



# Montarise Village Traffic Impact Study

## Flathead County, Montana



Prepared For:

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**March 2022**



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# Montarise Village Traffic Impact Study Flathead County, Montana

## A. EXECUTIVE SUMMARY

The Montarise Village Subdivision is a 155.9-acre residential and commercial project located west of Highway 93 just north of KM Ranch Road in Flathead County, Montana. At full build-out, the project would produce 3,066 new daily vehicle trips in this area and Phase 1 of the project will produce 788 daily vehicle trips. As proposed, the Montarise Village Subdivision will create capacity issues at the two planned approach locations onto Highway 93 (Bowdish Road and KM Ranch Road). The project may be developed through Phase 1 but may need to create intersection improvements to further develop the property depending on the ongoing growth patterns in the area. The Montana Department of Transportation (MDT) corridor plan will likely establish which of these approaches should be improved to provide access to the greater areas around the Highway 93 corridor.

## B. PROJECT DESCRIPTION

This document studies the possible effects on the surrounding road system from a proposed residential and commercial development located west of Highway 93 four miles south of Whitefish, Montana at KM Ranch Road. The document provides information regarding possible traffic impacts in the area and identifies traffic mitigation efforts that the development may require. The development would include 268 residential units an RV park, church, and 3.2 acres intended for a mixed-use business park.

## C. EXISTING CONDITIONS

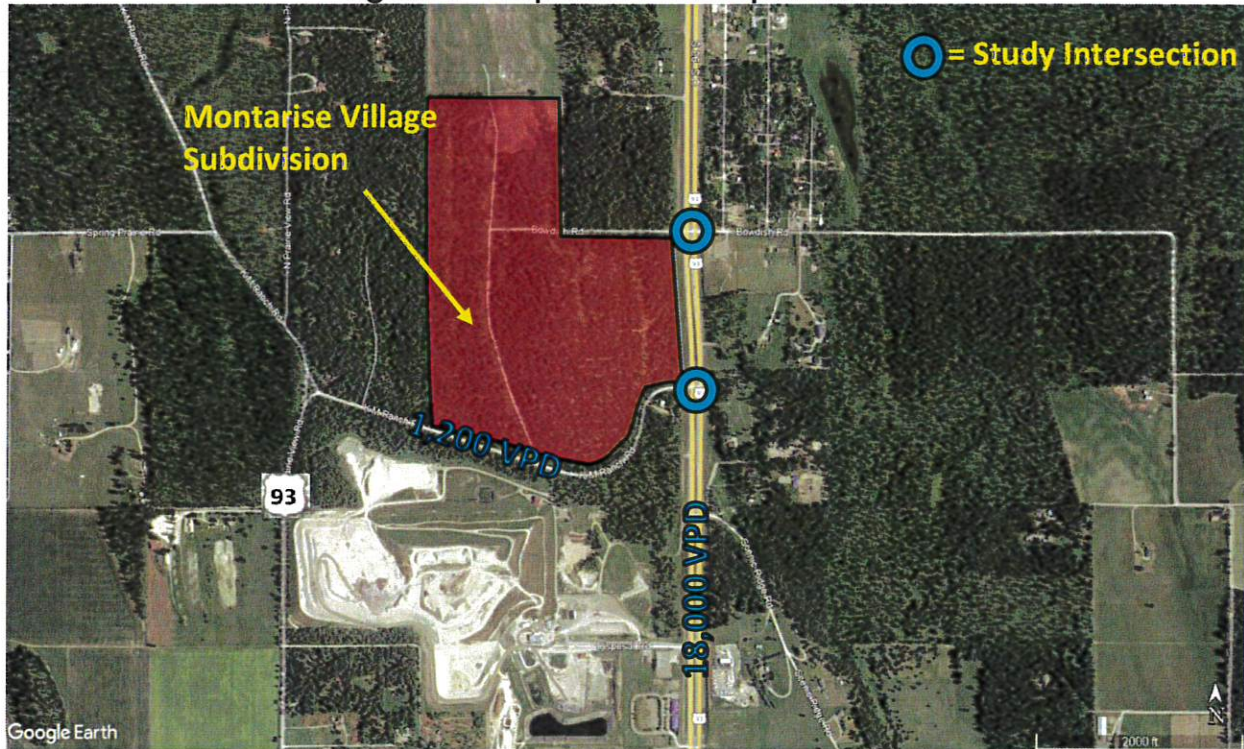
The proposed development property consists of a 155.9-acre parcel of land located west of U.S. Highway 93 just north of KM Ranch Road. The property currently consists of an undeveloped woodland. The Flathead County Landfill is located ½ mile south of the site. The surrounding area is comprised of a rural residential developments and agricultural properties adjacent to the Highway 93 corridor. See **Figure 1** for a location map of the proposed development.

### Adjacent Roadways

**US Highway 93** is a four-lane north/south principal arterial roadway which extends north from Kalispell to Whitefish. Near KM Ranch Road the roadway has a rural cross-section with center medians and left-turn lanes at major intersections. The posted speed-limit on Highway 93 is 65 MPH south of Whitefish. Abelin Traffic Services acquired traffic data collected by MDT that indicates the roadway carried 18,000 VPD north of KM Ranch Road in 2021.

**KM Ranch Road** is a two-lane east/west route which extends west from Highway 93 to provide access to the rural area west of the highway. The route has a rural cross-section with a total paved width of 24 feet. The posted speed limit on KM Ranch Road is 35 MPH. Data obtained by ATS from Flathead County indicates that the roadway carried 1,152 VPD west of Highway 93 in 2019.

**Figure 1 - Proposed Development Site**



**Bowdish Road** is an east/west route that intersects Highway 93 to 1,500 feet north of KM Ranch Road and provides access to the agricultural and residential areas east of Highway 93. The road has a gravel surface width of 20-24 feet and a posted speed limit of 25 MPH. Bowdish Road is STOP controlled at the intersections with Highway 93. Bowdish Road currently carries less than 1,000 VPD.

### Traffic Data

In February 2022 Abelin Traffic Services and APEC Engineering collected traffic data at area intersections to evaluate current operations characteristics. These counts included peak-hour turning movement counts at nearby intersections. The peak-hour turning movement counts were performed at the intersections of Highway 93 with KM Ranch Road and Bowdish Road.

The raw data collected for this project was adjusted for seasonal variation in accordance with the data collected from MDT’s annual count station located on US Highway 2 west of Kalispell (Station A-24). This count station data indicated that data collected in January 2022 is approximately 81% of the Average Annual Daily Traffic (AADT) in this area. The raw traffic counts were factored up by 19% to account for the seasonal traffic variations in this area. Based on the MDT data it is likely that summer traffic volumes along this section of Highway 93 are 20-30% higher than the annual average.

**Historic Traffic Data**

ATS obtained historic traffic data for the surrounding road network from the MDT. This data is presented in **Table 1**. The traffic data history shows that traffic volumes on Highway 93 have increased at a rate of 2% annually over the last ten years.

**Table 1 – Historic Traffic Data (Source: MDT)**

Location	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
US 93 S of MT 40 #15-4A-007	17,260	17,520	16,770	20,140	20,845	20,511	17,223	17,667	16,112	18,243
US 93 N of KM Ranch #15-4A-042	14,250	13,230	14,140	14,320	15,909	15,654	16,898	17,708	16,150	17,962
US 93 N of West Reserve St #15-7B-018	15,670	16,970	16,220	16,550	16,961	20,215	19,742	23,165	21,126	22,027

**Other Planned Projects**

The Ridge Run Baseball Stadium is currently planned for construction one mile south of the proposed Montarise Village property. The project would include the development of a minor league baseball stadium with approximately 3,545 seats and a parking lot with approximately 571 parking spaces. Access to the site would be provided through connections to McDermott Lane and Schrade Road. The project has the potential to create high levels of traffic during events. The developers are working with MDT to provide event traffic controls and plan for major improvements to provide road access to the site in the future.

MDT is also in the beginning stage of preparing an access management plan for the Highway 93 corridor between Kalispell and Whitefish to help establish where highway access will be provided in the future and what types of access control, traffic management, and intersection improvements may be needed in future. This plan is in the very early stages and will not likely be completed for several years.

**Level of Service**

Using the data collected for this project, ATS conducted a Level of Service (LOS) analysis at area intersections. This evaluation was conducted in accordance with the procedures outlined in the Transportation Research Board’s *Highway Capacity Manual (HCM) - Special Report 209* and the Highway Capacity Software (HCS) version 7.9. Intersections are graded from A to F representing the average delay that a vehicle entering an intersection can expect. Typically, a LOS of C or better is considered acceptable for peak-hour conditions.

**Table 2 – 2022 Level of Service Summary**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (Sec.)	LOS	Delay (Sec.)	LOS
Highway 93 & Bowdish Road*	16.3/22.6	C/C	18.7/16.5	C/C
Highway 93 & KM Ranch Road	17.0	C	22.7	C

\* Eastbound/Westbound LOS & Delay.

**Table 2** shows the existing 2022 LOS for the AM and PM peak hours without the traffic from the proposed development. The LOS calculations are included in **Appendix C**. The table shows that most of the intersections in this area are functioning at an acceptable level of service, but have limited capacity for future traffic volume increases. It is likely that these intersections currently function at LOS D during peak summer traffic conditions when overall traffic volumes can increase by 20-30%, but there is not currently sufficient traffic to warrant the installation of a traffic signal at these locations at this time.

**Area Crash Data**

ATS collected crash data from MDT’s public crash site to assess intersections for geometric, traffic control, and roadway characteristic deficiencies. Generally, crashes are expressed as a rate of crashes per million vehicles entering (MVE). Crash rates at rural and urban intersections in Montana typically range from 0.5 to 1.5 crashes per MVE. The 5-year MDT data indicates that eight crashes were recorded at the intersection of KM Ranch Road and Highway 93 over the last five years and five crashes occurred at the intersection Bowdish Road and Highway 93. The crash rates for these intersections are 0.3 crashes per MVE and 0.2 crashed per MVE respectively. The crash rates indicate that no geometric, roadway characteristic, or traffic control deficiencies exist in the area and no roadway improvements are necessary to improve traffic safety at this time.

**D. PROPOSED DEVELOPMENT**

The Montarise Village Subdivision is proposed for development on 155.9 acres of land located west of Highway 93 just north of KM Ranch Road. The development would include 92 new single-family residential lots and up to 176 multi-family residential units. The project would also include an RV park, a church, and 3.2 acres intended for a mixed-use business park. The project would have three primary approaches/entries: two west of the intersection of KM Ranch Road with US Highway 93 and one at the intersection with Bowdish Road and US Highway 93 to the north. The Montarise Village site plan is shown in **Figure 2**. The project would be constructed in three phases over the next three to five years based on market demand. Phase 1 of the project would include 31 new single-family residential lots, 48 multi-family residential units, and 36 RV park units.

**E. TRIP GENERATION AND ASSIGNMENT**

ATS performed a trip generation analysis to determine the anticipated future traffic volumes from the proposed developments using the trip generation rates contained in *Trip Generation* (Institute of Transportation Engineers, Tenth Edition). These rates are the national standard and are based on the most current information available to planners. A vehicle “trip” is defined as any trip that either begins or ends at the development site. ATS determined that the critical traffic impacts on the intersections and roadways would occur during the weekday morning and evening peak hours. According to the ITE trip generation rates, Phase 1 of the development would produce 54 AM peak hour trips, 73 PM peak hour trips, and 788 daily trips. At full build-out the development would produce 234 AM peak hour trips, 284 PM peak hour trips, and 3,066 daily trips. See **Tables 3 & 4** for detailed trip generation information.

**Table 3 - Trip Generation Rates Phase 1**

Land Use	ITE Code	Units	AM Trip Ends per Unit	AM Trip Ends	PM Trip Ends per Unit	PM Trip Ends	Trip Ends per Unit	Weekday Trip Ends
Single-Family	210	31 Units	0.74	23	0.99	31	9.44	293
Multi-Family	220	48 Units	0.46	22	0.56	27	7.32	351
RV Park*	416	36 Spaces	0.25	9	0.41	15	4	144
<b>TOTAL</b>				<b>54</b>		<b>73</b>		<b>788</b>

Figure 2 – Proposed Montarise Village Subdivision



MAR 10 2022



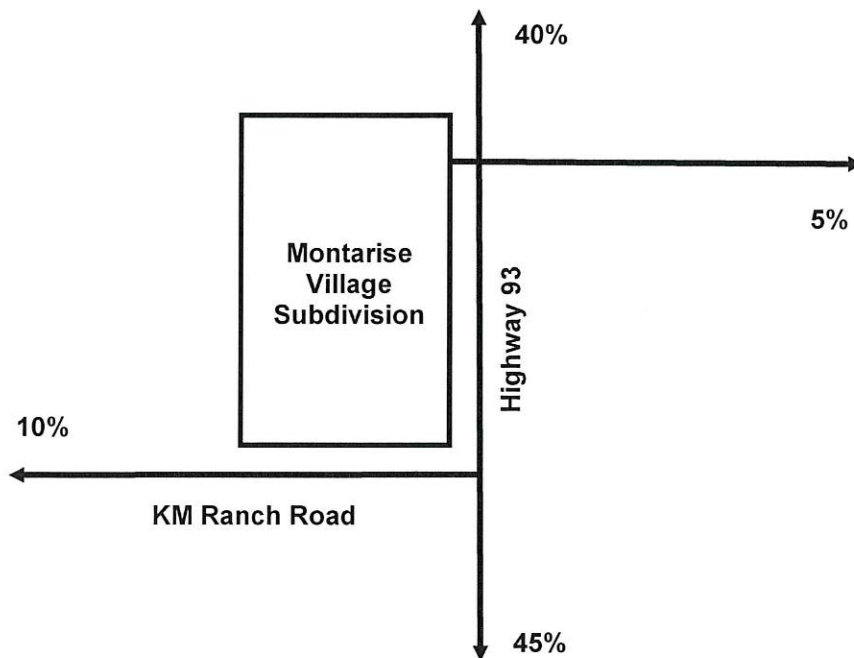
**Table 4 - Trip Generation Rates Full Buildout**

Land Use	ITE Code	Units	AM Trip Ends per Unit	AM Trip Ends	PM Trip Ends per Unit	PM Trip Ends	Trip Ends per Unit	Weekday Trip Ends
Single-Family	210	92 Units	0.74	68	0.99	91	9.44	868
Multi-Family	220	176 Units	0.46	81	0.56	99	7.32	1,288
RV Park*	416	73 Spaces	0.25	18	0.41	30	4	292
Church	560	20 KSF	0.33	7	0.49	10	6.95	139
Business Park	770	3.2 Acres	18.86	60	16.84	54	149.79	479
<b>TOTAL</b>				<b>234</b>		<b>284</b>		<b>3,066</b>

**F. TRIP DISTRIBUTION**

The traffic distribution and assignment for the proposed subdivision was based upon the existing ADT volumes along the adjacent roadways. Drivers are expected to distribute onto the surrounding road network as shown on **Figure 3**.

**Figure 3 – Peak-Hour Trip Distribution**



**G. TRAFFIC IMPACTS OUTSIDE OF THE DEVELOPMENT**

Using the trip generation and trip distribution rates, ATS determined the future LOS for the area intersections. The anticipated intersection LOS with the proposed development is shown in **Tables 5 & 6**. The LOS calculations are included in **Appendix C** of this report. The table indicates that the construction of the Montarise Village Subdivision will create intersection capacity issues at the approaches onto Highway 93 from the proposed development site. The intersections should function adequately through Phase 1 of the development except for some minor delay issues at the Bowdish Road intersection in the PM peak hours. In order to minimize the traffic impacts from the proposed development, both the Bowdish Road approach and the KM Ranch Road approaches should be widened to include separated right and left/thru lanes. These intersections may not function past Phase 1 with the existing two-way STOP controls. The development should limit development past phase 1 until a higher form or traffic control such as a traffic signal or other traffic controls can be developed along this section of Highway 93 in accordance with the upcoming MDT Access Management Plan which will likely only allow intersection improvements at one of these two locations.

**Table 5 – Projected Level of Service with Phase 1 of the Development**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (Sec.)	LOS	Delay (Sec.)	LOS
Highway 93 & Bowdish Road*	20.8/24.9	C/C	27.2/17.5	D/C
Highway 93 & KM Ranch Road	19.1	C	24.0	C

\* Eastbound/Westbound LOS & Delay.

**Table 6 – Projected Level of Service Full Buildout**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay (Sec.)	LOS	Delay (Sec.)	LOS
Highway 93 & Bowdish Road*	25.7/29.2	D/D	35.1/19.6	E/C
Highway 93 & KM Ranch Road	25.0	C	42.7	E

\* Eastbound/Westbound LOS & Delay.

ATS reviewed the left- and right-turn lane warrants for the approach intersections of Highway 93 with KM Ranch Road and Bowdish Road based on the recommended practices from the MDT Road Design Manual with the anticipated traffic from the Montarise Village Development. Currently Highway 93 has a dedicated left-turn lanes at these intersections. This analysis showed

that the projected traffic volumes will be below the recommended threshold for the installation of right-turn deceleration lanes at the two approaches. The turn-lane warrant calculations are included in **Appendix D** of this report.

#### **H. IMPACT SUMMARY & RECOMMENDATIONS**

As proposed, the Montarise Village Subdivision will create capacity issues at the two planned approach locations onto Highway 93 (Bowdish Road and KM Ranch Road). The project may be developed through Phase 1 but may need to create intersection improvements to further develop the property depending on the ongoing growth patterns in the area. The Montana Department of Transportation (MDT) corridor plan will likely establish which of these approaches should be improved to provide access to the greater areas around the Highway 93 corridor.

# APPENDIX A

## Traffic Data

MAR 10 2022

Summary of Turning Movement Counts - from Traffic Count on iOS

Study Na Traffic Study

Observer

Location Highway 93 & KM Ranch

Weather

Comments 3/1/2022

Streets NB SB EB WB

Cars

Start Tim	Northbound				Southbound				Eastbound				Westbound				Total All				
	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn					
7:20 AM	2	184	0	0	3	0	206	3	0	3	2	0	8	0	10	0	0	0	0	0	421
7:35 AM	4	244	0	0	4	0	205	5	0	5	7	0	8	0	15	5	0	1	0	6	509
7:50 AM	1	177	0	0	1	0	169	5	0	5	13	0	8	0	21	5	0	4	0	9	418
8:05 AM	5	191	0	0	5	1	190	3	0	4	8	1	0	0	9	2	0	1	0	3	423
Total	13	1	0	0	14	1	0	16	0	17	33	1	24	0	58	14	0	6	0	20	109

Bicycles

Start Tim	Northbound				Southbound				Eastbound				Westbound				Total All				
	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn					
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Light Trucks

Start Tim	Northbound				Southbound				Eastbound				Westbound				Total All				
	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn					
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Heavy Trucks

Start Tim	Northbound				Southbound				Eastbound				Westbound				Total All				
	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn					
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MAR 10 2022

Summary of Turning Movement Counts - from Traffic Count on iOS

Study Na Km ranch rd and Bowdish rd

Observer Mark leighty

Location Highway 93 & KM Ranch

Weather

Comments 3/1/2022

Streets NB SB EB WB

Cars

Start Tim	Northbound				Southbound				Eastbound				Westbound				Total All				
	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn					
4:43 PM	8	216	2	0	10	0	225	6	0	6	2	0	4	0	6	1	0	1	0	2	489
4:58 PM	6	217	2	0	8	0	234	8	0	8	2	0	3	0	5	0	0	1	0	1	495
5:13 PM	7	232	2	0	9	2	247	4	0	6	5	0	6	0	11	0	0	2	0	2	535
5:28 PM	4	227	7	0	11	0	245	9	0	9	2	0	3	0	5	1	0	0	0	1	524
Total	27	0	13	0	40	2	0	27	0	29	12	0	16	0	28	2	0	4	0	6	103

Bicycles

Start Tim	Northbound				Southbound				Eastbound				Westbound				Total All				
	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn					
4:43 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:58 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:13 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:28 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:43 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Light Trucks

Start Tim	Northbound				Southbound				Eastbound				Westbound				Total All				
	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn					
4:43 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:58 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:13 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:28 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:43 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Heavy Trucks

Start Tim	Northbound				Southbound				Eastbound				Westbound				Total All				
	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn					
4:43 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:58 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:13 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:28 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:43 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MAR 10 2022

# APPENDIX B

## Traffic Model

Seasonal Factor 1.19

Montarise Village

Traffic Model

Existing Peak Hour (15 min x 4)

AM

Highway 93

16.3/22.6 C/C

0 10  
976 0  
5 24

0 0  
0 1195  
0 0

Bowdish Rd

0 0  
0 1195  
0 0

Montarise Village

Traffic Model

Existing Peak Hour (15 min x 4)

PM

Highway 93

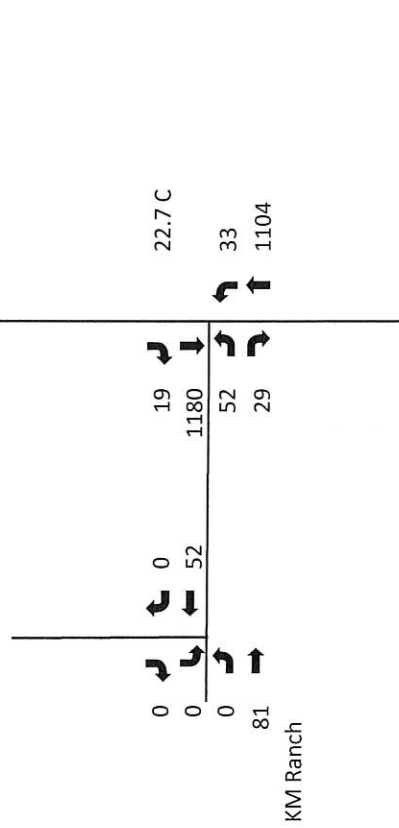
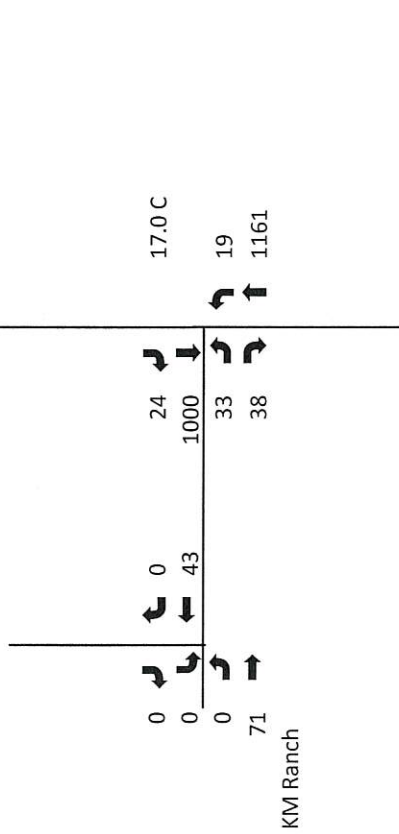
18.7/16.5 C/C

0 10  
1176 0  
14 5

0 0  
0 1157  
0 10

Bowdish Rd

0 0  
0 1157  
0 10



MAR 10 2022



**Montarise Village**

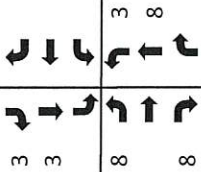
Traffic Model

Site Generated Traffic

AM Peak Hour

Phase 1

Highway 93

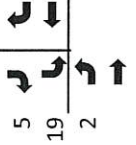


Bowdish Rd

40%

IN 14  
OUT 40

60%



KM Ranch

**Montarise Village**

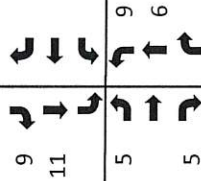
Traffic Model

Site Generated Traffic

PM Peak Hour

Phase 1

Highway 93

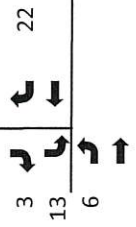


Bowdish Rd

40%

IN 46  
OUT 27

60%



KM Ranch

**Montarise Village**

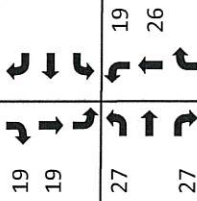
Traffic Model

Site Generated Traffic

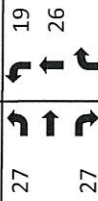
AM Peak Hour

Full Buildout

Highway 93



Bowdish Rd



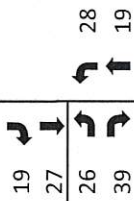
40%

IN 97  
OUT 137

60%



KM Ranch



27 vehicles in both directions on Highway 93.

19 vehicles in both directions on Highway 93.

**Montarise Village**

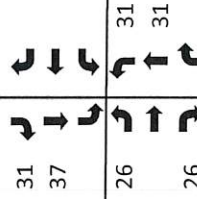
Traffic Model

Site Generated Traffic

AM Peak Hour

Full Buildout

Highway 93



Bowdish Rd



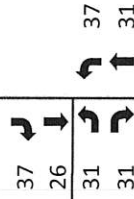
40%

IN 154  
OUT 131

60%



KM Ranch

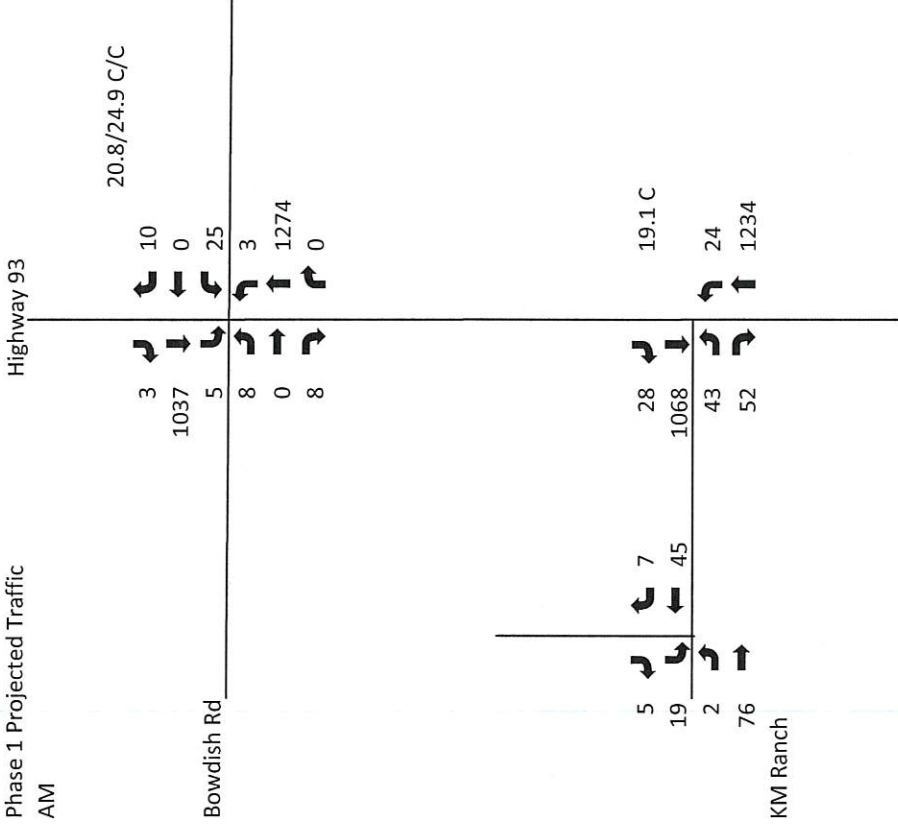


26 vehicles in both directions on Highway 93.

31 vehicles in both directions on Highway 93.

Montarise Village Traffic Model Phase 1 Projected Traffic AM

Growth Factor 1.06



Montarise Village Traffic Model Phase 1 Projected Traffic PM

Growth Factor 1.06



**Montarise Village**  
Traffic Model  
Total Projected Traffic  
AM

Growth Factor 1.1

Highway 93

25.7/29.2 D/D

19 10  
1092 0  
5 26  
27 19  
0 1341  
27 0

Bowdish Rd

16 47  
66 47  
12 63  
79 81

KM Ranch

45 25.0 C  
1127  
63 49  
81 1297

**Montarise Village**  
Traffic Model  
Total Projected Traffic  
PM

Highway 93

35.1/19.6 E/C

31 10  
1330 0  
16 5  
26 31  
0 1304  
26 10

Bowdish Rd

16 74  
63 58  
18 89  
89 63

KM Ranch

58 42.7 E  
1325  
89 74  
63 1246

---

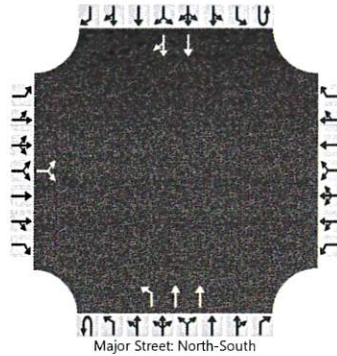
# **APPENDIX C**

## **LOS Calculations**

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA			Intersection	KM Ranch & Highway 93		
Agency/Co.	ATS			Jurisdiction	MDT		
Date Performed	3/1/2022			East/West Street	KM Ranch Road		
Analysis Year	2022			North/South Street	Highway 93		
Time Analyzed	Existing AM Peak Hour			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Montarise Village						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	0	0		0	1	2	0		0	0	2	0
Configuration			LR							L	T				T	TR		
Volume (veh/h)		29		33						0	16	996				857	20	
Percent Heavy Vehicles (%)		3		3						3	3							
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized																		
Median Type   Storage					Left Only								1					

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1							
Critical Headway (sec)		6.86		6.96						4.16							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.53		3.33						2.23							

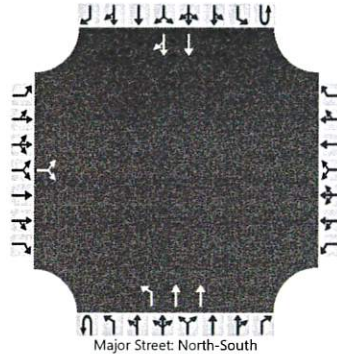
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			62							16							
Capacity, c (veh/h)			360							759							
v/c Ratio			0.17							0.02							
95% Queue Length, Q <sub>95</sub> (veh)			0.6							0.1							
Control Delay (s/veh)			17.0							9.8							
Level of Service (LOS)			C							A							
Approach Delay (s/veh)		17.0								0.2							
Approach LOS		C															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	KM Ranch & Highway 93				
Agency/Co.	ATS	Jurisdiction	MDT				
Date Performed	3/1/2022	East/West Street	KM Ranch Road				
Analysis Year	2022	North/South Street	Highway 93				
Time Analyzed	Existing PM Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Montarise Village						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	0	0		0	1	2	0		0	0	2	0
Configuration			LR							L	T				T	TR		
Volume (veh/h)		45		24						0	29	947				1012	16	
Percent Heavy Vehicles (%)		3		3						3	3							
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized																		
Median Type   Storage		Left Only												1				

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1							
Critical Headway (sec)		6.86		6.96						4.16							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.53		3.33						2.23							

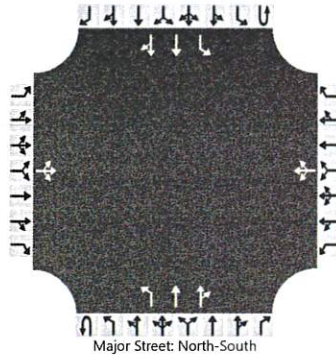
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			69							29								
Capacity, c (veh/h)			271							665								
v/c Ratio			0.25							0.04								
95% Queue Length, Q <sub>95</sub> (veh)			1.0							0.1								
Control Delay (s/veh)			22.7							10.7								
Level of Service (LOS)			C							B								
Approach Delay (s/veh)		22.7									0.3							
Approach LOS		C									B							

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	KM Ranch & Highway 93				
Agency/Co.	ATS	Jurisdiction	MDT				
Date Performed	3/1/2022	East/West Street	Bowdish Road				
Analysis Year	2022	North/South Street	Highway 93				
Time Analyzed	Existing AM Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Montarise Village						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0	
Configuration			LTR				LTR			L	T	TR		L	T	TR	
Volume (veh/h)		1	0	1		20	0	8	0	1	1024	1	0	4	836	1	
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type   Storage		Left Only								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1			
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16			
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2			
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23			

## Delay, Queue Length, and Level of Service

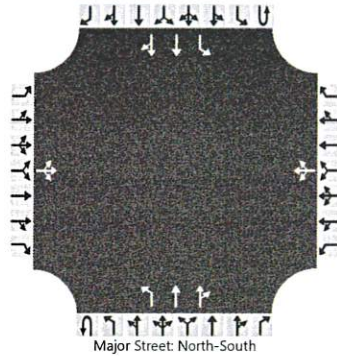
Flow Rate, v (veh/h)			2				28			1				4			
Capacity, c (veh/h)			321				232			786				667			
v/c Ratio			0.01				0.12			0.00				0.01			
95% Queue Length, Q <sub>95</sub> (veh)			0.0				0.4			0.0				0.0			
Control Delay (s/veh)			16.3				22.6			9.6				10.4			
Level of Service (LOS)			C				C			A				B			
Approach Delay (s/veh)		16.3				22.6				0.0				0.0			
Approach LOS		C				C											



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA			Intersection	KM Ranch & Highway 93		
Agency/Co.	ATS			Jurisdiction	MDT		
Date Performed	3/1/2022			East/West Street	Bowdish Road		
Analysis Year	2022			North/South Street	Highway 93		
Time Analyzed	Existing AM Peak Hour			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Montarise Village						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		1	0	1		4	0	8	0	1	991	8	0	12	1008	1
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Left Only								1							

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

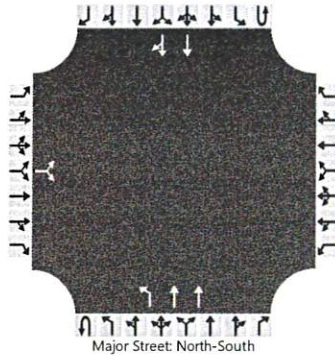
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				12				1				12	
Capacity, c (veh/h)			265				324				677				683	
v/c Ratio			0.01				0.04				0.00				0.02	
95% Queue Length, Q <sub>95</sub> (veh)			0.0				0.1				0.0				0.1	
Control Delay (s/veh)			18.7				16.5				10.3				10.4	
Level of Service (LOS)			C				C				B				B	
Approach Delay (s/veh)	18.7				16.5				0.0				0.1			
Approach LOS	C				C											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA			Intersection	KM Ranch & Highway 93		
Agency/Co.	ATS			Jurisdiction	MDT		
Date Performed	3/1/2022			East/West Street	KM Ranch Road		
Analysis Year	2023			North/South Street	Highway 93		
Time Analyzed	Phase 1 AM Peak Hour			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Montarise Village						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	0	0		0	1	2	0		0	0	2	0
Configuration			LR							L	T				T	TR		
Volume (veh/h)		38		46						0	21	1058				916	24	
Percent Heavy Vehicles (%)		3		3						3	3							
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized																		
Median Type   Storage		Left Only												1				

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1							
Critical Headway (sec)		6.86		6.96						4.16							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.53		3.33						2.23							

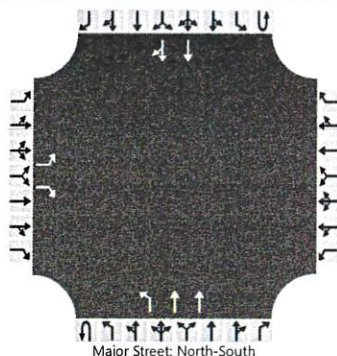
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			84								21							
Capacity, c (veh/h)			339								719							
v/c Ratio			0.25								0.03							
95% Queue Length, Q <sub>95</sub> (veh)			1.0								0.1							
Control Delay (s/veh)			19.1								10.2							
Level of Service (LOS)			C								B							
Approach Delay (s/veh)		19.1									0.2							
Approach LOS		C																

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA			Intersection	KM Ranch & Highway 93		
Agency/Co.	ATS			Jurisdiction	MDT		
Date Performed	3/1/2022			East/West Street	KM Ranch Road		
Analysis Year	2023			North/South Street	Highway 93		
Time Analyzed	Phase 1 PM Peak Hour			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Montarise Village						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	0		
Configuration		L		R						L	T				T	TR		
Volume (veh/h)		54		32					0	41	1013				1078	28		
Percent Heavy Vehicles (%)		3		3					3	3								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized		No																
Median Type   Storage		Left Only									1							

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1							
Critical Headway (sec)		6.86		6.96						4.16							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.53		3.33						2.23							

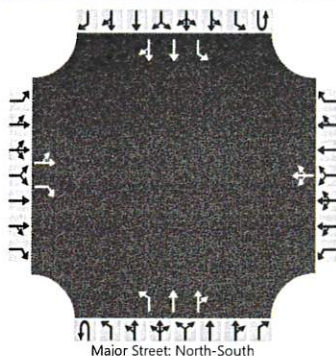
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		54		32						41							
Capacity, c (veh/h)		195		474						621							
v/c Ratio		0.28		0.07						0.07							
95% Queue Length, Q <sub>95</sub> (veh)		1.1		0.2						0.2							
Control Delay (s/veh)		30.4		13.1						11.2							
Level of Service (LOS)		D		B						B							
Approach Delay (s/veh)		24.0								0.4							
Approach LOS		C															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	KM Ranch & Highway 93				
Agency/Co.	ATS	Jurisdiction	MDT				
Date Performed	3/1/2022	East/West Street	Bowdish Road				
Analysis Year	2023	North/South Street	Highway 93				
Time Analyzed	Phase 1 AM Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Montarise Village						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound						
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R			
Movement																			
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6			
Number of Lanes		0	1	1		0	1	0		0	1	2	0		0	1	2	0	
Configuration		LT		R			LTR			L	T	TR		L	T	TR			
Volume (veh/h)		8	1	8		21	0	9		0	3	1093	1		0	4	889	3	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3					3	3			
Proportion Time Blocked																			
Percent Grade (%)		0				0													
Right Turn Channelized		No																	
Median Type   Storage		Left Only												1					

## Critical and Follow-up Headways

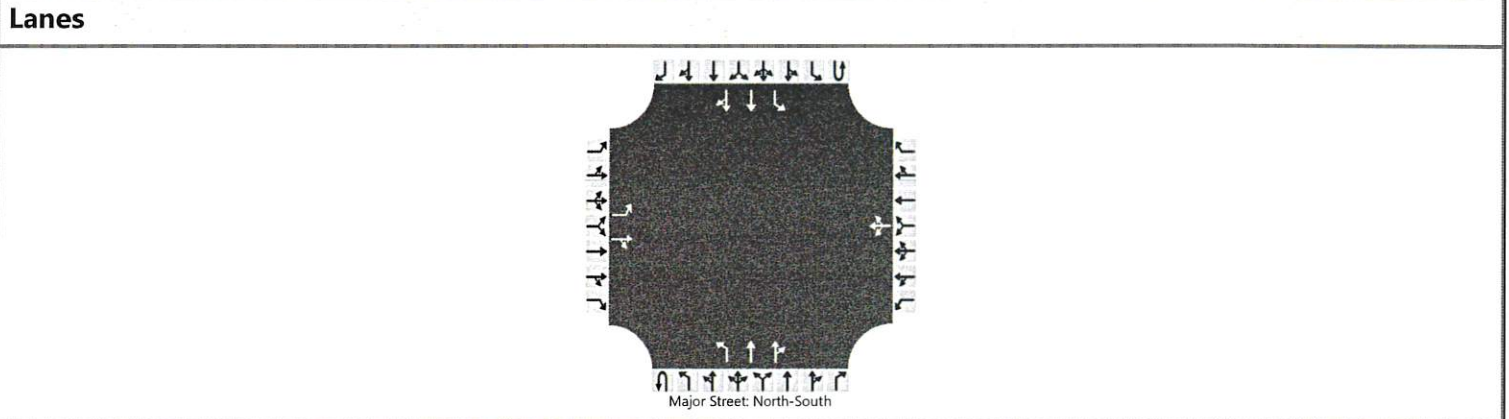
Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1					4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16					4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2					2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23					2.23		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9		8				30				3				4				
Capacity, c (veh/h)		159		557				211				750				628				
v/c Ratio		0.06		0.01				0.14				0.00				0.01				
95% Queue Length, Q <sub>95</sub> (veh)		0.2		0.0				0.5				0.0				0.0				
Control Delay (s/veh)		29.0		11.6				24.9				9.8				10.8				
Level of Service (LOS)		D		B				C				A				B				
Approach Delay (s/veh)		20.8					24.9					0.0					0.0			
Approach LOS		C					C													

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA			Intersection	KM Ranch & Highway 93		
Agency/Co.	ATS			Jurisdiction	MDT		
Date Performed	3/1/2022			East/West Street	Bowdish Road		
Analysis Year	2023			North/South Street	Highway 93		
Time Analyzed	Phase 1 PM Peak Hour			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Montarise Village						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		1	1	0		0	1	0		0	1	2	0		0	1	2	0
Configuration		L		TR			LTR			L	T	TR		L	T	TR		
Volume (veh/h)		5	1	5		4	0	9		0	9	1057	9		0	13	1079	9
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3	3				3	3		
Proportion Time Blocked																		
Percent Grade (%)		0				0												
Right Turn Channelized																		
Median Type   Storage		Left Only								1								

**Critical and Follow-up Headways**

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

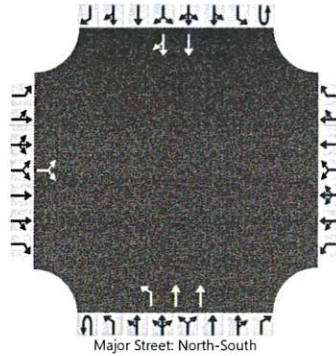
**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		5		6				13				9				13
Capacity, c (veh/h)		158		177				301				631				644
v/c Ratio		0.03		0.03				0.04				0.01				0.02
95% Queue Length, Q <sub>95</sub> (veh)		0.1		0.1				0.1				0.0				0.1
Control Delay (s/veh)		28.5		26.0				17.5				10.8				10.7
Level of Service (LOS)		D		D				C				B				B
Approach Delay (s/veh)		27.2				17.5				0.1				0.1		
Approach LOS		D				C										

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	KM Ranch & Highway 93				
Agency/Co.	ATS	Jurisdiction	MDT				
Date Performed	3/1/2022	East/West Street	KM Ranch Road				
Analysis Year	2025	North/South Street	Highway 93				
Time Analyzed	Projected AM Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Montarise Village						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	0	0		0	1	2	0		0	0	2	0
Configuration			LR							L	T				T	TR		
Volume (veh/h)		58		75						0	46	1114					970	41
Percent Heavy Vehicles (%)		3		3						3	3							
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized																		
Median Type   Storage					Left Only								1					

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1							
Critical Headway (sec)		6.86		6.96						4.16							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.53		3.33						2.23							

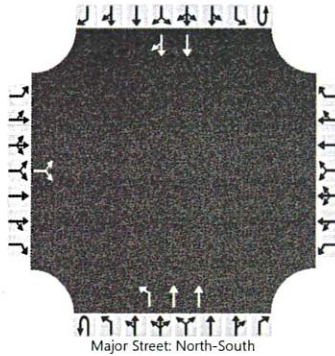
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			133							46							
Capacity, c (veh/h)			311							675							
v/c Ratio			0.43							0.07							
95% Queue Length, Q <sub>95</sub> (veh)			2.1							0.2							
Control Delay (s/veh)			25.0							10.7							
Level of Service (LOS)			C							B							
Approach Delay (s/veh)		25.0								0.4							
Approach LOS		C															

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RLA	Intersection	KM Ranch & Highway 93
Agency/Co.	ATS	Jurisdiction	MDT
Date Performed	3/1/2022	East/West Street	KM Ranch Road
Analysis Year	2025	North/South Street	Highway 93
Time Analyzed	Projected PM Peak Hour	Peak Hour Factor	1.00
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Montarise Village		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	0	0		0	1	2	0		0	0	2	0
Configuration			LR							L	T				T	TR		
Volume (veh/h)		81		58						0	68	1072				1139	55	
Percent Heavy Vehicles (%)		3		3						3	3							
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized																		
Median Type   Storage		Left Only												1				

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.86		6.96						4.16						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

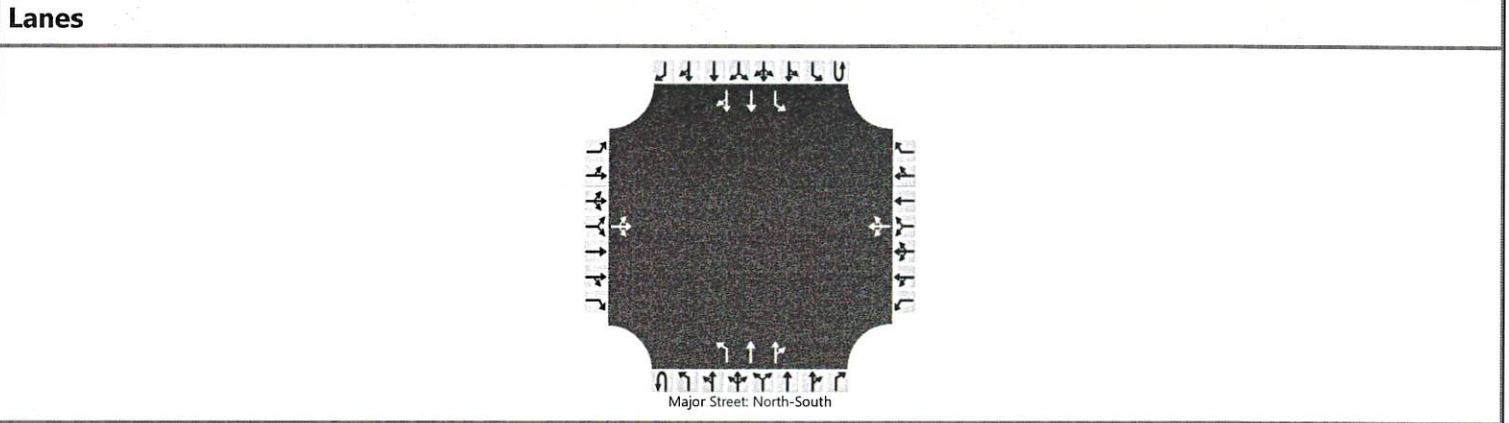
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			139								68							
Capacity, c (veh/h)			228								575							
v/c Ratio			0.61								0.12							
95% Queue Length, Q <sub>95</sub> (veh)			3.6								0.4							
Control Delay (s/veh)			42.7								12.1							
Level of Service (LOS)			E								B							
Approach Delay (s/veh)		42.7									0.7							
Approach LOS		E																

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# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA	Intersection	KM Ranch & Highway 93				
Agency/Co.	ATS	Jurisdiction	MDT				
Date Performed	3/1/2022	East/West Street	Bowdish Road				
Analysis Year	2025	North/South Street	Highway 93				
Time Analyzed	Projected AM Peak Hour	Peak Hour Factor	1.00				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Montarise Village						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		27	2	27		22	0	9	0	19	1153	1	0	4	939	19
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type   Storage		Left Only								1						

**Critical and Follow-up Headways**

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

**Delay, Queue Length, and Level of Service**

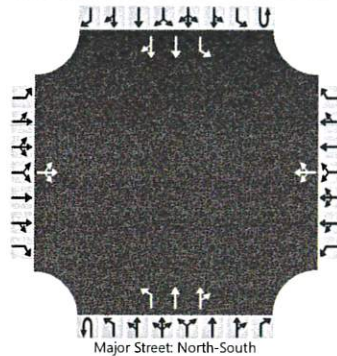
Flow Rate, v (veh/h)		56				31				19				4		
Capacity, c (veh/h)		230				180				708				595		
v/c Ratio		0.24				0.17				0.03				0.01		
95% Queue Length, Q <sub>95</sub> (veh)		0.9				0.6				0.1				0.0		
Control Delay (s/veh)		25.7				29.2				10.2				11.1		
Level of Service (LOS)		D				D				B				B		
Approach Delay (s/veh)		25.7				29.2				0.2				0.0		
Approach LOS		D				D										



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RLA			Intersection	KM Ranch & Highway 93		
Agency/Co.	ATS			Jurisdiction	MDT		
Date Performed	3/1/2022			East/West Street	Bowdish Road		
Analysis Year	2025			North/South Street	Highway 93		
Time Analyzed	Projected PM Peak Hour			Peak Hour Factor	1.00		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Montarise Village						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	0		0	1	0		0	1	2	0		0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR		
Volume (veh/h)		26	2	26		4	0	9		0	31	1122	9		0	13	1145	31
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3					3	3		
Proportion Time Blocked																		
Percent Grade (%)		0				0												
Right Turn Channelized																		
Median Type   Storage		Left Only								1								

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			54				13				31				13		
Capacity, c (veh/h)			173				259				584				608		
v/c Ratio			0.31				0.05				0.05				0.02		
95% Queue Length, Q <sub>95</sub> (veh)			1.3				0.2				0.2				0.1		
Control Delay (s/veh)			35.1				19.6				11.5				11.1		
Level of Service (LOS)			E				C				B				B		
Approach Delay (s/veh)		35.1				19.6				0.3				0.1			
Approach LOS		E				C											