6.40	6.40	5.30	5.30	5.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	6	100	28	4	54	27	467	50	106	668	65
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	27	8	1	15	7	127	14	29	182	18
Total Analysis Volume [veh/h]	23	7	109	30	4	59	29	508	54	115	726	71
Presence of On-Street Parking	No		No									
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		0
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		0
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		0
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		0
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		0
Bicycle Volume [bicycles/h]	0			0			0			0		0

## Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	74.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

## Phasing & Timing

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	150	150	150	150	150	150	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	4.60	4.60	4.60	4.60	4.60	4.60	4.90	4.90	4.90	4.90	4.90	4.90
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	2.60	2.60	0.00	2.60	2.60	0.00	2.90	2.90	0.00	2.90	2.90
g_i, Effective Green Time [s]	20	12	12	20	13	13	120	110	110	120	112	112
g / C, Green / Cycle	0.14	0.08	0.08	0.14	0.08	0.08	0.80	0.74	0.74	0.80	0.74	0.74
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.07	0.02	0.00	0.04	0.04	0.28	0.04	0.12	0.40	0.05
s, saturation flow rate [veh/h]	1541	1900	1615	1517	1862	1583	757	1804	1533	925	1820	1547
c, Capacity [veh/h]	277	153	130	272	156	133	553	1325	1127	715	1355	1152
d1, Uniform Delay [s]	56.74	63.63	67.98	56.98	63.08	65.38	5.49	7.34	5.47	4.25	8.14	5.13
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.13	0.12	13.13	0.18	0.07	2.33	0.04	0.84	0.08	0.48	1.52	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.08	0.05	0.84	0.11	0.03	0.45	0.05	0.38	0.05	0.16	0.54	0.06
d, Delay for Lane Group [s/veh]	56.87	63.75	81.11	57.16	63.15	67.71	5.53	8.19	5.55	4.74	9.66	5.23
Lane Group LOS	E	E	F	E	E	E	A	A	A	A	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.78	0.25	4.59	1.02	0.14	2.23	0.15	5.75	0.46	0.70	9.37	0.58
50th-Percentile Queue Length [ft/ln]	19.41	6.31	114.69	25.44	3.58	55.85	3.80	143.75	11.39	17.61	234.30	14.38
95th-Percentile Queue Length [veh/ln]	1.40	0.45	8.10	1.83	0.26	4.02	0.27	9.68	0.82	1.27	14.39	1.04
95th-Percentile Queue Length [ft/ln]	34.94	11.36	202.51	45.79	6.45	100.54	6.83	242.06	20.51	31.71	359.82	25.88

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	56.87	63.75	81.11	57.16	63.15	67.71	5.53	8.19	5.55	4.74	9.66	5.23
Movement LOS	E	E	F	E	E	E	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	76.22			64.11			7.81			8.69		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]				16.77								
Intersection LOS				B								
Intersection V/C				0.486								

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	232	205	1202	1375
d_b, Bicycle Delay [s]	58.60	60.38	11.95	7.33
I_b,int, Bicycle LOS Score for Intersection	1.789	1.713	2.535	3.064
Bicycle LOS	A	A	B	C

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 3: SH-44 and Cemetery Rd**

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

**Intersection Setup**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	75.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

**Volumes**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Base Volume Input [veh/h]	30	1	25	88	23	164	59	496	56	8	691	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	1.20	1.20	1.20	5.70	5.70	5.70	5.00	5.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	1	25	88	23	164	59	496	56	8	691	92
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	7	26	7	48	17	146	16	2	203	27
Total Analysis Volume [veh/h]	35	1	29	104	27	193	69	584	66	9	813	108
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0	
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0	
v_co, Outbound Pedestrian Volume crossing	0				0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0	
Bicycle Volume [bicycles/h]	0				0			0			0	

## Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	11.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

## Phasing & Timing

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	150	150	150	150	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	30	18	30	22	112	106	106	112	103	103
g / C, Green / Cycle	0.20	0.12	0.20	0.15	0.74	0.71	0.71	0.74	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.03	0.02	0.07	0.13	0.10	0.32	0.04	0.01	0.45	0.07
s, saturation flow rate [veh/h]	1303	1623	1523	1630	717	1814	1542	841	1825	1551
c, Capacity [veh/h]	177	197	354	243	437	1283	1090	580	1252	1064
d1, Uniform Delay [s]	50.08	58.97	50.71	62.76	10.67	9.50	6.73	6.51	13.32	7.94
k, delay calibration	0.11	0.11	0.11	0.21	0.13	0.50	0.50	0.50	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.54	0.35	0.45	20.37	0.21	1.17	0.11	0.05	2.62	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.20	0.15	0.29	0.91	0.16	0.46	0.06	0.02	0.65	0.10
d, Delay for Lane Group [s/veh]	50.62	59.32	51.17	83.13	10.87	10.67	6.84	6.56	15.94	8.13
Lane Group LOS	D	E	D	F	B	B	A	A	B	A
Critical Lane Group	Yes	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.12	1.06	3.42	9.71	0.57	8.24	0.66	0.08	15.51	1.21
50th-Percentile Queue Length [ft/ln]	27.96	26.41	85.54	242.77	14.15	205.99	16.47	1.90	387.70	30.30
95th-Percentile Queue Length [veh/ln]	2.01	1.90	6.16	14.82	1.02	12.95	1.19	0.14	21.97	2.18
95th-Percentile Queue Length [ft/ln]	50.32	47.54	153.98	370.54	25.48	323.69	29.64	3.42	549.16	54.55

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	50.62	59.32	59.32	51.17	83.13	83.13	10.87	10.67	6.84	6.56	15.94	8.13
Movement LOS	D	E	E	D	F	F	B	B	A	A	B	A
d_A, Approach Delay [s/veh]	54.64			72.87			10.33			14.94		
Approach LOS	D			E			B			B		
d_I, Intersection Delay [s/veh]				23.79								
Intersection LOS				C								
Intersection V/C				0.609								

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	347	387	1267	1267
d_b, Bicycle Delay [s]	51.24	48.79	10.08	10.08
I_b,int, Bicycle LOS Score for Intersection	1.667	2.094	2.746	3.094
Bicycle LOS	A	B	B	C

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 4: SH-44 and Hawthorne Ave**

Control Type:	Two-way stop	Delay (sec / veh):	36.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.258

**Intersection Setup**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

**Volumes**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Base Volume Input [veh/h]	2	1	10	38	1	44	48	611	6	10	770	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	3.80	3.80	3.80	4.70	4.70	4.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	10	38	1	44	48	611	6	10	770	38
Peak Hour Factor	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	12	0	14	15	196	2	3	247	12
Total Analysis Volume [veh/h]	3	1	13	49	1	56	62	783	8	13	987	49
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.02	0.00	0.03	0.26	0.00	0.19	0.09	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	29.71	21.89	14.86	36.12	34.12	29.46	10.98	0.00	0.00	9.47	0.00	0.00
Movement LOS	D	C	B	E	D	D	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.18	2.19	2.19	2.19	0.31	0.00	0.00	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.54	4.54	4.54	54.74	54.74	54.74	7.69	0.00	0.00	1.21	0.00	0.00
d_A, Approach Delay [s/veh]		17.89			32.58			0.80			0.12	
Approach LOS		C			D			A			A	
d_I, Intersection Delay [s/veh]							2.25					
Intersection LOS								E				

**Intersection Level Of Service Report**  
**Intersection 5: SH-44 and N Middleton Rd**

Control Type:	Two-way stop	Delay (sec / veh):	93.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.591

**Intersection Setup**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Base Volume Input [veh/h]	0	0	66	44	9	279	143	592	1	79	491	94
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	4.00	4.00	4.00	3.70	3.70	3.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	66	44	9	279	143	592	1	79	491	94
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	20	13	3	83	43	176	0	24	146	28
Total Analysis Volume [veh/h]	0	0	79	52	11	332	170	705	1	94	585	112
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	3	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.18	0.59	0.07	0.65	0.19	0.01	0.00	0.11	0.01	0.00
d_M, Delay for Movement [s/veh]	255.10	81.13	14.98	92.98	31.31	23.83	10.00	0.00	0.00	9.55	0.00	0.00
Movement LOS	F	F	B	F	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.65	0.65	0.65	2.71	0.24	4.55	0.70	0.00	0.00	0.36	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.20	16.20	16.20	67.66	5.95	113.69	17.57	0.00	0.00	8.89	0.00	0.00
d_A, Approach Delay [s/veh]		14.98			33.15			1.94			1.14	
Approach LOS		B			D			A			A	
d_I, Intersection Delay [s/veh]							7.88					
Intersection LOS								F				

**Intersection Level Of Service Report**  
**Intersection 6: SH-44 and Duff Ln**

Control Type:	Signalized	Delay (sec / veh):	14.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

**Intersection Setup**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

**Volumes**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Base Volume Input [veh/h]	24	3	18	67	5	68	50	687	42	14	530	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	3.70	3.70	3.70	4.70	4.70	4.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	3	18	67	5	68	50	687	42	14	530	27
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	5	19	1	20	14	197	12	4	152	8
Total Analysis Volume [veh/h]	28	3	21	77	6	78	57	790	48	16	609	31
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0	
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0	
v_co, Outbound Pedestrian Volume crossing	0				0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0	
Bicycle Volume [bicycles/h]	0				0			0			0	

## Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	99.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

## Phasing & Timing

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	150	150	150	150	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	17	8	17	10	125	118	118	125	116	116
g / C, Green / Cycle	0.11	0.05	0.11	0.06	0.83	0.79	0.79	0.83	0.78	0.78
(v / s)_i Volume / Saturation Flow Rate	0.02	0.01	0.05	0.05	0.07	0.43	0.03	0.02	0.33	0.02
s, saturation flow rate [veh/h]	1486	1646	1573	1632	851	1844	1568	709	1829	1555
c, Capacity [veh/h]	175	89	233	105	686	1455	1237	551	1418	1205
d1, Uniform Delay [s]	59.91	68.07	61.42	69.17	3.28	5.84	3.45	4.20	5.69	3.87
k, delay calibration	0.20	0.20	0.20	0.20	0.23	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.79	2.96	1.53	21.76	0.11	1.46	0.06	0.10	0.95	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.16	0.27	0.33	0.80	0.08	0.54	0.04	0.03	0.43	0.03
d, Delay for Lane Group [s/veh]	60.70	71.03	62.95	90.92	3.39	7.30	3.50	4.30	6.64	3.91
Lane Group LOS	E	E	E	F	A	A	A	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.98	0.94	2.76	3.75	0.20	7.17	0.26	0.06	5.25	0.18
50th-Percentile Queue Length [ft/ln]	24.50	23.52	69.04	93.81	4.90	179.20	6.40	1.57	131.30	4.55
95th-Percentile Queue Length [veh/ln]	1.76	1.69	4.97	6.75	0.35	11.56	0.46	0.11	9.01	0.33
95th-Percentile Queue Length [ft/ln]	44.09	42.33	124.26	168.87	8.81	288.97	11.52	2.83	225.26	8.20

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	60.70	71.03	71.03	62.95	90.92	90.92	3.39	7.30	3.50	4.30	6.64	3.91
Movement LOS	E	E	E	E	F	F	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	65.47			77.55			6.85			6.45		
Approach LOS		E			E			A			A	
d_I, Intersection Delay [s/veh]					14.88							
Intersection LOS						B						
Intersection V/C					0.496							

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	187	1467	1467
d_b, Bicycle Delay [s]	61.65	61.65	5.33	5.33
I_b,int, Bicycle LOS Score for Intersection	1.645	1.825	3.036	2.642
Bicycle LOS	A	A	C	B

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 7: SH-44 and S Middleton Rd**

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.533

**Intersection Setup**

Name	S Middleton Rd		SH-44		SH-44	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	300.00	100.00	215.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	Yes		Yes		Yes	
Crosswalk	No		No		No	

**Volumes**

Name	S Middleton Rd		SH-44		SH-44	
Base Volume Input [veh/h]	241	211	499	179	248	518
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.30	4.30	3.60	3.60	3.10	3.10
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	211	499	179	248	518
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	62	147	53	73	152
Total Analysis Volume [veh/h]	284	248	587	211	292	609
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No					
Signal Coordination Group	1 - Coordination Group					
Cycle Length [s]	150					
Coordination Type	Time of Day Pattern Coordinated					
Actuation Type	Fully actuated					
Offset [s]	121.0					
Offset Reference	Lead Green - Beginning of First Green					
Permissive Mode	SingleBand					
Lost time [s]	0.00					

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	ProtPerm	Permissive
Signal Group	6	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lag	-	-	-	Lead	-
Minimum Green [s]	10	0	10	0	5	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	47	0	91	0	12	103
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	2	0	63	0	0	5
Pedestrian Clearance [s]	10	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	Yes		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	50.0	0.0	155.0	0.0	50.0	155.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	28	28	100	100	114	114
g / C, Green / Cycle	0.19	0.19	0.67	0.67	0.76	0.76
(v / s)_i Volume / Saturation Flow Rate	0.16	0.16	0.32	0.13	0.32	0.33
s, saturation flow rate [veh/h]	1748	1560	1846	1569	922	1853
c, Capacity [veh/h]	324	289	1231	1046	642	1411
d1, Uniform Delay [s]	59.33	59.08	12.20	9.62	8.10	6.37
k, delay calibration	0.14	0.13	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.37	8.59	1.33	0.43	2.32	0.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.88	0.86	0.48	0.20	0.46	0.43
d, Delay for Lane Group [s/veh]	68.70	67.67	13.53	10.05	10.42	7.34
Lane Group LOS	E	E	B	B	B	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	11.44	9.90	10.12	2.86	2.97	7.00
50th-Percentile Queue Length [ft/ln]	285.96	247.58	252.96	71.59	74.23	175.09
95th-Percentile Queue Length [veh/ln]	16.99	15.06	15.34	5.15	5.34	11.34
95th-Percentile Queue Length [ft/ln]	424.63	376.61	383.38	128.86	133.62	283.60

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	68.70	67.67	13.53	10.05	10.42	7.34
Movement LOS	E	E	B	B	B	A
d_A, Approach Delay [s/veh]	68.22		12.61		8.34	
Approach LOS	E		B		A	
d_I, Intersection Delay [s/veh]		24.14				
Intersection LOS		C				
Intersection V/C		0.533				

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	574	1161	1321
d_b, Bicycle Delay [s]	38.12	13.20	8.64
I_b,int, Bicycle LOS Score for Intersection	1.560	2.876	3.046
Bicycle LOS	A	C	C

**Sequence**

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: E:\...\22011 2025 Build.vistro  
Report File: E:\...\6 2025 Build PM.pdfScenario 2 2025 PM Build  
3/30/2023**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SH-44 and Emmett Rd	Signalized	HCM 6th Edition	SB Right	0.493	23.3	C
2	SH-44 and Hartley	Signalized	HCM 6th Edition	NB Right	0.521	17.6	B
3	SH-44 and Cemetery Rd	Signalized	HCM 6th Edition	SB Right	0.514	17.2	B
4	SH-44 and Hawthorne Ave	Two-way stop	HCM 6th Edition	SB Left	0.141	32.8	D
5	SH-44 and N Middleton Rd	Two-way stop	HCM 6th Edition	SB Left	0.333	47.3	E
6	SH-44 and Duff Ln	Signalized	HCM 6th Edition	SB Right	0.482	13.9	B
7	SH-44 and S Middleton Rd	Signalized	HCM 6th Edition	NB Left	0.522	24.4	C

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

**Intersection Level Of Service Report**  
**Intersection 1: SH-44 and Emmett Rd**

Control Type:	Signalized	Delay (sec / veh):	23.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.493

**Intersection Setup**

Name	Northbound			Emmett Rd			SH-44			Southbound		
Approach												
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	200.00	200.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

**Volumes**

Name				Emmett Rd			SH-44					
Base Volume Input [veh/h]	19	21	19	112	14	178	216	634	14	14	453	176
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	3.30	3.30	3.30	3.90	3.90	3.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	21	19	112	14	178	216	634	14	14	453	176
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	5	5	29	4	46	56	165	4	4	118	46
Total Analysis Volume [veh/h]	20	22	20	117	15	185	225	660	15	15	472	183
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		0
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		0
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		0
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		0
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		0
Bicycle Volume [bicycles/h]	0			0			0			0		0

Version 2021 (SP 0-6)

## Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

## Phasing & Timing

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	150	150	150	150	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	5.30	5.30	5.30	5.30	6.00	6.00	6.00	6.00	6.00	6.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	3.30	0.00	3.30	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	29	18	29	21	109	101	101	109	95	95
g / C, Green / Cycle	0.20	0.12	0.20	0.14	0.73	0.67	0.67	0.73	0.63	0.63
(v / s)_i Volume / Saturation Flow Rate	0.02	0.02	0.08	0.12	0.22	0.36	0.01	0.02	0.26	0.12
s, saturation flow rate [veh/h]	1309	1725	1493	1608	1009	1850	1573	821	1841	1565
c, Capacity [veh/h]	184	211	335	228	686	1244	1057	524	1163	988
d1, Uniform Delay [s]	50.10	59.18	51.86	63.10	8.09	12.54	8.14	8.37	13.70	11.54
k, delay calibration	0.11	0.11	0.11	0.11	0.49	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.26	0.46	0.62	10.96	1.24	1.62	0.02	0.10	1.05	0.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.11	0.20	0.35	0.88	0.33	0.53	0.01	0.03	0.41	0.19
d, Delay for Lane Group [s/veh]	50.36	59.64	52.48	74.06	9.33	14.16	8.17	8.47	14.76	11.95
Lane Group LOS	D	E	D	E	A	B	A	A	B	B
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.62	1.45	3.80	8.05	2.12	10.43	0.15	0.13	7.52	2.46
50th-Percentile Queue Length [ft/ln]	15.46	36.17	95.12	201.16	52.95	260.77	3.82	3.13	188.12	61.48
95th-Percentile Queue Length [veh/ln]	1.11	2.60	6.85	12.70	3.81	15.73	0.28	0.23	12.02	4.43
95th-Percentile Queue Length [ft/ln]	27.83	65.11	171.21	317.46	95.32	393.18	6.88	5.63	300.59	110.67

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	50.36	59.64	59.64	52.48	74.06	74.06	9.33	14.16	8.17	8.47	14.76	11.95
Movement LOS	D	E	E	D	E	E	A	B	A	A	B	B
d_A, Approach Delay [s/veh]	56.64			66.10			12.85			13.85		
Approach LOS		E			E			B			B	
d_I, Intersection Delay [s/veh]					23.25							
Intersection LOS						C						
Intersection V/C					0.493							

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	409	409	1147	1147
d_b, Bicycle Delay [s]	47.43	47.43	13.65	13.65
I_b,int, Bicycle LOS Score for Intersection	1.662	2.083	3.045	2.665
Bicycle LOS	A	B	C	B

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 2: SH-44 and Hartley**

Control Type:	Signalized	Delay (sec / veh):	17.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			SH-44
Approach													
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1	
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	225.00	100.00	225.00	150.00	100.00	225.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	35.00			35.00			40.00			40.00			
Grade [%]	0.00			0.00			0.00			0.00			
Curb Present	No			No			No			No			
Crosswalk	No			No			No			No			

**Volumes**

Name										SH-44		
Base Volume Input [veh/h]	25	3	102	60	2	30	43	715	42	46	588	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	4.30	4.30	4.30	3.90	3.90	3.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	3	102	60	2	30	43	715	42	46	588	70
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	27	16	1	8	11	190	11	12	156	19
Total Analysis Volume [veh/h]	27	3	109	64	2	32	46	761	45	49	626	74
Presence of On-Street Parking	No		No									
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0					0			0			0
v_di, Inbound Pedestrian Volume crossing m	0					0			0			0
v_co, Outbound Pedestrian Volume crossing	0					0			0			0
v_ci, Inbound Pedestrian Volume crossing mi	0					0			0			0
v_ab, Corner Pedestrian Volume [ped/h]	0					0			0			0
Bicycle Volume [bicycles/h]	0					0			0			0

## Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	75.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

## Phasing & Timing

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	150	150	150	150	150	150	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	4.60	4.60	4.60	4.60	4.60	4.60	4.90	4.90	4.90	4.90	4.90	4.90
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	2.60	2.60	0.00	2.60	2.60	0.00	2.90	2.90	0.00	2.90	2.90
g_i, Effective Green Time [s]	22	12	12	22	14	14	118	109	109	118	109	109
g / C, Green / Cycle	0.15	0.08	0.08	0.15	0.09	0.09	0.79	0.73	0.73	0.79	0.73	0.73
(v / s)_i Volume / Saturation Flow Rate	0.02	0.00	0.07	0.04	0.00	0.02	0.05	0.41	0.03	0.06	0.34	0.05
s, saturation flow rate [veh/h]	1540	1900	1615	1573	1900	1615	843	1835	1560	759	1841	1565
c, Capacity [veh/h]	296	152	129	301	178	151	622	1335	1135	532	1340	1139
d1, Uniform Delay [s]	55.33	63.55	68.04	56.50	61.67	62.85	5.12	9.53	5.75	6.66	8.42	5.83
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.13	0.05	13.51	0.35	0.02	0.69	0.05	1.77	0.07	0.34	1.17	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.09	0.02	0.84	0.21	0.01	0.21	0.07	0.57	0.04	0.09	0.47	0.06
d, Delay for Lane Group [s/veh]	55.46	63.60	81.55	56.85	61.69	63.54	5.17	11.30	5.81	7.00	9.59	5.94
Lane Group LOS	E	E	F	E	E	E	A	B	A	A	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.90	0.11	4.60	2.18	0.07	1.16	0.27	11.07	0.39	0.32	8.01	0.66
50th-Percentile Queue Length [ft/ln]	22.48	2.70	115.02	54.49	1.76	29.00	6.64	276.85	9.80	8.12	200.33	16.38
95th-Percentile Queue Length [veh/ln]	1.62	0.19	8.12	3.92	0.13	2.09	0.48	16.53	0.71	0.58	12.66	1.18
95th-Percentile Queue Length [ft/ln]	40.47	4.86	202.96	98.09	3.18	52.20	11.95	413.29	17.64	14.61	316.39	29.49

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	55.46	63.60	81.55	56.85	61.69	63.54	5.17	11.30	5.81	7.00	9.59	5.94
Movement LOS	E	E	F	E	E	E	A	B	A	A	A	A
d_A, Approach Delay [s/veh]	76.09			59.13			10.68			9.06		
Approach LOS	E			E			B			A		
d_I, Intersection Delay [s/veh]					17.55							
Intersection LOS						B						
Intersection V/C					0.521							

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	232	232	1375	1375
d_b, Bicycle Delay [s]	58.60	58.60	7.33	7.33
I_b,int, Bicycle LOS Score for Intersection	1.789	1.721	2.965	2.795
Bicycle LOS	A	A	C	C

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 3: SH-44 and Cemetery Rd**

Control Type:	Signalized	Delay (sec / veh):	17.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.514

**Intersection Setup**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	75.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

**Volumes**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Base Volume Input [veh/h]	17	5	21	101	14	116	122	702	57	11	630	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	3.30	3.30	3.30	3.30	3.30	3.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	5	21	101	14	116	122	702	57	11	630	107
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	6	28	4	32	34	193	16	3	173	29
Total Analysis Volume [veh/h]	19	5	23	111	15	127	134	771	63	12	692	118
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0	
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0	
v_co, Outbound Pedestrian Volume crossing	0				0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0	
Bicycle Volume [bicycles/h]	0				0			0			0	

## Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	5.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

## Phasing & Timing

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	150	150	150	150	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	22	8	22	15	120	114	114	120	111	111
g / C, Green / Cycle	0.15	0.05	0.15	0.10	0.80	0.76	0.76	0.80	0.74	0.74
(v / s)_i Volume / Saturation Flow Rate	0.01	0.02	0.07	0.09	0.17	0.42	0.04	0.02	0.37	0.08
s, saturation flow rate [veh/h]	1383	1659	1630	1641	804	1850	1573	727	1850	1573
c, Capacity [veh/h]	169	86	291	168	593	1404	1193	529	1366	1161
d1, Uniform Delay [s]	55.58	68.56	58.03	66.11	5.69	7.48	4.55	5.48	8.20	5.55
k, delay calibration	0.11	0.11	0.11	0.11	0.34	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.29	2.16	0.82	10.80	0.60	1.55	0.08	0.08	1.34	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.11	0.32	0.38	0.84	0.23	0.55	0.05	0.02	0.51	0.10
d, Delay for Lane Group [s/veh]	55.87	70.71	58.85	76.91	6.29	9.03	4.63	5.56	9.54	5.72
Lane Group LOS	E	E	E	E	A	A	A	A	A	A
Critical Lane Group	Yes	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.64	1.10	3.95	5.90	0.86	9.76	0.48	0.08	9.10	1.05
50th-Percentile Queue Length [ft/ln]	16.11	27.52	98.78	147.59	21.57	244.06	12.06	1.88	227.57	26.21
95th-Percentile Queue Length [veh/ln]	1.16	1.98	7.11	9.89	1.55	14.89	0.87	0.14	14.05	1.89
95th-Percentile Queue Length [ft/ln]	29.00	49.54	177.80	247.21	38.83	372.16	21.72	3.39	351.27	47.17

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	55.87	70.71	70.71	58.85	76.91	76.91	6.29	9.03	4.63	5.56	9.54	5.72
Movement LOS	E	E	E	E	E	E	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	64.71			68.99			8.36			8.93		
Approach LOS		E			E			A			A	
d_I, Intersection Delay [s/veh]					17.19							
Intersection LOS						B						
Intersection V/C					0.514							

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	160	293	1360	1227
d_b, Bicycle Delay [s]	63.47	54.61	7.68	11.21
I_b,int, Bicycle LOS Score for Intersection	1.637	1.977	3.157	2.916
Bicycle LOS	A	A	C	C

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 4: SH-44 and Hawthorne Ave**

Control Type:	Two-way stop	Delay (sec / veh):	32.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.141

**Intersection Setup**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

**Volumes**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Base Volume Input [veh/h]	9	1	35	22	3	64	59	747	33	34	749	41
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	2.60	2.60	2.60	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	1	35	22	3	64	59	747	33	34	749	41
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	10	6	1	18	16	205	9	9	206	11
Total Analysis Volume [veh/h]	10	1	38	24	3	70	65	821	36	37	823	45
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.06	0.00	0.10	0.14	0.01	0.19	0.08	0.01	0.00	0.05	0.01	0.00
d_M, Delay for Movement [s/veh]	28.70	22.49	17.19	32.77	29.32	21.53	10.08	0.00	0.00	9.85	0.00	0.00
Movement LOS	D	C	C	D	D	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.59	0.59	0.59	1.49	1.49	1.49	0.27	0.00	0.00	0.15	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.69	14.69	14.69	37.37	37.37	37.37	6.86	0.00	0.00	3.73	0.00	0.00
d_A, Approach Delay [s/veh]		19.65			24.55			0.71			0.40	
Approach LOS		C			C			A			A	
d_I, Intersection Delay [s/veh]							2.21					
Intersection LOS							D					

**Intersection Level Of Service Report**  
**Intersection 5: SH-44 and N Middleton Rd**

Control Type:	Two-way stop	Delay (sec / veh):	47.3
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.333

**Intersection Setup**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Base Volume Input [veh/h]	0	0	101	41	4	251	195	623	6	38	632	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.80	0.80	0.80	2.20	2.20	2.20	2.80	2.80	2.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	101	41	4	251	195	623	6	38	632	68
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	26	10	1	64	50	159	2	10	161	17
Total Analysis Volume [veh/h]	0	0	103	42	4	256	199	636	6	39	645	69
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	3	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.21	0.33	0.02	0.54	0.22	0.01	0.00	0.04	0.01	0.00
d_M, Delay for Movement [s/veh]	164.48	69.60	14.55	47.25	24.49	21.13	10.24	0.00	0.00	9.00	0.00	0.00
Movement LOS	F	F	B	E	C	C	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.81	0.81	0.81	1.33	0.06	3.15	0.86	0.00	0.00	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	20.17	20.17	20.17	33.29	1.62	78.82	21.53	0.00	0.00	3.25	0.00	0.00
d_A, Approach Delay [s/veh]		14.55			24.81			2.42			0.47	
Approach LOS		B		C			A			A		
d_I, Intersection Delay [s/veh]							5.69					
Intersection LOS							E					

**Intersection Level Of Service Report**  
**Intersection 6: SH-44 and Duff Ln**

Control Type:	Signalized	Delay (sec / veh):	13.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

**Intersection Setup**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			No			No			No		

**Volumes**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Base Volume Input [veh/h]	42	10	19	33	5	68	100	567	31	32	693	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	1.30	1.30	1.30	1.90	1.90	1.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	10	19	33	5	68	100	567	31	32	693	83
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	3	5	9	1	18	27	152	8	9	186	22
Total Analysis Volume [veh/h]	45	11	20	35	5	73	108	610	33	34	745	89
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0	
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0	
v_co, Outbound Pedestrian Volume crossing	0				0			0			0	
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0	
Bicycle Volume [bicycles/h]	0				0			0			0	

## Intersection Settings

Located in CBD	No
Signal Coordination Group	1 - Coordination Group
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	100.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

## Phasing & Timing

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	150	150	150	150	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	0.00	2.00	2.00	0.00	2.00	2.00
g_i, Effective Green Time [s]	18	10	18	10	124	116	116	124	115	115
g / C, Green / Cycle	0.12	0.07	0.12	0.06	0.83	0.77	0.77	0.83	0.77	0.77
(v / s)_i Volume / Saturation Flow Rate	0.03	0.02	0.02	0.05	0.14	0.32	0.02	0.04	0.40	0.06
s, saturation flow rate [veh/h]	1512	1706	1534	1631	780	1880	1598	858	1871	1591
c, Capacity [veh/h]	192	117	233	104	599	1454	1236	686	1432	1218
d1, Uniform Delay [s]	59.54	66.27	59.05	69.01	4.75	5.72	3.94	3.38	6.85	4.37
k, delay calibration	0.20	0.20	0.20	0.20	0.31	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.15	2.24	0.55	17.99	0.41	0.89	0.04	0.14	1.35	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.23	0.27	0.15	0.75	0.18	0.42	0.03	0.05	0.52	0.07
d, Delay for Lane Group [s/veh]	60.69	68.51	59.60	86.99	5.16	6.61	3.98	3.51	8.21	4.49
Lane Group LOS	E	E	E	F	A	A	A	A	A	A
Critical Lane Group	Yes	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.58	1.18	1.21	3.40	0.44	5.25	0.20	0.14	7.64	0.58
50th-Percentile Queue Length [ft/ln]	39.40	29.45	30.17	85.09	11.04	131.33	4.91	3.47	191.03	14.51
95th-Percentile Queue Length [veh/ln]	2.84	2.12	2.17	6.13	0.80	9.01	0.35	0.25	12.17	1.04
95th-Percentile Queue Length [ft/ln]	70.92	53.00	54.31	153.17	19.88	225.30	8.83	6.24	304.36	26.12

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	60.69	68.51	68.51	59.60	86.99	86.99	5.16	6.61	3.98	3.51	8.21	4.49
Movement LOS	E	E	E	E	F	F	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	63.88			78.51			6.28			7.64		
Approach LOS	E			E			A			A		
d_I, Intersection Delay [s/veh]				13.87								
Intersection LOS				B								
Intersection V/C				0.482								

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	187	187	1467	1467
d_b, Bicycle Delay [s]	61.64	61.64	5.33	5.33
I_b,int, Bicycle LOS Score for Intersection	1.685	1.746	2.799	2.992
Bicycle LOS	A	A	C	C

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 7: SH-44 and S Middleton Rd**

Control Type:	Signalized	Delay (sec / veh):	24.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.522

**Intersection Setup**

Name	S Middleton Rd		SH-44		SH-44	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	300.00	100.00	215.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	Yes		Yes		Yes	
Crosswalk	No		No		No	

**Volumes**

Name	S Middleton Rd		SH-44		SH-44	
Base Volume Input [veh/h]	326	232	509	267	249	580
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	2.40	2.70	2.70	2.50	2.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	326	232	509	267	249	580
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	60	131	69	64	149
Total Analysis Volume [veh/h]	336	239	525	275	257	598
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No					
Signal Coordination Group	1 - Coordination Group					
Cycle Length [s]	150					
Coordination Type	Time of Day Pattern Coordinated					
Actuation Type	Fully actuated					
Offset [s]	132.0					
Offset Reference	Lead Green - Beginning of First Green					
Permissive Mode	SingleBand					
Lost time [s]	0.00					

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	ProtPerm	Permissive
Signal Group	6	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lag	-	-	-	Lead	-
Minimum Green [s]	10	0	10	0	5	10
Maximum Green [s]	30	0	30	0	30	30
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	57	0	83	0	10	93
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	2	0	63	0	0	5
Pedestrian Clearance [s]	10	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	Yes		No		No	No
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	50.0	0.0	155.0	0.0	50.0	155.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	150	150	150	150	150	150
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	32	32	96	96	110	110
g / C, Green / Cycle	0.21	0.21	0.64	0.64	0.73	0.73
(v / s)_i Volume / Saturation Flow Rate	0.19	0.15	0.28	0.17	0.26	0.32
s, saturation flow rate [veh/h]	1775	1584	1859	1581	970	1862
c, Capacity [veh/h]	379	338	1192	1013	657	1365
d1, Uniform Delay [s]	57.13	54.55	13.44	11.67	8.46	7.87
k, delay calibration	0.12	0.11	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.71	2.71	1.18	0.66	1.75	1.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.89	0.71	0.44	0.27	0.39	0.44
d, Delay for Lane Group [s/veh]	64.84	57.25	14.62	12.33	10.22	8.89
Lane Group LOS	E	E	B	B	B	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	13.27	8.72	9.38	4.28	2.87	7.85
50th-Percentile Queue Length [ft/ln]	331.86	217.95	234.62	106.97	71.68	196.35
95th-Percentile Queue Length [veh/ln]	19.25	13.56	14.41	7.67	5.16	12.45
95th-Percentile Queue Length [ft/ln]	481.24	339.00	360.23	191.78	129.02	311.25

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	64.84	57.25	14.62	12.33	10.22	8.89
Movement LOS	E	E	B	B	B	A
d_A, Approach Delay [s/veh]	61.69		13.83		9.29	
Approach LOS	E		B		A	
d_I, Intersection Delay [s/veh]		24.43				
Intersection LOS		C				
Intersection V/C		0.522				

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	707	1054	1187
d_b, Bicycle Delay [s]	31.32	16.77	12.37
I_b,int, Bicycle LOS Score for Intersection	1.560	2.880	2.970
Bicycle LOS	A	C	C

**Sequence**

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Report File: E:\...\7 2035 No Build AM.pdfScenario 1 2035 AM No Build  
3/30/2023**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SH-44 and Emmett Rd	Two-way stop	HCM 6th Edition	NB Thru	1.356	10,000.0	F
2	SH-44 and Hartley	Signalized	HCM 6th Edition	NB Right	0.570	15.4	B
3	SH-44 and Cemetery Rd	Two-way stop	HCM 6th Edition	NB Left	2.938	1,527.8	F
4	SH-44 and Hawthorne Ave	Two-way stop	HCM 6th Edition	SB Left	0.377	62.9	F
5	SH-44 and N Middleton Rd	Two-way stop	HCM 6th Edition	SB Left	5.327	2,543.0	F
6	SH-44 and Duff Ln	Two-way stop	HCM 6th Edition	SB Left	7.300	3,503.1	F
7	SH-44 and S Middleton Rd	Signalized	HCM 6th Edition	NB Right	0.739	26.4	C

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

**Intersection Level Of Service Report**  
**Intersection 1: SH-44 and Emmett Rd**

Control Type: Two-way stop  
Analysis Method: HCM 6th Edition  
Analysis Period: 15 minutes

Delay (sec / veh): 10,000.0  
Level Of Service: F  
Volume to Capacity (v/c): 1.356

**Intersection Setup**

Name				Emmett Rd			SH-44					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	250.00	150.00	100.00	100.00	215.00	100.00	215.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name				Emmett Rd			SH-44					
Base Volume Input [veh/h]	39	33	20	100	58	297	190	441	40	28	603	181
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	1.70	1.70	1.70	6.10	6.10	6.10	6.50	6.50	6.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	33	20	100	58	297	190	441	40	28	603	181
Peak Hour Factor	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	10	6	32	18	94	60	140	13	9	191	57
Total Analysis Volume [veh/h]	49	42	25	127	73	376	241	558	51	35	763	229
Pedestrian Volume [ped/h]	0			0			0			0		

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## Intersection Settings

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

## Movement, Approach, & Intersection Results

**Intersection Level Of Service Report**  
**Intersection 2: SH-44 and Hartley**

Control Type:	Signalized	Delay (sec / veh):	15.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.570

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			SH-44
Approach													
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1	
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	225.00	100.00	225.00	150.00	100.00	225.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	35.00			35.00			40.00			40.00			
Grade [%]	0.00			0.00			0.00			0.00			
Curb Present	No			No			No			No			
Crosswalk	No			No			No			No			

**Volumes**

Name										SH-44		
Base Volume Input [veh/h]	18	8	120	42	4	54	27	508	40	126	773	93
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.50	2.50	2.50	6.40	6.40	6.40	5.30	5.30	5.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	8	120	42	4	54	27	508	40	126	773	93
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	2	33	11	1	15	7	138	11	34	210	25
Total Analysis Volume [veh/h]	20	9	130	46	4	59	29	552	43	137	840	101
Presence of On-Street Parking	No		No									
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		0
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		0
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		0
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		0
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		0
Bicycle Volume [bicycles/h]	0			0			0			0		0

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## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

## Phasing & Timing

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	97	97	97	97	97	97	97	97	97	97	97	97
L, Total Lost Time per Cycle [s]	4.60	4.60	4.60	4.60	4.60	4.60	4.90	4.90	4.90	4.90	4.90	4.90
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	0.00	2.60	2.60	0.00	2.60	2.60	0.00	2.90	2.90	0.00	2.90	2.90
g_i, Effective Green Time [s]	18	10	10	18	11	11	70	60	60	70	62	62
g / C, Green / Cycle	0.19	0.10	0.10	0.19	0.12	0.12	0.72	0.62	0.62	0.72	0.64	0.64
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.08	0.03	0.00	0.04	0.04	0.31	0.03	0.15	0.46	0.07
s, saturation flow rate [veh/h]	1532	1900	1615	1527	1862	1583	719	1804	1533	934	1820	1547
c, Capacity [veh/h]	395	195	166	390	220	187	428	1111	944	638	1161	987
d1, Uniform Delay [s]	32.62	39.44	42.69	33.12	38.02	39.41	8.92	10.38	7.41	5.92	11.88	6.85
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.05	0.10	7.82	0.13	0.03	0.96	0.07	0.35	0.02	0.17	0.87	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.05	0.05	0.78	0.12	0.02	0.32	0.07	0.50	0.05	0.21	0.72	0.10
d, Delay for Lane Group [s/veh]	32.67	39.53	50.51	33.25	38.06	40.37	8.98	10.72	7.43	6.09	12.75	6.89
Lane Group LOS	C	D	D	C	D	D	A	B	A	A	B	A
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.39	0.20	3.35	0.91	0.09	1.32	0.14	5.73	0.32	0.68	10.37	0.71
50th-Percentile Queue Length [ft/ln]	9.70	4.92	83.85	22.68	2.13	33.05	3.40	143.16	7.94	16.91	259.18	17.78
95th-Percentile Queue Length [veh/ln]	0.70	0.35	6.04	1.63	0.15	2.38	0.25	9.65	0.57	1.22	15.65	1.28
95th-Percentile Queue Length [ft/ln]	17.46	8.85	150.93	40.82	3.84	59.50	6.13	241.27	14.30	30.44	391.20	32.00

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	32.67	39.53	50.51	33.25	38.06	40.37	8.98	10.72	7.43	6.09	12.75	6.89
Movement LOS	C	D	D	C	D	D	A	B	A	A	B	A
d_A, Approach Delay [s/veh]	47.64			37.28			10.42			11.36		
Approach LOS		D			D			B			B	
d_I, Intersection Delay [s/veh]					15.42							
Intersection LOS							B					
Intersection V/C					0.570							

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	419	419	1665	2055
d_b, Bicycle Delay [s]	30.45	30.45	1.37	0.04
I_b,int, Bicycle LOS Score for Intersection	1.822	1.739	2.589	3.338
Bicycle LOS	A	A	B	C

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 3: SH-44 and Cemetery Rd**

Control Type:	Two-way stop	Delay (sec / veh):	1,527.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.938

**Intersection Setup**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	75.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

**Volumes**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Base Volume Input [veh/h]	29	1	24	94	22	182	65	560	57	9	821	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	1.20	1.20	1.20	5.70	5.70	5.70	5.00	5.00	5.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1	24	94	22	182	65	560	57	9	821	108
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	0	7	28	6	54	19	165	17	3	241	32
Total Analysis Volume [veh/h]	34	1	28	111	26	214	76	659	67	11	966	127
Pedestrian Volume [ped/h]	0			0			0			0		

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## Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

## Movement, Approach, & Intersection Results

**Intersection Level Of Service Report**  
**Intersection 4: SH-44 and Hawthorne Ave**

Control Type:	Two-way stop	Delay (sec / veh):	62.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.377

**Intersection Setup**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Base Volume Input [veh/h]	2	1	10	44	1	51	52	681	6	12	930	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	3.80	3.80	3.80	4.70	4.70	4.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	10	44	1	51	52	681	6	12	930	39
Peak Hour Factor	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800	0.7800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	14	0	16	17	218	2	4	298	13
Total Analysis Volume [veh/h]	3	1	13	56	1	65	67	873	8	15	1192	50
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.04	0.01	0.04	0.38	0.01	0.29	0.12	0.01	0.00	0.02	0.01	0.00
d_M, Delay for Movement [s/veh]	55.08	28.69	16.88	62.92	59.68	54.84	12.38	0.00	0.00	9.86	0.00	0.00
Movement LOS	F	D	C	F	F	F	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	4.03	4.03	4.03	0.41	0.00	0.00	0.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.76	6.76	6.76	100.66	100.66	100.66	10.24	0.00	0.00	1.52	0.00	0.00
d_A, Approach Delay [s/veh]		24.31			58.59			0.88			0.12	
Approach LOS		C			F			A			A	
d_I, Intersection Delay [s/veh]							3.64					
Intersection LOS							F					

**Intersection Level Of Service Report**  
**Intersection 5: SH-44 and N Middleton Rd**

Control Type:	Two-way stop	Delay (sec / veh):	2,543.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	5.327

**Intersection Setup**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Base Volume Input [veh/h]	0	0	69	56	7	252	157	843	1	83	625	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	4.00	4.00	4.00	3.70	3.70	3.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	69	56	7	252	157	843	1	83	625	120
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	21	17	2	75	47	251	0	25	186	36
Total Analysis Volume [veh/h]	0	0	82	67	8	300	187	1004	1	99	744	143
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	3	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.28	5.33	0.13	0.72	0.25	0.01	0.00	0.15	0.01	0.00
d_M, Delay for Movement [s/veh]	840.09	191.28	21.76	2543.04	74.42	32.68	11.33	0.00	0.00	11.17	0.00	0.00
Movement LOS	F	F	C	F	F	D	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	1.10	1.10	1.10	9.46	0.43	5.55	0.97	0.00	0.00	0.51	0.00	0.00
95th-Percentile Queue Length [ft/ln]	27.61	27.61	27.61	236.48	10.87	138.69	24.36	0.00	0.00	12.64	0.00	0.00
d_A, Approach Delay [s/veh]		21.76			482.09			1.78			1.12	
Approach LOS		C			F			A			A	
d_I, Intersection Delay [s/veh]							70.51					
Intersection LOS								F				

**Intersection Level Of Service Report****Intersection 6: SH-44 and Duff Ln**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 3,503.1  
 Level Of Service: F  
 Volume to Capacity (v/c): 7.300

**Intersection Setup**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Base Volume Input [veh/h]	65	13	45	143	21	142	96	807	130	37	603	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	3.70	3.70	3.70	4.70	4.70	4.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	13	45	143	21	142	96	807	130	37	603	52
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	4	13	41	6	41	28	232	37	11	173	15
Total Analysis Volume [veh/h]	75	15	52	164	24	163	110	928	149	43	693	60
Pedestrian Volume [ped/h]	0			0			0			0		

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## Intersection Settings

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

## Movement, Approach, & Intersection Results

**Intersection Level Of Service Report**  
**Intersection 7: SH-44 and S Middleton Rd**

Control Type:	Signalized	Delay (sec / veh):	26.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

**Intersection Setup**

Name	S Middleton Rd		SH-44		SH-44	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	300.00	100.00	215.00	300.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	Yes		Yes		Yes	
Crosswalk	No		No		No	

**Volumes**

Name	S Middleton Rd		SH-44		SH-44	
Base Volume Input [veh/h]	313	317	654	188	271	605
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.30	4.30	3.60	3.60	3.10	3.10
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	313	317	654	188	271	605
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	93	192	55	80	178
Total Analysis Volume [veh/h]	368	373	769	221	319	712
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No					
Signal Coordination Group	-					
Cycle Length [s]	150					
Coordination Type	Time of Day Pattern Coordinated					
Actuation Type	Fully actuated					
Offset [s]	0.0					
Offset Reference	Lead Green - Beginning of First Green					
Permissive Mode	SingleBand					
Lost time [s]	0.00					

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	ProtPerm	Permissive
Signal Group	6	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lag	-	-	-	Lead	-
Minimum Green [s]	10	0	10	0	5	10
Maximum Green [s]	30	0	121	0	30	130
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	16	0	125	0	9	134
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	2	0	63	0	0	5
Pedestrian Clearance [s]	10	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		Yes		No	Yes
Maximum Recall	No		No		No	No
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	50.0	0.0	155.0	0.0	50.0	155.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	107	107	107	107	107	107
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	28	28	56	56	71	71
g / C, Green / Cycle	0.26	0.26	0.52	0.52	0.66	0.66
(v / s)_i Volume / Saturation Flow Rate	0.21	0.24	0.42	0.14	0.36	0.38
s, saturation flow rate [veh/h]	1748	1560	1846	1569	894	1853
c, Capacity [veh/h]	458	409	960	816	456	1229
d1, Uniform Delay [s]	36.85	38.23	21.11	14.33	18.42	9.86
k, delay calibration	0.27	0.34	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.85	20.48	1.60	0.18	1.95	0.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.80	0.91	0.80	0.27	0.70	0.58
d, Delay for Lane Group [s/veh]	44.69	58.72	22.71	14.51	20.37	10.30
Lane Group LOS	D	E	C	B	C	B
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.96	11.75	15.69	3.02	3.11	8.64
50th-Percentile Queue Length [ft/ln]	249.02	293.81	392.33	75.48	77.66	215.93
95th-Percentile Queue Length [veh/ln]	15.14	17.37	22.19	5.43	5.59	13.46
95th-Percentile Queue Length [ft/ln]	378.42	434.37	554.75	135.87	139.80	336.43

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	44.69	58.72	22.71	14.51	20.37	10.30
Movement LOS	D	E	C	B	C	B
d_A, Approach Delay [s/veh]	51.75		20.88		13.42	
Approach LOS	D		C		B	
d_I, Intersection Delay [s/veh]		26.38				
Intersection LOS			C			
Intersection V/C		0.739				

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	225	2266	2435
d_b, Bicycle Delay [s]	42.07	0.95	2.52
I_b,int, Bicycle LOS Score for Intersection	1.560	3.193	3.261
Bicycle LOS	A	C	C

**Sequence**

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: E:\...\22011 2035 No Build.vistro  
Report File: E:\...\8 2035 No Build PM.pdfScenario 2 2035 PM No Build  
3/30/2023**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SH-44 and Emmett Rd	Two-way stop	HCM 6th Edition	NB Thru	2.064	10,000.0	F
2	SH-44 and Hartley	Signalized	HCM 6th Edition	NB Right	0.554	16.4	B
3	SH-44 and Cemetery Rd	Two-way stop	HCM 6th Edition	NB Left	4.349	2,033.7	F
4	SH-44 and Hawthorne Ave	Two-way stop	HCM 6th Edition	SB Left	0.177	39.0	E
5	SH-44 and N Middleton Rd	Two-way stop	HCM 6th Edition	SB Left	0.414	78.9	F
6	SH-44 and Duff Ln	Two-way stop	HCM 6th Edition	NB Left	72.163	10,000.0	F
7	SH-44 and S Middleton Rd	Signalized	HCM 6th Edition	NB Right	0.578	24.5	C

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

**Intersection Level Of Service Report**  
**Intersection 1: SH-44 and Emmett Rd**

Control Type: Two-way stop  
Analysis Method: HCM 6th Edition  
Analysis Period: 15 minutes

Delay (sec / veh): 10,000.0  
Level Of Service: F  
Volume to Capacity (v/c): 2.064

**Intersection Setup**

Name				Emmett Rd			SH-44					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00	150.00	100.00	100.00	215.00	100.00	215.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name				Emmett Rd			SH-44					
Base Volume Input [veh/h]	60	55	39	119	41	288	305	696	50	20	546	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	3.30	3.30	3.30	3.90	3.90	3.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	55	39	119	41	288	305	696	50	20	546	184
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	14	10	31	11	75	79	181	13	5	142	48
Total Analysis Volume [veh/h]	63	57	41	124	43	300	318	725	52	21	569	192
Pedestrian Volume [ped/h]	0			0			0			0		

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## Intersection Settings

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

## Movement, Approach, & Intersection Results

**Intersection Level Of Service Report**  
**Intersection 2: SH-44 and Hartley**

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.554

**Intersection Setup**

Name	Northbound			Southbound			Eastbound			Westbound			SH-44
Approach													
Lane Configuration													
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1	
Entry Pocket Length [ft]	150.00	100.00	150.00	150.00	100.00	150.00	225.00	100.00	225.00	150.00	100.00	225.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	35.00			35.00			40.00			40.00			
Grade [%]	0.00			0.00			0.00			0.00			
Curb Present	No			No			No			No			
Crosswalk	No			No			No			No			

**Volumes**

Name										SH-44		
Base Volume Input [veh/h]	18	4	121	83	3	25	34	796	40	70	692	94
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	4.30	4.30	4.30	3.90	3.90	3.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	4	121	83	3	25	34	796	40	70	692	94
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	32	22	1	7	9	212	11	19	184	25
Total Analysis Volume [veh/h]	19	4	129	88	3	27	36	847	43	74	736	100
Presence of On-Street Parking	No		No									
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		0
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		0
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		0
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		0
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		0
Bicycle Volume [bicycles/h]	0			0			0			0		0

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## Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	150
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

## Phasing & Timing

#### **Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	103	103	103	103	103	103	103	103	103	103	103	103
L, Total Lost Time per Cycle [s]	4.60	4.60	4.60	4.60	4.60	4.60	4.90	4.90	4.90	4.90	4.90	4.90
I1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.60	2.60	2.60	2.60	2.60	2.60	0.00	2.90	2.90	0.00	2.90	2.90
g_i, Effective Green Time [s]	10	10	10	10	10	10	78	69	69	78	70	70
g / C, Green / Cycle	0.10	0.10	0.10	0.10	0.10	0.10	0.76	0.67	0.67	0.76	0.68	0.68
(v / s)_i Volume / Saturation Flow Rate	0.01	0.00	0.08	0.06	0.00	0.02	0.05	0.46	0.03	0.10	0.40	0.06
s, saturation flow rate [veh/h]	1436	1900	1615	1435	1900	1615	790	1835	1560	745	1841	1565
c, Capacity [veh/h]	191	194	165	190	194	165	547	1228	1044	481	1253	1065
d1, Uniform Delay [s]	43.73	41.54	45.05	46.02	41.52	42.15	5.70	10.46	5.79	8.18	8.75	5.61
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	0.04	7.77	1.76	0.03	0.46	0.05	3.19	0.07	0.68	2.02	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.10	0.02	0.78	0.46	0.02	0.16	0.07	0.69	0.04	0.15	0.59	0.09
d, Delay for Lane Group [s/veh]	43.96	41.58	52.82	47.78	41.55	42.61	5.75	13.65	5.87	8.86	10.77	5.79
Lane Group LOS	D	D	D	D	D	D	A	B	A	A	B	A
Critical Lane Group	No	No	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.46	0.09	3.51	2.25	0.07	0.64	0.14	10.66	0.29	0.36	7.76	0.67
50th-Percentile Queue Length [ft/ln]	11.39	2.31	87.86	56.36	1.73	15.99	3.40	266.45	7.26	9.02	194.10	16.67
95th-Percentile Queue Length [veh/ln]	0.82	0.17	6.33	4.06	0.12	1.15	0.24	16.01	0.52	0.65	12.33	1.20
95th-Percentile Queue Length [ft/ln]	20.50	4.16	158.14	101.44	3.12	28.78	6.12	400.31	13.08	16.23	308.34	30.01

**Movement, Approach, & Intersection Results**

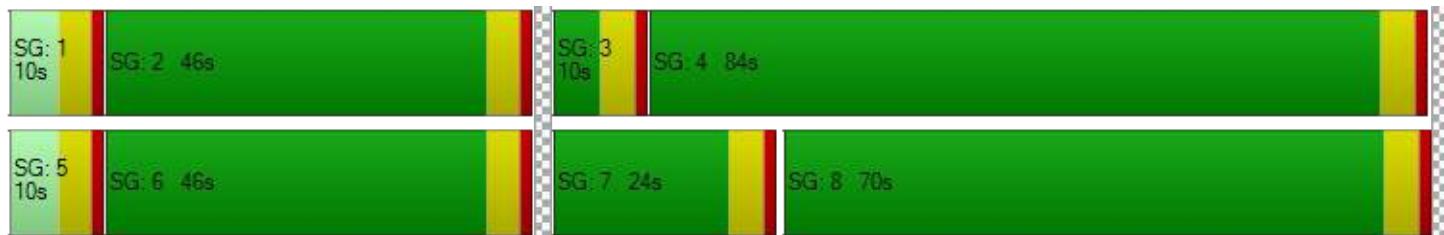
d_M, Delay for Movement [s/veh]	43.96	41.58	52.82	47.78	41.55	42.61	5.75	13.65	5.87	8.86	10.77	5.79
Movement LOS	D	D	D	D	D	D	A	B	A	A	B	A
d_A, Approach Delay [s/veh]	51.41				46.44			12.98			10.07	
Approach LOS		D			D			B			B	
d_I, Intersection Delay [s/veh]						16.37						
Intersection LOS							B					
Intersection V/C							0.554					

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000	0.000
Crosswalk LOS	F	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	806	806	1267	1540
d_b, Bicycle Delay [s]	18.31	18.31	6.90	2.72
I_b,int, Bicycle LOS Score for Intersection	1.810	1.754	3.088	3.061
Bicycle LOS	A	A	C	C

**Sequence**

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-



**Intersection Level Of Service Report**  
**Intersection 3: SH-44 and Cemetery Rd**

Control Type:	Two-way stop	Delay (sec / veh):	2,033.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	4.349

**Intersection Setup**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	75.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

**Volumes**

Name	Cemetery Rd			Cemetery Rd			SH-44			SH-44		
Base Volume Input [veh/h]	57	14	46	91	23	162	149	751	114	15	713	89
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	3.30	3.30	3.30	3.30	3.30	3.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	14	46	91	23	162	149	751	114	15	713	89
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	4	13	25	6	45	41	206	31	4	196	24
Total Analysis Volume [veh/h]	63	15	51	100	25	178	164	825	125	16	784	98
Pedestrian Volume [ped/h]	0			0			0			0		

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## Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

## Movement, Approach, & Intersection Results

**Intersection Level Of Service Report**  
**Intersection 4: SH-44 and Hawthorne Ave**

Control Type:	Two-way stop	Delay (sec / veh):	39.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.177

**Intersection Setup**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	150.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Hawthorne Ave			Hawthorne Ave			SH-44			SH-44		
Base Volume Input [veh/h]	11	1	39	24	3	64	61	815	37	34	797	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	2.60	2.60	2.60	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	1	39	24	3	64	61	815	37	34	797	49
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	11	7	1	18	17	224	10	9	219	13
Total Analysis Volume [veh/h]	12	1	43	26	3	70	67	896	41	37	876	54
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	Yes	Yes		
Number of Storage Spaces in Median	5	2	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.08	0.00	0.13	0.18	0.02	0.21	0.09	0.01	0.00	0.05	0.01	0.00
d_M, Delay for Movement [s/veh]	33.42	25.44	19.61	38.96	34.00	25.03	10.40	0.00	0.00	10.22	0.00	0.00
Movement LOS	D	D	C	E	D	D	B	A	A	B	A	A
95th-Percentile Queue Length [veh/ln]	0.80	0.80	0.80	1.82	1.82	1.82	0.30	0.00	0.00	0.16	0.00	0.00
95th-Percentile Queue Length [ft/ln]	20.03	20.03	20.03	45.60	45.60	45.60	7.52	0.00	0.00	4.01	0.00	0.00
d_A, Approach Delay [s/veh]		22.67			28.96			0.69			0.39	
Approach LOS		C		D			A			A		
d_I, Intersection Delay [s/veh]							2.45					
Intersection LOS							E					

**Intersection Level Of Service Report**  
**Intersection 5: SH-44 and N Middleton Rd**

Control Type:	Two-way stop	Delay (sec / veh):	78.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.414

**Intersection Setup**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	150.00	150.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	N Middleton Rd			N Middleton Rd			SH-44			SH-44		
Base Volume Input [veh/h]	0	0	105	32	4	292	205	737	6	43	842	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.80	0.80	0.80	2.20	2.20	2.20	2.80	2.80	2.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	105	32	4	292	205	737	6	43	842	58
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	27	8	1	74	52	188	2	11	215	15
Total Analysis Volume [veh/h]	0	0	107	33	4	298	209	752	6	44	859	59
Pedestrian Volume [ped/h]	0			0			0			0		

**Intersection Settings**

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No			
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	Yes		
Number of Storage Spaces in Median	0	3	0	0

**Movement, Approach, & Intersection Results**

V/C, Movement V/C Ratio	0.00	0.00	0.26	0.41	0.03	0.83	0.28	0.01	0.00	0.05	0.01	0.00
d_M, Delay for Movement [s/veh]	836.49	121.02	16.78	78.87	31.78	49.45	11.74	0.00	0.00	9.47	0.00	0.00
Movement LOS	F	F	C	F	D	E	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.03	1.03	1.03	1.65	0.09	7.47	1.16	0.00	0.00	0.16	0.00	0.00
95th-Percentile Queue Length [ft/ln]	25.63	25.63	25.63	41.28	2.22	186.85	28.89	0.00	0.00	4.09	0.00	0.00
d_A, Approach Delay [s/veh]		16.78			52.14			2.54			0.43	
Approach LOS		C			F			A			A	
d_I, Intersection Delay [s/veh]							9.33					
Intersection LOS							F					

**Intersection Level Of Service Report****Intersection 6: SH-44 and Duff Ln**

Control Type: Two-way stop  
 Analysis Method: HCM 6th Edition  
 Analysis Period: 15 minutes

Delay (sec / veh): 10,000.0  
 Level Of Service: F  
 Volume to Capacity (v/c): 72.163

**Intersection Setup**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

**Volumes**

Name	Duff Ln			Duff Ln			SH-44			SH-44		
Base Volume Input [veh/h]	142	68	72	72	31	133	177	591	77	101	719	171
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	1.30	1.30	1.30	1.90	1.90	1.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	142	68	72	72	31	133	177	591	77	101	719	171
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	18	19	19	8	36	48	159	21	27	193	46
Total Analysis Volume [veh/h]	153	73	77	77	33	143	190	635	83	109	773	184
Pedestrian Volume [ped/h]	0			0			0			0		

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## Intersection Settings

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

## Movement, Approach, & Intersection Results

**Intersection Level Of Service Report**  
**Intersection 7: SH-44 and S Middleton Rd**

Control Type:	Signalized	Delay (sec / veh):	24.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.578

**Intersection Setup**

Name	S Middleton Rd		SH-44		SH-44	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	1	1	0
Entry Pocket Length [ft]	100.00	300.00	100.00	215.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	Yes		Yes		Yes	
Crosswalk	No		No		No	

**Volumes**

Name	S Middleton Rd		SH-44		SH-44	
Base Volume Input [veh/h]	281	278	580	248	348	717
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	2.40	2.70	2.70	2.50	2.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	281	278	580	248	348	717
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	72	149	64	90	185
Total Analysis Volume [veh/h]	290	287	598	256	359	739
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

**Intersection Settings**

Located in CBD	No					
Signal Coordination Group	-					
Cycle Length [s]	150					
Coordination Type	Time of Day Pattern Coordinated					
Actuation Type	Fully actuated					
Offset [s]	0.0					
Offset Reference	Lead Green - Beginning of First Green					
Permissive Mode	SingleBand					
Lost time [s]	0.00					

**Phasing & Timing**

Control Type	Permissive	Permissive	Permissive	Permissive	ProtPerm	Permissive
Signal Group	6	0	8	0	7	4
Auxiliary Signal Groups						
Lead / Lag	Lag	-	-	-	Lead	-
Minimum Green [s]	10	0	10	0	5	10
Maximum Green [s]	30	0	80	0	30	80
Amber [s]	3.0	0.0	3.0	0.0	3.0	3.0
All red [s]	1.0	0.0	1.0	0.0	1.0	1.0
Split [s]	41	0	95	0	14	109
Vehicle Extension [s]	3.0	0.0	3.0	0.0	3.0	3.0
Walk [s]	2	0	63	0	0	5
Pedestrian Clearance [s]	10	0	10	0	0	10
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No		No			No
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	0.0	2.0	2.0
Minimum Recall	No		No		No	No
Maximum Recall	No		Yes		No	Yes
Pedestrian Recall	No		No		No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	50.0	0.0	155.0	0.0	50.0	155.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

**Lane Group Calculations**

Lane Group	L	R	C	R	L	C
C, Cycle Length [s]	131	131	131	131	131	131
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
I1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
I2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	0.00	2.00
g_i, Effective Green Time [s]	26	26	80	80	96	96
g / C, Green / Cycle	0.20	0.20	0.61	0.61	0.74	0.74
(v / s)_i Volume / Saturation Flow Rate	0.16	0.18	0.32	0.16	0.37	0.40
s, saturation flow rate [veh/h]	1775	1584	1859	1581	960	1862
c, Capacity [veh/h]	359	320	1137	966	636	1372
d1, Uniform Delay [s]	49.77	50.85	14.56	11.79	9.79	7.52
k, delay calibration	0.24	0.30	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.13	20.05	1.74	0.67	3.60	1.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.81	0.90	0.53	0.26	0.56	0.54
d, Delay for Lane Group [s/veh]	58.90	70.90	16.31	12.46	13.40	9.04
Lane Group LOS	E	E	B	B	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	10.03	11.01	10.62	3.67	3.74	9.03
50th-Percentile Queue Length [ft/ln]	250.82	275.21	265.57	91.76	93.53	225.74
95th-Percentile Queue Length [veh/ln]	15.23	16.45	15.97	6.61	6.73	13.96
95th-Percentile Queue Length [ft/ln]	380.68	411.24	399.20	165.17	168.35	348.94

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	58.90	70.90	16.31	12.46	13.40	9.04
Movement LOS	E	E	B	B	B	A
d_A, Approach Delay [s/veh]	64.87		15.15		10.47	
Approach LOS	E		B		B	
d_I, Intersection Delay [s/veh]		24.46				
Intersection LOS		C				
Intersection V/C		0.578				

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	566	1392	1607
d_b, Bicycle Delay [s]	33.59	6.03	2.53
I_b,int, Bicycle LOS Score for Intersection	1.560	2.969	3.371
Bicycle LOS	A	C	C

**Sequence**

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: E:\...\22011 2035 Build.vistro  
Report File: E:\...\9 2035 Build AM.pdfScenario 1 2035 AM Build  
3/30/2023**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SH-44 and Emmett Rd	Signalized	HCM 6th Edition	SB Right	0.749	41.3	D
2	SH-44 and Hartley	Signalized	HCM 6th Edition	NB Right	0.569	18.7	B
3	SH-44 and Cemetery Rd	Signalized	HCM 6th Edition	SB Right	0.706	26.7	C
4	SH-44 and Hawthorne Ave	Two-way stop	HCM 6th Edition	SB Left	0.377	62.9	F
5	SH-44 and N Middleton Rd	Signalized	HCM 6th Edition	NB Right	0.687	35.0	C
6	SH-44 and Duff Ln	Signalized	HCM 6th Edition	SB Right	0.647	24.4	C

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

Vistro File: E:\...\22011 2035 Build.vistro  
Report File: E:\...\10 2035 Build PM.pdf

Scenario 2 2035 PM Build  
3/30/2023

### Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SH-44 and Emmett Rd	Signalized	HCM 6th Edition	SB Right	0.613	33.7	C
2	SH-44 and Hartley	Signalized	HCM 6th Edition	NB Right	0.596	19.4	B
3	SH-44 and Cemetery Rd	Signalized	HCM 6th Edition	SB Right	0.605	23.3	C
4	SH-44 and Hawthorne Ave	Two-way stop	HCM 6th Edition	SB Left	0.177	39.0	E
5	SH-44 and N Middleton Rd	Signalized	HCM 6th Edition	SB Right	0.721	33.3	C
6	SH-44 and Duff Ln	Signalized	HCM 6th Edition	SB Right	0.592	22.9	C

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

## **APPENDIX G VISSIM TRAVEL TIME RESULTS**

## VISSIM Travel Time Output

	SimRun	TimeInt	VehicleTravelTimeMeasurement	Vehs(all)	TravTim(All)	DistTrav(All)
AM	Average	900-2700	1: EB - Existing AM	68	351.226	16894.879
	Average	900-2700	2: WB - Existing AM	48	370.227	16890.635
	Average	900-2700	1: EB - 2025 No Build AM	69	362.264	16880.838
	Average	900-2700	2: WB - 2025 No Build AM	62	374.374	16875.019
	Average	900-2700	1: EB - 2025 Build AM	74	366.911	16888.281
	Average	900-2700	2: WB - 2025 Build AM	62	391.252	16884.502
	Average	900-2700	1: EB - 2035 No Build AM	84	375.992	16882.021
	Average	900-2700	2: WB - 2035 No Build AM	69	385.858	16877.283
	Average	900-2700	1: EB - 2035 Build AM	83	390.769	16898.531
PM	Average	900-2700	1: EB - Existing PM	61	363.414	16897.192
	Average	900-2700	2: WB - Existing PM	91	379.995	16890.899
	Average	900-2700	1: EB - 2025 No Build PM	73	374.215	16881.934
	Average	900-2700	2: WB - 2025 No Build PM	80	390.114	16876.835
	Average	900-2700	1: EB - 2025 Build PM	91	382.099	16885.657
	Average	900-2700	2: WB - 2025 Build PM	94	409.759	16878.998
	Average	900-2700	1: EB - 2035 No Build PM	80	372.724	16883.142
	Average	900-2700	2: WB - 2035 No Build PM	77	386.736	16879.142
	Average	900-2700	1: EB - 2035 Build PM	92	419.084	16897.985
	Average	900-2700	2: WB - 2035 Build PM	119	429.210	16891.217

## **APPENDIX H ACCESS MANAGEMENT CRASH DATA**

## LHTAC Crash Data

2017-2021

severity	units	accident_year	accident_date	accident_time	day_of_week	intersection_related	street1	street2	reference_street	dist_from_intersection	intersection_type
Property Dmg Report	2	2017	1/18/2017	14:42	Wednesday	TRUE	Main St		Piccadilly Ave	20.000 ft E	Four-way Intersection
C Injury Accident	2	2017	12/5/2017	7:50	Tuesday	TRUE	Hawthorne Dr	Main St			Four-way Intersection
Property Dmg Report	2	2018	7/19/2018	18:35	Thursday	TRUE	Cemetery Rd		Main St	55.000 ft N	T-Intersection
Property Dmg Report	2	2019	1/18/2019	7:47	Friday	TRUE	Main St		Cemetery Rd	75.000 ft E	T-Intersection
Property Dmg Report	2	2019	2/23/2019	15:43	Saturday	FALSE	Main St	1st West	1st West Ave	30.000 ft W	Not at intersection
Property Dmg Report	2	2019	5/15/2019	16:10	Wednesday	TRUE	Main St	Cemetery Rd			T-Intersection
Property Dmg Report	2	2019	7/26/2019	14:59	Friday	FALSE	Main St		Hawthorn Dr	550.000 ft E	Not at intersection
Property Dmg Report	2	2019	8/15/2019	17:38	Thursday	FALSE	Main St	Parking Lot	3rd West Ave	560.000 ft W	Not at intersection
Property Dmg Report	2	2019	8/19/2019	8:19	Monday	TRUE	Hawthorne Dr		Main St	45.000 ft N	Four-way Intersection
Property Dmg Report	2	2019	8/29/2019	18:07	Thursday	TRUE	Main St	Cemetery Rd			T-Intersection
Property Dmg Report	2	2019	10/9/2019	8:16	Wednesday	TRUE	Main St	4th West Ave			Four-way Intersection
Property Dmg Report	2	2019	10/23/2019	14:02	Wednesday	FALSE	Main St		Hawtorne Ave	100.000 ft W	Not at intersection
Property Dmg Report	2	2019	10/29/2019	12:28	Tuesday	TRUE	Main St	Cemetery Rd			T-Intersection
Property Dmg Report	2	2020	6/18/2020	8:10	Thursday	TRUE	Main St	Cemetary Rd			T-Intersection
Property Dmg Report	3	2020	8/7/2020	17:16	Friday	FALSE	Main St		Paradise Ave	65.000 ft E	Not at intersection
Property Dmg Report	2	2020	10/8/2020	14:07	Thursday	TRUE	Main West St	Jet South Ave			T-Intersection
Property Dmg Report	2	2020	11/11/2020	14:28	Wednesday	FALSE	Main East St	Parking Lot	Dewey North St	225.000 ft E	Not at intersection
Property Dmg Report	2	2020	11/18/2020	11:47	Wednesday	FALSE	Main East St		1st East Ave	240.000 ft E	Not at intersection
C Injury Accident	3	2020	12/18/2020	12:57	Friday	FALSE	Main East St		Dewey North Rd	100.000 ft W	Not at intersection
Property Dmg Report	2	2021	4/23/2021	13:37	Friday	TRUE	Main St	Paradise Ave			Four-way Intersection
Property Dmg Report	2	2021	7/19/2021	12:37	Monday	TRUE	Main St	Cemetery Rd			T-Intersection
C Injury Accident	4	2021	8/17/2021	7:34	Tuesday	FALSE	Main St		1st Ave	0.050 Mile W	Not at intersection
Property Dmg Report	2	2021	9/18/2021	8:44	Saturday	TRUE	Main St	Cemetery Rd			T-Intersection

## LHTAC Crash Data

2017-2021

road_type	speedlimit_street1	speedlimit_street2	direction_of_travel	driver_action	vision_obstruction	impaired	lane_dep	first_harmful_event	most_harmful_event
2-Way & 2-Way Left-Turn Lane/Divider	25		W	Going Straight	None	FALSE	FALSE	Rear-End	Rear-End
2-Way & No Divider	25	25 N		Turning Left	None	FALSE	FALSE	Pedalcycle	Pedalcycle
2-Way & No Divider	25		S	Going Straight	None	FALSE	FALSE	Rear-End	Rear-End
2-Way & 2-Way Left-Turn Lane/Divider	25		E	Going Straight	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same
2-Way & 2 Double Yellow Painted Divider	25		W	Turning Left	None	FALSE	FALSE	Head-On Turning	Head-On Turning
2-Way & 2-Way Left-Turn Lane/Divider	25	25 S		Turning Left	None	FALSE	FALSE	Angle Turning	Angle Turning
2-Way & No Divider	25		E	Going Straight	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same
2-Way & 2-Way Left-Turn Lane/Divider	25		W	Going Straight	None	FALSE	FALSE	Rear-End	Rear-End
2-Way & No Divider	25		S	Turning Right	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same
2-Way & 2-Way Left-Turn Lane/Divider	25	25 S		Turning Left	None	FALSE	FALSE	Angle Turning	Angle Turning
2-Way & 2-Way Left-Turn Lane/Divider	25	25 E		Going Straight	None	FALSE	FALSE	Rear-End	Rear-End
2-Way & 2-Way Left-Turn Lane/Divider	25		E	Stopped in Traffic	None	FALSE	FALSE	Rear-End	Rear-End
2-Way & 2-Way Left-Turn Lane/Divider	25		E	Turning Left	None	FALSE	FALSE	Angle Turning	Angle Turning
2-Way & 2-Way Left-Turn Lane/Divider			S	Turning Left	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same
2-Way & No Divider	25		W	Going Straight	None	FALSE	FALSE	Rear-End	Rear-End
2-Way & 2-Way Left-Turn Lane/Divider			N	Turning Left	None	FALSE	TRUE	Side Swipe Opposite	Side Swipe Opposite
2-Way & 2-Way Left-Turn Lane/Divider			E	Going Straight	None	FALSE	FALSE	Angle Turning	Angle Turning
2-Way & Raised/Depressed Divider	25		E	Parked Vehicle	None	FALSE	TRUE	Parked Car	Parked Car
2-Way & 2-Way Left-Turn Lane/Divider	25		E	Going Straight	None	FALSE	TRUE	Side Swipe Same	Side Swipe Same
2-Way & 2 Double Yellow Painted Divider	25	25 N		Turning Left	None	FALSE	FALSE	Angle Turning	Angle Turning
2-Way & No Divider	25	25 W		Going Straight	None	FALSE	FALSE	Angle Turning	Angle Turning
2-Way & 2-Way Left-Turn Lane/Divider	25		W	Going Straight	None	FALSE	FALSE	Rear-End	Rear-End
2-Way & 2-Way Left-Turn Lane/Divider	25		E	Going Straight	None	FALSE	FALSE	Angle Turning	Angle Turning

## LHTAC Crash Data

2017-2021

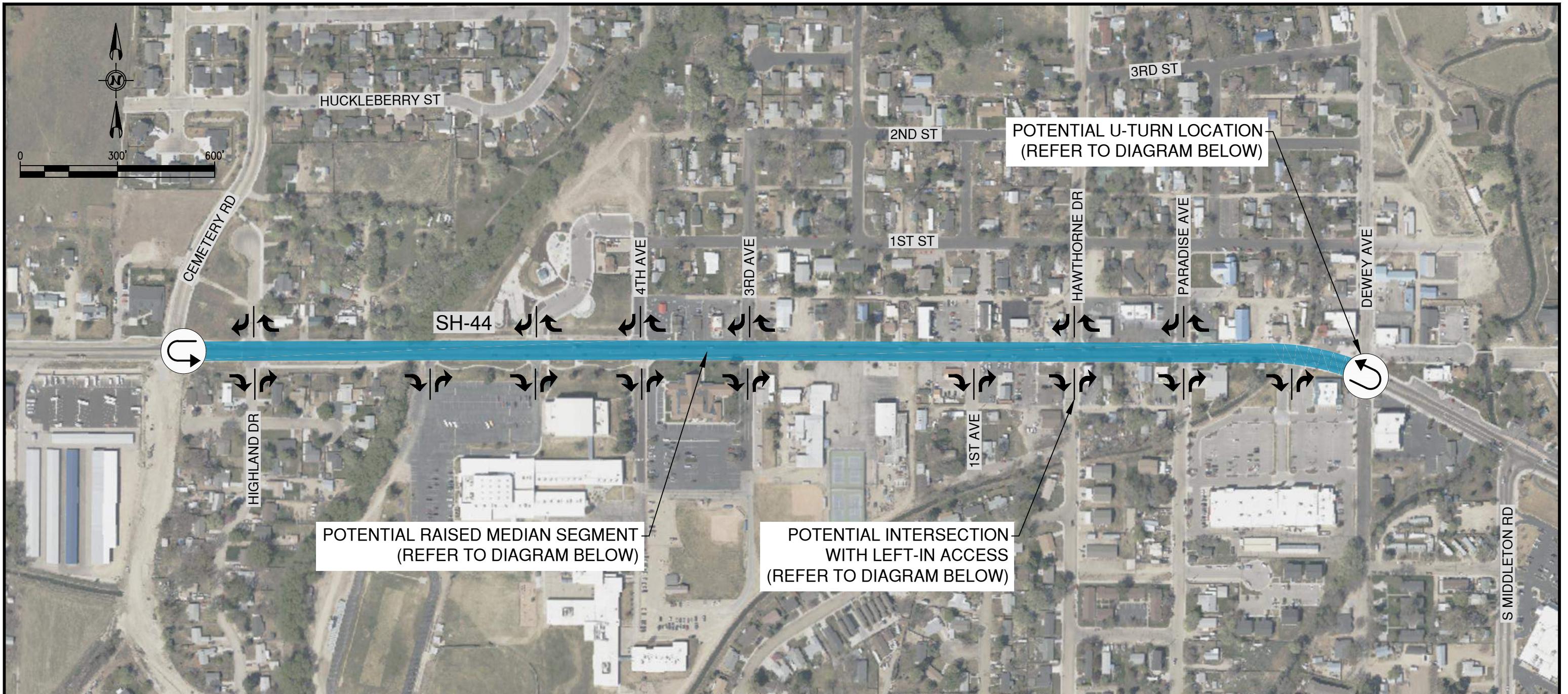
events	contrib_circ_1	contrib_circ_2	contrib_circ_3	road_surface	road_surface_condition	other_road_conditions	weather_condition1	weather_condition2
Rear-End,	Speed Too Fast For Conditions	None	None	Paved (Asphalt)	Snow	None	Snow	
Pedalcycle,	Inattention	None	None	Paved (Asphalt)	Dry	None	Clear	Cloudy
Rear-End,Rear-End,	None	None	None	Paved (Asphalt)	Dry	None	Clear	
	None	None	None	Paved (Asphalt)	Dry	None	Clear	
Head-On Turning,	Inattention	Distracted IN or ON Vehicle	None	Paved (Asphalt)	Dry	None	Cloudy	
Angle Turning,	Inattention	None	None	Paved (Asphalt)	Dry	None	Cloudy	
Side Swipe Same,	Inattention	None	None	Paved (Asphalt)	Dry	None	Clear	
Rear-End,	Following Too Close	None	None	Paved (Asphalt)	Dry	None	Clear	
	Improper Lane Change	None	None	Paved (Asphalt)	Dry	None	Clear	
Angle Turning,	Failed to Obey Stop Sign	None	None	Paved (Asphalt)	Dry	None	Clear	
Rear-End,	None	None	None	Paved (Asphalt)	Dry	None	Clear	
	None	None	None	Paved (Asphalt)	Dry	None	Clear	
Angle Turning,	Failed to Yield	None	None	Paved (Asphalt)	Dry	None	Clear	
Side Swipe Same,	Failed to Yield	None	None	Paved (Asphalt)	Dry	None	Clear	
Rear-End,	Following Too Close	None	None	Paved (Asphalt)	Dry	None	Clear	
Side Swipe Opposite,	Failed to Yield	None	None	Paved (Asphalt)	Dry	None	Clear	
	None	None	None	Paved (Asphalt)	Dry	None	Cloudy	
	None	None	None	Paved (Asphalt)	Dry	None	Clear	
Side Swipe Same,	Other	None	None	Paved (Asphalt)	Dry	High/Low Shoulder	Clear	
Angle Turning,	None	None	None	Paved (Asphalt)	Dry	None	Clear	
	None	None	None	Paved (Asphalt)	Dry	None	Clear	
Rear-End,	None	None	None	Paved (Asphalt)	Dry	None	Clear	Cloudy
	None	None	None	Paved (Asphalt)	Dry	None	Clear	Cloudy

## LHTAC Crash Data

2017-2021

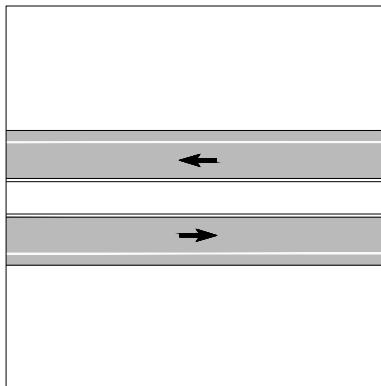
light_condition	traffic_control_device	traffic_control_function	geometrics_horizontal	geometrics_vertical	age	state_of_drivers_license
Day	Other	Functioning	Straight	Level	78	Idaho
Day	Stop Sign on Cross Street Only	Functioning	Straight	Level	16	Idaho
Dawn or Dusk	Stop Sign on Cross Street Only	Functioning	Straight	Level	34	Idaho
Dawn or Dusk	Stop Sign on Cross Street Only	Functioning	Straight	Level	56	Idaho
Day	None		Straight	Level	40	Idaho
Day	Stop Sign on Cross Street Only	Functioning	Straight	Level	67	Idaho
Day	None		Straight	Level	75	Idaho
Day	None		Straight	Level	999	Idaho
Day	Stop Sign on Cross Street Only	Functioning	Straight	Level	47	Idaho
Day	Stop Sign on Cross Street Only	Functioning	Straight	Level	38	Utah
Day	Stop Sign on Cross Street Only	Functioning	Straight	Level	30	Idaho
Day	None		Straight	Level	40	Idaho
Day	Stop Sign on Cross Street Only	Functioning	Straight	Level	34	Mexico
Day	Stop Sign on Cross Street Only	Functioning	Straight	Level	74	Idaho
Day	None		Straight	Level	40	Idaho
Day	Stop Sign on Cross Street Only	Functioning	Straight	Level	999	Idaho
Day	Stop Sign on Cross Street Only	Functioning	Straight	Level	999	Idaho
Day	None		Straight	Level		
Day	None		Straight	Level	999	Idaho
Day	Stop Sign on Cross Street Only	Functioning	Straight	Level	999	Idaho
Day	Stop Sign on Cross Street Only	Functioning	Straight	Level	83	Idaho
Day	None		Straight	Level	30	Idaho
Day	None		Straight	Level	22	Idaho

**APPENDIX I ACCESS MANAGEMENT CONCEPT DISPLAY**

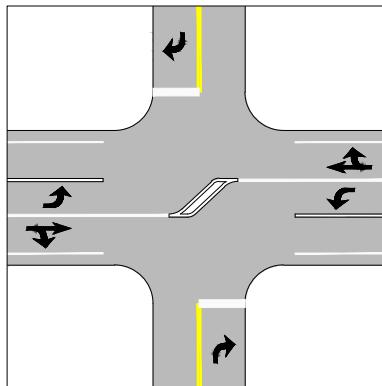


#### LEGEND

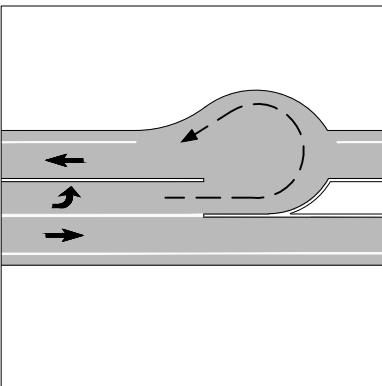
- ACCESS MANAGEMENT AREA**: Represented by a teal shaded area.
- RIGHT-IN / RIGHT-OUT ACCESS**: Indicated by a symbol showing a right turn arrow above a vertical line with two curved arrows.
- U-TURN OPPORTUNITY**: Indicated by a symbol showing a large circle with a curved arrow.



RAISED MEDIAN DIAGRAM



LEFT-IN ACCESS DIAGRAM



U-TURN LOON DIAGRAM

Access management diagrams are conceptual only. Pedestrian and bicycle facilities would be included but are not shown.

**APPENDIX J MEETING MINUTES WITH JOINT ITD/CITY OF  
MIDDLETON MEETING**



## Meeting Minutes

<b>Project Name:</b>	SH-44, Emmett Rd to Duff Ln, Middleton Traffic Study
<b>Date:</b>	March 6, 2023
<b>Meeting Time:</b>	1:30 pm - 3:00 pm
<b>Location:</b>	Middleton City Hall

### Attendees:

Name	Agency	Role	Email
Steve Rule	COM	Mayor	SRule@middletoncity.com
Becky Crofts	COM	City Administer	BCrofts@middletoncity.com
Jason VanGilder	COM	Public Works Director	JVangilder@middletoncity.com
Roberta Stewart	COM	Planning and Zoning	RStewart@middletoncity.com
Dan McElhinney	ITD	COO	Dan.McElhinney@itd.idaho.gov
Caleb Lakey	ITD	D3 Administrator	Caleb.Lakey@itd.idaho.gov
Vincent Trimboli	ITD	Planning	Vincent.Timboli@itd.idaho.gov
Mark Wasdahl	ITD	Planning	Mark.Wasdahl@itd.idaho.gov
Chris Hopper	CHD4	District Engineer	Chopper@canyonhd4.org
Amy Woodruff	Civil Dynamics	COM City Engineer	Amy@civildynamics.net
Joel Grounds	Precision	Design Consultant	Joel@precisionengineeringllc.com
Kevin Kingsbury	Precision	Design Consultant	Kevin@precisionengineeringllc.com

**Meeting Minutes:** The following are notes summarizing the final report meeting held on March 6, 2023 regarding the SH-44 Middleton Traffic Study.

- Hawthorne Dr – Project team discussed and agreed to analyze Hawthorne Dr as two-way stop-controlled in all scenarios. Discussion will be added in the report acknowledging Hawthorne Dr meets traffic signal warrants, however the satisfaction of a traffic signal warrant does not in itself mean a traffic signal is required. The project team decided to keep Hawthorne Dr as two-way stop-controlled due to excess capacity at the intersection and the right-of-way impacts that it would require to install a signal at this intersection.
- Access Management Evaluation – Project team agreed the access management evaluation should be revised to remove operational impact analysis and instead evaluate safety data and provide conceptual layout of short-term access control in the study corridor.
- Project team recommended providing total delay for all intersections for each scenario. This would present a comparison on overall corridor and side-street mobility for each scenario.
- Project team discussed the status of potential development impacts to Emmett Rd and Duff Ln intersections. Reiterated that development generated traffic is not evaluated in this traffic study and would need to be accounted for by a development Traffic Impact Study.
- Project team discussed City of Middleton and ITD pursuing a partnership for constructing a traffic signal at the Cemetery Rd intersection.
- Precision will implement comments from the project team and provide the project team with the revised traffic study for one final review.