

SUBJECT: APPROVAL OF CHANGE ORDER NO. 6 FOR CONTRACT No. 22-104P(C) WITH DOWL, LLC, FOR THE MSBSD SHAW ELEMENTARY TURN LANE PROJECT TO ADD \$790,622 FOR ADDITIONAL DESIGN SERVICES AND TO EXTEND THE CONTRACT TO DECEMBER 1, 2028.

AGENDA OF: September 2, 2025

ASSEMBLY ACTION:

AGENDA ACTION REQUESTED: Present to the Assembly for consideration.

Route To:	Signature
Originator	8 / 2 0 / 2 0 2 5 X A n d r e w S t r a h l e r S i g n e d b y : A n d r e w S t r a h l e r
Project Management Division Manager	8 / 2 0 / 2 0 2 5 X C o l e B r a n h a m S i g n e d b y : C o l e B r a n h a m
Public Works Director	8 / 2 0 / 2 0 2 5 X T o m A d a m s , P E S i g n e d b y : T o m A d a m s
Purchasing Director	8 / 2 0 / 2 0 2 5 X R u s t i n K r a f f t S i g n e d b y : R u s t i n K r a f f t
Finance Director	8 / 2 0 / 2 0 2 5 X C h e y e n n e H e i n d e l S i g n e d b y : C h e y e n n e H e i n d e l
Borough Attorney	8 / 2 0 / 2 0 2 5 X N i c h o l a s S p i r o p o u l o s S i g n e d b y : N i c h o l a s S p i r o p o u l o s
Borough Manager	8 / 2 1 / 2 0 2 5 X M i c h a e l B r o w n S i g n e d b y : M i c h a e l B r o w n
Borough Clerk	8 / 2 1 / 2 0 2 5 X L o n n i e M c K e c h n i e S i g n e d b y : L o n n i e M c K e c h n i e

ATTACHMENT (S) : Decisional Document (3 pp)
Traffic Impact Analysis (195 pp)
Scope (34 pp)
Fee (16 pp)

SUMMARY STATEMENT: In February 2022, the Matanuska-Susitna Borough (MSB) Purchasing Division, at the request of the Public Works Department, issued Solicitation RFP 22-104P-C for the "2022 Road Bond Design Phase 3 Shaw Elementary Turn Lane" project. The solicitation requested proposals from qualified firms to design

the Shaw Elementary Turn Lane project along with two additional projects (49th State Street Pathway and Pedestrian Projects at seven school locations).

The Shaw Elementary Turn Lane project (Project No. 35472-1810) was part of the Transportation Infrastructure Program 2021 (TIP21), approved by voters as Proposition No. 1 in November 2021. The purpose of the project was to reduce congestion during peak traffic, improve safety, and accommodate planned MSB facility construction.

Two proposals were received. An evaluation team of MSB Public Works staff selected DOWL, LLC (DOWL) as the most qualified firm. The current value of Contract No. 22-104P(C), including the original award and prior change orders, is \$461,940 with a contract completion date of June 18, 2027.

During project development, it was determined that a turn lane alone would not adequately address traffic issues. The Borough's consultant evaluated five alternatives:

1. No action,
2. Extending Tanis Road from Wasilla Fishhook Road to the school access road,
3. Extending Foxtrot Avenue to Wasilla Fishhook Road,
4. Installing a traffic signal at the same intersection,
5. Constructing a roundabout at Wasilla Fishhook Road and Paradise Lane.

The traffic analysis was coordinated with the Alaska Department of Transportation and Public Facilities (DOT&PF) who has jurisdiction over Wasilla Fishhook Road. The analysis showed that extending Foxtrot Avenue and constructing a roundabout at Wasilla Fishhook Road would improve traffic and safety conditions.

In November 2024, voters approved Proposition No. 4, which provided additional funding for school site traffic and safety improvements at Shaw Elementary School through TIP24. The need for improvements has increased with the proposed addition of Birchtree Charter School at the site. In addition to the new school, three new subdivision plats have been proposed along the corridor, which if constructed will further increase traffic.

Change Order No. 6 adds \$790,622 to the contract for design services for the Wasilla Fishhook Road intersection. The design will extend north and south along Wasilla Fishhook to accommodate geometry and turn lanes, reconstruct school access road east of

the intersection with an adjacent pathway to Shaw Elementary, and provide complete bid-ready plans, specifications, and an engineer's estimate. This change order also extends the contract completion date to December 1, 2028, to allow for design support during construction.

Additional change orders are anticipated for improvements to the existing sections of Foxtrot Avenue and for potential construction management services.

The Administration requests approval of Change Order No. 6 to Contract No. 22-104P(C) with DOWL and further requests authority to extend the contract by up to 90 days if necessary for unforeseen circumstances.

RECOMMENDATION OF ADMINISTRATION: The Administration recommends approval of Change Order No. 6 to Contract No. 22-104P(C) with DOWL, LLC. This change order increases the total contract amount by \$790,622, for a revised contract value of \$1,252,562, and extends the contract completion date from June 18, 2027, to December 1, 2028. Approval will allow the Borough to complete the design for the Wasilla Fishhook Road intersection improvements, address current and projected traffic needs, and provide for design support during construction. The Administration further requests authority to extend the contract by up to 90 days if necessary to address unforeseen circumstances.

MATANUSKA-SUSITNA BOROUGH

FISCAL NOTE

Agenda Date: September 2, 2025

SUBJECT: APPROVAL OF CHANGE ORDER NO. SIX FOR CONTRACT NO. 22-104P(C) WITH DOWL, LLC, FOR THE MSBSD SHAW ELEMENTARY TURN LANE PROJECT TO ADD \$790,622 AND TO EXTEND THE CONTRACT TO DECEMBER 1, 2028.

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT YES NO
AMOUNT REQUESTED \$790,622	FUNDING SOURCE Roads and Bridges Capital Projects
FROM ACCOUNT # 430.000.000 4xx.xxx	PROJECT#35472
TO ACCOUNT:	PROJECT #
VERIFIED BY:  Recoverable Signature X Liesel Zanto Signed by: Liesel W. Zanto	

EXPENDITURES/REVENUES:

(Thousands of Dollars)

OPERATING	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING						

CAPITAL		790.6				
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REVENUE						
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FUNDING:

(Thousands of Dollars)

General Fund						
State/Federal Funds						
Other		790.6				
TOTAL		790.6				

POSITIONS:

Full-Time						
Part-Time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

APPROVED BY:	 Recoverable Signature X Cheyenne Heindel Signed by: Cheyenne Heindel
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MATANUSKA-SUSITNA BOROUGH
Public Works Department
Project Management Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7711
www.matsugov.us

Memorandum

TO: Mike Brown, Borough Manager
THROUGH: Tom Adams, PE, Public Works Director
THROUGH: Cole Branham, Project Management Division Manager
FROM: Andrew Strahler, PE, Project Manager
DATE: August 18, 2025
SUBJECT: Shaw Elementary School Traffic and Safety Improvements – Design Decision

Design Decision

Public Works is managing the consultant contract for the School Site Traffic and Safety Improvement project at Shaw Elementary School. We are prepared to move forward with recommended improvements but require a contract amendment for design services. Assembly approval of the contract amendment will allow the project team to advance detailed design, ensure the project accounts for future growth and school access needs, and prepare for construction of improvements that address congestion, safety, and long-term connectivity.

The design decision is supported by a Traffic Impact Analysis (TIA), which identified the Paradise Lane and Wasilla Fishhook Road intersection currently operates at unacceptable levels of service during peak hours. Future traffic generated by the proposed Birchtree Charter School (BTC) and three proposed subdivision plats will further increase congestion and safety risks if no improvements are made.

Alternatives considered included no action, roadway extension, installation of a traffic signal, and construction of a roundabout. The TIA concluded that extending Foxtrot Avenue to Wasilla Fishhook Road in combination with constructing a roundabout provides the most effective solution. The Alaska Department of Transportation and Public Facilities (DOT&PF) supports the roundabout as the preferred intersection improvement.

Background

The Shaw Elementary School Access Improvements project is intended to relieve recurring congestion during peak hours at the Wasilla Fishhook Road intersection. The project was originally conceived to evaluate a right-hand turn lane from Wasilla Fishhook onto the Shaw Elementary School access road. This project was included in the Transportation Infrastructure Program 2021 (TIP21), approved by voters as Proposition No. 1 in November 2021.

As the TIA progressed, it became clear that a turn lane alone would not adequately resolve the congestion and safety issues. In response, the project scope and funding were expanded through Proposition No. 4 in November 2024, which provided additional resources for school site traffic and safety improvements at Shaw Elementary School.

The expanded scope reflects anticipated traffic growth from the proposed new charter school. The BTC project includes the construction of a 400-student charter school on a parcel of land immediately east of Shaw Elementary. Primary access to the new school would be through an extension of Foxtrot Avenue to Wasilla Fishhook Road, further increasing demand on the intersection. In addition, three new subdivision plats have been proposed along the corridor, the largest of which could add up to 44 residential lots, compounding potential traffic pressure.

The TIA prepared by DOWL in July 2025 evaluated the effects of these developments and assessed alternatives to address existing and future traffic conditions.

Problem Statement

Traffic congestion and delays at the school access road and Wasilla Fishhook intersection have been well documented. According to the 2023 traffic counts cited in the TIA, the intersection currently operates at a Level of Service (LOS) F during the morning peak hour and LOS D in the afternoon peak. Without significant improvements, conditions will deteriorate further with the addition of BTC and new subdivisions.

Short-term measures such as flaggers, staggered school start times, and on-site circulation changes have been considered but are not viable long-term solutions. A capital investment in roadway improvements is necessary to ensure safe and efficient movement in the corridor.

Alternatives Considered

The TIA prepared by DOWL evaluated multiple options to address congestion at the Wasilla Fishhook and school access road intersection, as well as to improve connectivity in the surrounding area:

1. No Action – Maintains existing conditions. Traffic would worsen significantly with BTC and new subdivisions. Public concerns would remain unaddressed.
2. Extend Tanis Road (Wasilla Fishhook to school access road) – Provides another outlet to Wasilla Fishhook, but does not correct the safety and congestion issues at the school access road intersection.
3. Extend Foxtrot Avenue to Wasilla Fishhook Road – Improves overall area connectivity and distributes traffic, providing relief to the intersection.
4. Traffic Signal at Wasilla Fishhook/school access intersection – Reduces congestion but requires high upfront capital and ongoing maintenance costs.

5. Roundabout at Wasilla Fishhook/school access intersection – Reduces congestion with lower construction and long-term maintenance costs compared to a signal. Preferred by DOT&PF.

Cost Estimate

The TIA (December 2022) prepared preliminary cost estimates for the proposed alternatives. These high-level estimates do not include design, utility relocations, or right-of-way acquisition, which could significantly affect final costs.

Alternative		Capital Cost	Maintenance Cost
1.	No Action	-	-
2.	Extend Tanis South	\$1.6 M	-
3.	Extend Foxtrot to Paradise	\$2.7 M	-
4.	Traffic Signal (W-F/Paradise)	\$3.8 M	\$13,500/yr
5.	Roundabout (W-F/Paradise)	\$3.3 M	\$1,650/yr

Recommendation

The Public Works Department recommends extending Foxtrot Avenue to Wasilla Fishhook Road and constructing a roundabout at the intersection.

This combined approach offers the most effective long-term solution by improving roadway connectivity, reducing congestion at a critical intersection, and accommodating projected growth from the Birchtree Charter School and surrounding subdivisions. The roundabout is supported by DOT&PF as their preferred option.

Design of the Foxtrot Avenue extension is already underway with the goal of completing improvements before the opening of the new BTC school. The next step is to advance the roundabout design, which should be developed by the design engineer based on anticipated traffic volumes, roadway geometry, safety standards, and input from stakeholders.

Attachments: Traffic Impact Analysis: Mat-Su Borough Shaw Elementary School Parcel

Cc: Project File

**Matanuska-Susitna Borough
School Site Safety Improvements: Shaw Elementary School
PH2A- Wasilla Fishhook and Foxtrot Intersection**

General

The Consultant (DOWL) will provide services as identified and authorized by a sequentially numbered Notice-to-Proceed (NTP) issued by the Borough. DOWL will not perform services or incur billable expenses except as authorized by a NTP.

All reports, plans, specifications, estimates and similar work products provided by DOWL will be prepared by or under the supervision of an Architect, Engineer, or Land Surveyor currently registered in Alaska.

DOWL will name individuals whom all services must be performed by or under the direct supervision of; replacement of or addition to the Project Staff named below will be accomplished only by prior written approval of the Borough:

<u>Name</u>	<u>Project Responsibilities</u>
Aaron Christie, PE, PMP	Contract Management
Sam Tyler, PE	Project Management
Jessi Miranda, PE	Civil Engineering
Josh Varney, PLS	Surveying (Lounsbury)
Morgan McCammon	Public Involvement
Adam Miles, PE	Illumination Design
Roy Pace	Electrical

All coordination and correspondence for the project will be handled through or with the concurrence of the MSB Project Manager.

DOWL is required to maintain a schedule detailing project tasks and milestones. This schedule will show the interdependence and duration of the various design activities/contract tasks. The schedule will be the basis for performance measurements throughout the Project development and used to track Consultant progress and billings.

Project Location and Description

The proposed project will improve the Wasilla Fishhook and Paradise lane intersection. The improvements include a roundabout. The project will extend north and south on Wasilla Fishhook to accommodate geometry and turn lanes. To the east of the intersection paradise lane will be reconstructed with pathway next to the road to the Shaw Elementary driveway. See project limits and concept drawing on Page 3.

All construction and roadway design will comply with the Matanuska-Susitna Borough (MSB) design and construction standards.

DOWL will provide complete bid-ready plans, specifications and an Engineer's estimate. MSB reserves the right to add other required services by amendment if necessary.

Project Schedule

The anticipated project milestone schedule is:

Professional Service Agreement Award	September 2025
Plans in Hand	March 2026
ROW	May 26- Dec 26
Pre-PS&E	November 26
Final PS&E (Complete Bid Documents)	February 27
Bid Advertisement Construction	March 27
Award Construction Contract	April 27

Billing

The Consultant must provide a monthly report with each invoice that includes:

- Firm details and invoice information.
- Project name, contract number, and purchase order number.
- Sequentially numbered with a date range covered by the invoice.
- Project specifics, contract amounts, previous and current billings.
- Summary of work performed and planned activities for the next billing period.

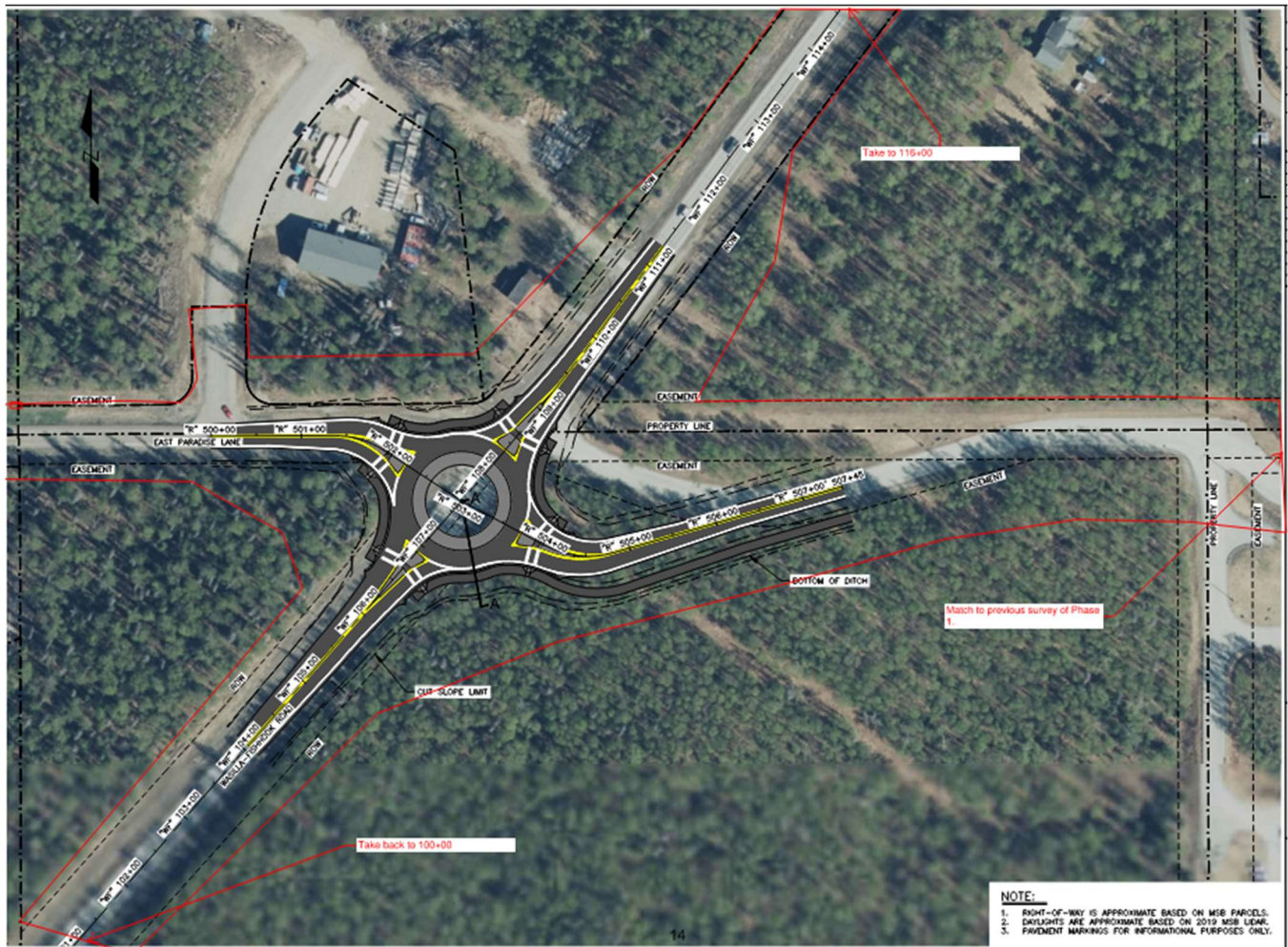
The consultant is required to notify the Borough Project Manager when 75% and 90% of the authorized billing amount for each task has been expended.

Final invoices must be clearly marked as "FINAL."

Guarantee

No guarantee is given that the Consultant will be required to provide all of the services detailed in this Statement of Services or that the Consultant will incur all of the costs estimated. Likewise, no guarantee is given that the Consultant will perform other services for the project beyond those defined in this contract.

Phase 2A Project Limits



Scope of Services

Project Management

The Consultant shall provide project management services focused on quality control and administration of the work. This includes preparing agendas and minutes for progress meetings, managing monthly invoices, and generating progress reports along with budget tracking. The Consultant will oversee its team and overall project activities in alignment with the Borough's direction to ensure that the project adheres to its schedule and budget.

The Consultant will also manage sub-consultants, maintain the project schedule and budget, anticipate and mitigate potential issues and delays, and coordinate with the Borough Project Manager to keep them updated on the project's overall progress. The Consultant will interact with Borough staff to develop a design that meets all requirements, documenting and distributing meeting minutes for approval following each meeting.

Periodic progress meetings will be held at a frequency agreed upon between the Borough Project Manager and the Consultant. Review meetings will also be held at key project milestones, which include but are not limited to:

- Kick-off Meeting
- Preliminary Findings Meeting
- Preliminary Design Review
- Plans in Hand Review
- Pre PS&E Review

The Consultant shall designate one individual as the project manager and primary contact for the Borough. This individual will be responsible for maintaining clear lines of communication and will serve as the designated liaison for the Borough Project Manager. Additionally, this person will assist the Borough Project Manager in providing updates to interested stakeholders.

The Consultant is required to utilize Projectmates, the Borough's designated project management software, for all relevant aspects of project coordination and documentation as required under this Contract. This includes, but is not limited to, managing and updating the design schedule, uploading design deliverables, submitting invoices for professional services, documenting meeting minutes, and tracking project correspondence and decisions. The platform shall serve as the official system of record for the project.

The Consultant shall designate one individual to serve as the primary point of contact for all Projectmates related activities. This individual shall be responsible for maintaining the Consultant's information within the system and ensuring compliance with all platform requirements.

The Consultant shall ensure that all entries in Projectmates are timely, accurate, and complete. The system must be kept current and well organized throughout the duration of the project. The Borough may require regular updates and reports generated from Projectmates to monitor progress, verify alignment with the approved project schedule and budget, and support timely decision making. Failure to utilize Projectmates as required may result in delayed review or approval of deliverables, invoices, or other project related documents.

Tasks

Following is an table of the tasks included in this Statement of Services and the assigned Task Numbers for each task.

Task No.	Task	Included
1	Reconnaissance Engineering Study	NIC
2	Environmental Support	DOWL
3	Surveying	LAI
4	Right of Way Mapping	LAI
5	Geotechnical Investigations/Recommendations	NIC
6	Hydrologic and Hydraulic Design	Task 11
7	Electrical Design	EDC
8	Traffic and Safety Analysis	NIC
9	Structural Design	NIC
10	Foundation Design	NIC
11	Design Study Report	DOWL
12	Public Involvement	DOWL
13	Erosion and Sediment Control Plan	DOWL
14	Plans, Specifications and Estimates	DOWL
15	Utilities Services	NIC
16	Right of Way Acquisition and Relocation Services	DOWL
17	Assistance during Bidding	DOWL
18	Assistance with Design Project Closeout	DOWL
19	Assistance during Construction	DOWL
20	Additional Engineering Services	DOWL

NIC is abbreviation for Not in Contract. The Borough reserves the right to add NIC tasks by amendment. However, it is under no obligation to do so and reserves the right to complete the services by any other means, including the use of in-house forces. EXC is an abbreviation for Excluded and these services are not anticipated to be added to the contract.

Based on a mutually agreed upon scope of work, schedule and fee, Consultant's services may include, but not necessarily be limited to the following tasks.

TASK 1 – RECONNAISSANCE ENGINEERING STUDY (EXCLUDED)

TASK 2 – ENVIRONMENTAL SUPPORT (T&E)

2.1 General

All services discussed herein will ensure compliance with Section 106 of the Alaska Historic Preservation Act (AHPA) and Alaska Office of History and Archaeology (OHA) standards and requirements. This inventory will result in a Cultural Resources Inventory Report that describes cultural resources within the project area and provides recommendations for managing them.

Cultural Resources Inventory

2.2 Desktop Review & Coordination

DOWL will conduct a desktop review of the project area and everything within a quarter-mile radius thereof. DOWL will first review records maintained by OHP's online cultural resources database – the Alaska Heritage Resource Survey (AHRS) portal – to identify any previously recorded cultural resources in or near the project area. DOWL will also review other pertinent resources, including the National Register of Historic Places (NRHP), General Land Office (GLO) plat maps and land patents, historic U.S. Geologic Survey (USGS) topographic maps, and historic aerial photographs. ~~DOWL will use the results of this research to inform the survey effort and to ensure that historical resources are not missed during inventory.~~

2.3 Cultural Resources Survey

~~DOWL will conduct a pedestrian survey of the portions of the project area that have not previously been surveyed. Following OHP guidelines and professional standards, DOWL will conduct this survey at no greater than 15-meter intervals and will conduct up to five shovel test probes, which will be sufficient to identify surface manifestations of cultural sites or isolated finds in the project area. DOWL archaeologists will adhere to professional standards and guidelines during survey and will therefore use various tools and devices to aid in survey and site identification and documentation. DOWL archaeologists will use professional-grade global positioning system (GPS) units that display each user's real-time position in Universal Transverse Mercator (UTM) coordinates. All previously recorded and newly identified cultural sites, features, and isolated finds encountered during the survey will be appropriately mapped, documented, and photographed in accordance with OHP forms and guidelines.~~

2.4 Technical Report & Deliverables

~~Upon completion of the survey, A brief summary will be provided that includes an outline of the survey results and a table describing preliminary NRHP eligibility recommendations. DOWL will prepare AHRS site forms for all cultural sites documented during inventory as DOWL will provide a draft desktop technical report, which will be prepared and submitted to the client for review. This report will include all components, sections, figures, and shapefiles, as required for project planning purposes, including NRHP eligibility and management recommendations. Following a review and comment period, the final cultural resources report will be prepared and submitted to the client.~~

2.5 Assumptions

- ~~• DOWL anticipates that no more than one cultural resource will be documented in the project area. If a greater number of resources is identified, DOWL will promptly consult the client about how to proceed.~~

- ~~Cultural resources will be recorded within the project area only; if a site extends outside the project area, any portions of the site that are outside will remain undocumented.~~
- ~~DOWL will have unfettered access to the project area at the time of the survey.~~
- ~~The project area does not measure more than 10 acres in size, and survey thereof will require no more than two 8-hour workdays for two DOWL archaeologists to complete. This includes travel and excavation of shovel test probes.~~
- If the desktop review identifies the need for field survey, we will negotiate additional fees with MSB before proceeding.
- A full report with appropriate historic context and research design will be required.
- No costs for cultural indirect effects analyses are included herein.
- Any cultural or architectural resources can be addressed in the same inventory report (e.g., a separate architectural resources report will not be required).
- This scope does not include Native American consultation, nor consultation with any parties other than the client. If needed, the client will conduct all consultation with SHPO and the consulting parties such as interested tribes.
- Costs include responding to one round of client comments prior to submitting the final report.

2.6 Deliverable Items

- Desktop summary via email.
- Draft technical report with associated figures and shapefiles.
- Final technical report with associated figures and shapefiles.

TASK 3 – SURVEYING

3.1 General

The Consultant shall research all relevant information and perform necessary field and office services to collect geospatial data and reduce the collected data into a usable format for the Borough's project. Survey limits shall generally follow the project location map and extend far enough to adequately tie the project to existing features.

3.2 Control Survey

The Consultant shall establish both horizontal and vertical control points as directed by the Borough. A Survey Control Diagram (SCD) will be prepared, showing the results of the control survey. All points used or tied during the survey shall be included in the project coordinate file and depicted on the SCD.

Field notes for all control survey measurements and references must be recorded in field books. The survey shall be conducted according to the standards for Third Order Class I Traverse Surveys, as specified in the ASPLS Standards of Practice. Specifically, a closed traverse shall have an allowable linear error of closure of 1:10,000 or better. No ground traverse shall extend more than 2 miles between GNSS-controlled points.

For projects along road corridors, vertical control points shall be established at intervals of ½ mile or less. Existing official benchmarks (BM) shall be used wherever possible. If needed, temporary benchmarks (TBMs) shall be established.

In addition, Survey Control Sheets (SCS) shall be prepared to show the relationship between the final project centerline and the survey monuments in the field. The SCS will be included in the construction plan set. Its primary users will be land surveyors performing staking, Borough surveyors checking their work, and project engineers ensuring that monumentation remains intact.

The SCS may be recorded as a Record of Survey, but this is typically not required. The SCS shall not be prepared until the final design centerline is established, which usually occurs after the Pre-PS&E Review.

The Contractor shall ensure that both vertical and horizontal control are provided with an accuracy of 0.01 foot.

3.3 Survey for Design

The Consultant shall perform a design survey using a combination of topographic, hydrographic, photogrammetric, and other geospatial methods as necessary to define the existing ground surface and both natural and man-made features within the project area. The survey shall include the identification and location of all utilities within the survey limits.

The Consultant is responsible for conducting all necessary field and office services required to collect and process geospatial data in a format suitable for the Borough's use. This includes the delineation of right-of-way boundaries, easements, parcel ownership, and driveway details within the project limits.

The topographic survey must be precise enough to generate 1-foot contour intervals and to support the design of any necessary changes to the finished grade. The Consultant shall utilize appropriate methods for surveying topographic features to ensure accuracy.

In addition to topographic data, the Consultant shall map existing improvements, utilities, drainage structures, and both ordinary or mean high water boundaries. Other relevant physical features, both natural and man-made, shall also be included. The survey shall also include the horizontal and vertical locations of all geotechnical sample locations and collect ground water elevation data.

Upon completion of the survey, the Consultant shall provide topographic mapping in a single AutoCAD drawing file and a single TIN (Triangulated Irregular Network). All points collected during the survey shall be included in the project coordinate file.

The Consultant shall collect ground elevation data and stake locations for project-specific appurtenances (e.g., retaining walls, breakwaters, special ditches, turnouts, lighting, signals, etc.) as needed for design purposes and field review by the Borough.

3.4 Deliverable Items

- Field Books
- Point Files
- Survey Report and Control Summary
- Survey Control Sheets
- Electronic Photos
- CAD Files (Drawings)

TASK 4 – RIGHT OF WAY MAPPING (T&E)

4.1 General

The Consultant shall prepare the Right-of-Way (ROW) Acquisition Map and Parcel Plats in accordance with the Alaska Right-of-Way Manual, Borough code, and specific instructions from the Borough Project Manager. The Consultant will provide technical support for ROW negotiations, including interpreting documents and explaining project impacts to Borough personnel, property owners, and other stakeholders. All ROW mapping activities shall be conducted under the supervision of a Professional Land Surveyor registered in Alaska, and all final documents shall be sealed, signed, and certified.

4.2 Base Maps and ROW Acquisition Map

The Consultant shall prepare Base Maps and ROW Acquisition Maps, including the following elements:

- **Base Maps:** These maps shall show the project limits, existing property boundaries, subdivisions, roadway centerlines, existing ROW, and other required features. The Base Maps shall also resolve any boundary issues and determine where additional survey ties are needed. Index Sheets will be provided to depict the existing centerline, ROW lines, and adjacent property lines.
- **ROW Acquisition Map:** This map shall include existing and proposed ROW, easements, parcels, and proposed slope limits, among other required features. The Contractor will resolve boundary issues, analyze preliminary engineering information, and compute the “Take” and “Remain” areas for each parcel. The ROW Acquisition Map shall be prepared according to the Alaska ROW Manual and Title 43 of the Borough code, and shall include all project acquired ROW, as well as ROW to be acquired. The Consultant must receive written authorization from the Borough before preparation begins.

4.3 Parcel Plats

The Consultant shall prepare Parcel Plats for parcels yet to be acquired, following the Alaska ROW Manual requirements and Borough Standards. These plats will be created in AutoCAD format and shall contain all necessary details, including parcel information, title blocks, and required features. The Contractor will make revisions to the plats as requested by the Borough. Final plats shall be submitted in a format specified by the Borough Project Manager and may require coordination with the Department of Public Works for review and approval. The Consultant must receive written authorization from the Borough before preparation begins.

4.4 Right-of-Way Negotiations

The Consultant shall provide technical support during ROW negotiations. This includes interpreting ROW documents and assisting Borough personnel in explaining project impacts to property owners, as well as other stakeholders. The Consultant shall address concerns and answer questions related to ROW acquisition. The Consultant ensure that all necessary documentation is available for successful negotiation and acquisition.

4.5 Deliverable Items

- Right-of-Way Maps (Draft and Final)
- Parcel Plats (Draft and Final)

TASK 5 – GEOTECHNICAL INVESTIGATIONS/RECOMMENDATIONS (NIC)

TASK 6 – HYDROLOGIC AND HYDRAULIC DESIGN (SEE TASK 11)

TASK 7 – ELECTRICAL DESIGN (T&E)

7.1 General Requirements

EDC will provide the design for the load centers supporting the lighting improvements. This design will include load calculations, fault current, arc flash analysis, and voltage drop. Also included in the services is coordination with MEA for load center locations and submission of the new service applications to MSB.

7.2 Deliverable Items

See Task No. 14.

TASK 8 – TRAFFIC AND SAFETY ANALYSIS (NIC)

TASK 9 – STRUCTURAL DESIGN (NIC)

TASK 10 – FOUNDATION DESIGN (NIC)

TASK 11 – DESIGN STUDY REPORT

11.1 General Requirements

The Consultant shall provide a Design Study Report (DSR) that thoroughly documents the design process and requirements of the project. The DSR must follow the template provided by the DOT&PF, unless otherwise directed by the Borough Project Manager.

11.2 Field Review

Arrange and participate in a field review of the project area with personnel from the Borough. Identify known problems and review the existing conditions. Document all information and comments from the review.

The Borough will provide its own transportation for the field review.

Invite representatives from the following, as a minimum, from the Borough to the field review:

- Borough Project Manager
- PD&E Engineer
- Operations & Maintenance RSA Superintendent
- Right-of-Way Agent, if applicable

11.3 Draft DSR

The draft DSR must document the background and purpose of the project, and the approach to be taken with the design. Unless directed by the Borough Project Manager to do so, do not hold up the submittal waiting for appendices to be available.

11.4 Final DSR

Submit the Final DSR, sealed and signed by the supervising registered Engineer. The Borough will route the Final DSR for Final Approval. Additions and revisions may be required at a later date.

11.5 DSR Appendices

The Consultant shall include appendices to the report to support the body, which may include any or all of the following.

- Design Criteria and Approved Design Exceptions and/or Waivers
- TS Systems Engineering Analysis, if applicable
- Approved Environmental Document, if applicable
- Structural Concepts Memo, if applicable
- Geotechnical Summary and Recommendations, if applicable
- Culvert Inspection Report, if applicable
- Hydraulic or Hydrologic Report, if applicable
- Design Decisions

- Guardrail Inspection and Analysis Memo: The Consultant will provide the field inventory and design recommendations, if applicable.
- Traffic and Safety Report, if applicable

11.6 Drainage and Storm Water Memo

The Consultant shall perform hydrologic and hydraulic calculations as needed to design roadway cross culverts, ditches, and stormwater retention/detention basins as necessary to minimize the project's impacts on existing or natural hydrologic patterns. A summary of the hydrologic conditions and project components designed to accommodate stormwater runoff shall be included in a Drainage and Storm Water Memo, including hydrologic and hydraulic calculations for culverts, pipes, and other stormwater system features. The Drainage and Storm Water memo shall be included in the DSR as an appendix.

11.7 Roundabout Design Memo

The consultant will provide Roundabout memo summarizing the following with exhibits:

- Fastest Path
- Truck Turning Movements
- Intersection Sight Distance
- Construction Staging/ Sequencing

11.8 Deliverable Items

The Consultant shall provide the following deliverables:

- DSR, including appendices (Draft and Final)
- Drainage and Storm Water Memo (as DSR appendix)
- Roundabout Design Memo (as DSR appendix)

TASK 12 – PUBLIC INVOLVEMENT (T&E)

12.1 General

For this Agreement, Public Involvement refers to all efforts, both informal and formal, by DOWL and the Borough to keep the public and agencies informed about the project. This ensures that all reasonable alternatives are identified and that public and agency concerns are considered and addressed.

12.2 Meetings

DOWL will attend and document agency and small group meetings as requested by the Borough. DOWL will support open house with project specific materials, attendance and summary of comments received.

12.3 Other Public Involvement Activities

DOWL will provide additional support for informal public involvement as needed. This may include providing written and/or oral responses to requests for project information from individuals and agencies. All responses to public inquiries or comments must be approved by the Borough Project Manager before distribution. DOWL will not commit the Borough to any unapproved actions.

12.4 Correspondence and Documentation

DOWL will submit all original correspondence to the Borough as received. DOWL will maintain a written log of all project-related correspondence and will provide this log to the Borough upon request.

TASK 13 – EROSION AND SEDIMENT CONTROL PLAN (ESCP)

13.1 General Requirements

The Consultant shall provide an Erosion and Sediment Control Plan (ESCP). All temporary erosion and sediment controls are to be shown on the ESCP Plan. Submit the Draft ESCP as part of the PS&E Review. Respond to comments from the Borough and other review agencies and submit the revised plan with all adjudicated comments.

13.2 Deliverable Items

The Consultant shall provide the following deliverables:

- ESCP (Draft and Final)

TASK 14 – PLANS, SPECIFICATIONS AND ESTIMATES

14.1 General

Provide construction contract documents and other deliverables as described herein. The project design must accommodate the geographic location, site specific constraints, and project values defined by the Borough.

14.2 Support Data

Throughout the design phase, provide data to support Borough activities related to project design, including:

Topography Survey: Provide survey figures showing areas requiring further topographic survey for project design or property rights acquisition. Update as design progresses.

Right of Way Survey: Provide survey figures showing areas where right of way confirmation is needed for additional property rights acquisition.

Data for Borough Support Groups: Provide data for environmental permitting or Right of Way negotiations as required.

CAD Files: Provide CAD files for use by utility companies or contractors, with required disclaimers, as approved by the Borough Project Manager.

Cross-Sections: Include original ground, roadway template, right of way limits, grid lines, offsets, elevations, and roadway station. Plot cross-sections at a standard scale without vertical exaggeration on 11" by 17" sheets.

14.3 Plan Sheets

The Consultant shall provide a complete set of plan sheets required for the project, which may include any or all of the following.

Title Sheet: Use Borough standard cover with Public Works Director approval stamp.

Survey Control: See Task No. 3.

Typical Sections: Provide any typical sections required for the project.

Summaries of Quantities: Provide a summary of quantities for all necessary items including an earthwork summary spreadsheet.

Detail Sheets: Provide any necessary details for construction.

Plan and Profile: Required for the improvement. Provide details for cross culverts and other necessary improvements.

Utility Plan Sheets: Provided by others but may be incorporated into the Plan set or separated at the discretion of the Borough Project Manager.

Right of Way Sheets: Show right of way and easement lines on plan sheets.

14.4 Specifications

The Borough will provide the Standard Modifications to the Standard Specifications for Highway Construction. Combine these with project specific Special Provisions. Update the Specifications regularly unless otherwise directed by the Borough Project Manager. Use performance specifications over method specifications when possible. Notify the Borough Project Manager of any sole source or proprietary items for Borough Purchasing Officer approval before incorporating into the project.

Appendices: Provide the following appendices to the Specifications:

- Materials Certification List
- Sign Shop Drawings
- Permits

14.5 Engineer's Estimate (EE)

Develop the EE using standard pay items unless special items are required. Include unit prices and total costs for all items. The EE must remain confidential until after construction bids are opened. Sign and date the EE.

14.6 Submittal Packages and Reviews

The Project Manager may review and request changes to submittals. The following submittals and meetings are required:

Plans In Hand Submittal: Plans 75% complete, specifications memo, basic construction schedule, full set of cross-sections, and updated engineer's estimate.

- Initial Comment Responses: Respond to Borough's comments before the review meeting.
- Plans In Hand Review Meeting: Attend with the Project Manager, Project Engineer, and responsible design staff.
- Field Review: Attend with the Project Manager and relevant design staff.

Pre-PS&E Review Submittal: Complete plans, specifications, Special Notice to Bidders, construction schedule, full cross-sections, and engineer's estimate.

- Initial Comment Responses: Respond to Borough's comments before the review meeting.
- Pre-PS&E Review Meeting: Attend with the Project Manager and design staff.

Final PS&E Submittal: Submit complete, signed, and sealed plans, specifications, signed engineer's estimate, Special Notice to Bidders, bid form, traffic control documents, erosion and sediment control plans, and quantity calculations.

- Final Revisions: Revise the final PS&E set as directed by the Borough Project Manager.

14.7 Deliverable Items

Provide the following deliverables:

- Topography Survey Needs List/Figure(s)
- Right of Way Survey Needs List/Figure
- Data/Figures for Support Groups
- CAD Files for Support Groups
- Cross-Sections
- Plans In Hand Submittal
- Plans In Hand Initial Comment Responses
- Pre-PS&E Review Submittal
- Pre-PS&E Review Initial Comment Responses
- Final PS&E Submittal
- Advertisement Package

TASK 15 – UTILITIES SERVICES (NIC)

15.1 General

The Consultant shall prepare the Utility Conflict Report for the project. All formal correspondence, shall be routed through the Borough for approval.

15.2 Request Redlines and Utility Questionnaires

Request redlines and utility questionnaires from all utility companies within the project area. Review redline drawings and compare with utility locations shown on the plans.

15.3 Utility Conflict Report

Provide Draft(s) and Final Utility Conflict Report, including:

- Existing utilities within the project limits
- Conflicts with proposed work
- Impacts on construction, relocation costs, and Right-of-Way needs

The report shall include the following:

- Plan Sheets
- Cross Sections
- List of utility conflicts
- Proposed solutions to conflicts
- Cost estimate for relocations

15.3.1 Plan Sheets

Based on field surveys, as-built drawings, and utility system maps provide 11" x 17" plan sheets showing:

- Existing and proposed utilities
- Roadway improvements, slope limits, and Right-of-Way limits
- Drainage features and affected structures

15.3.2 Cross Sections

Provide 11" x 17" plan sheets showing:

- Existing and proposed ground profiles
- Side slopes, Right-of-Way limits
- Existing overhead and underground utilities

15.3.3 List of Utility Conflicts

Identify and list all utility conflicts, including the utility owner.

15.3.4 Proposed Solutions

Propose solutions to all conflicts, recommending a preferred solution. Consider:

- Relocation costs
- Additional Right-of-Way needs
- Alignment or profile changes
- Construction impacts
- Project timing

15.4 Permit Research

For utilities requiring adjustment or relocation, identify which facilities are permitted and which are not. Review property interest information to justify relocation reimbursement.

15.5 Coordination with Utilities

Coordinate with utilities to develop and secure approval of Utility Relocation Agreements. Ensure the Borough Project Manager is involved. Do not commit Borough to any action without prior written approval. Share project documents with utilities and provide assistance in interpreting them.

15.6 Specifications

Prepare Section 105, Control of Work, special provisions for inclusion in the PS&E package.

15.7 Deliverable Items

Provide the following deliverables:

- Redline/Questionnaire Requests
- Utility Conflict Report (Draft and Final)
- Relocation Recommendations
- Section 105 Control of Work

TASK 16 – RIGHT OF WAY ACQUISITION AND RELOCATION SERVICES (T&E)

16.1 General

The Consultant shall provide Acquisition and Relocation Services for the project. This task will include close work with the Borough Project Manager and Right of Way Acquisition Officer (ROWAO).

16.2 Staff

At a minimum, project staff must include one (1) senior-level right-of-way agent with a Senior Right of Way Agent (SR/WA) designation from the International Right of Way Association (IRWA). The Consultant must ensure that all project staff possess any necessary professional licenses required by the State of Alaska and the Matanuska-Susitna Borough for conducting real estate transactions.

16.3 Codes Regulations, Standards, and Procedures

Professional acquisition services shall be performed in accordance with applicable codes, regulations, standards, and procedures of professional practice, and industry recognized methods, in accordance with the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646), as amended”, Public Law 100-17, 49CFR Part 24, Alaska Statutes 34.60.010-150, and the policies and procedures as contained in the AKDOT&PF ROW Manual utilizing the forms and/or format set out, provided by, or agreed upon by the Consultant and the Borough Right-of-Way Acquisition Officer (ROWAO). The Consultant shall not modify any of the provided forms without prior approval from the Borough Project Manager or ROWAO.

16.4 Confidentiality

No member of the Consultant's staff shall divulge any information or data pertinent to any appraisal, acquisition, or relocation to anyone other than the affected owner/lessee, Borough Project Manager, Borough Right-of-Way Acquisition Officer (ROWAO), Borough Appraisal Review Section, Borough Department of Law, or Borough Project Attorney. The Borough Project Manager must approve the release of any project related information to any individual, group, or other interested parties.

16.4 Title Reports

The Consultant shall obtain and provide all necessary title reports or updated title reports to the Borough Project Manager. Title reports shall be generated by a firm located within the Matanuska-Susitna Borough. In the event the ownership of a property is found to be different than that indicated in the corresponding title report or research of Borough records, the Consultant shall advise the Borough Project Manager.

16.5 Appraisal Reports / Waiver Valuations

The Consultant will obtain an appraisal or waiver valuation if applicable, for each parcel. All appraisals will need to be reviewed by a review appraiser. The consultant will provide all necessary narrative (summary) appraisal reports, review appraisal reports, or waiver valuation to the Borough Project Manager for the approval to negotiate. Any questions or necessary communication about the appraisal, appraisal review or waiver valuation documents will be coordinated with the Borough ROWAO for resolution.

16.6 Acquisition Procedures and Just Compensation

The Consultant shall conduct all property and property interest acquisitions in accordance with Chapter 6 of the AKDOT&PF ROW Manual. The Consultant shall promptly contact and advise all landowners who have property interests to be acquired, in writing, of the Borough's intent to acquire their property.

The Consultant shall deliver the Borough's property acquisition brochure to the affected property owners and/or occupants. The Consultant shall maintain current Records of Contact for each property owner and/or tenant. The Consultant shall commence the acquisition process based upon the approved Determination of Just Compensation which will be established from an Appraisal and affirmed with the Appraisal Review, the approved Waiver Valuation, the non-compensable (mutual benefit) temporary construction easements, and the approved project plans. For property to be acquired by donation, the Consultant shall document written notification to the owner regarding their right to receive just compensation as described in Chapter 6 of the AKDOT&PF ROW Manual.

16.7 Unusual Issues

Should the Consultant be confronted with unusual situations or problems, including, but not limited to, legal questions or complex value estimation issues, the matter(s) shall be referred to the Borough Project Manager. If necessary, the Borough will furnish special instructions or a legal opinion for the Consultant's guidance, which shall become a part of this agreement. Under no circumstances shall the Consultant seek or rely upon legal counsel or opinions other than that provided or authorized by the Borough.

16.8 Counter Proposals

If negotiations for the amount of the approved fair market value are unsuccessful, an administrative settlement may be considered. If the Consultant receives a counter proposal from the property owner that is reasonable, prudent, and in the best public interest, the Consultant shall submit the counteroffer to the Borough Project Manager for consideration. If the Borough concurs, the Consultant shall prepare a recommendation for administrative settlement in accordance with Chapter 6 of the AKDOT&PF ROW Manual which is to be reviewed and approved by the Borough ROWAO prior to being offered to the property owner.

16.9 Acquisition Package Transmittal

Once a negotiated acquisition is complete, the Consultant shall prepare an acquisition transmittal package containing all acquisition documents required by the Borough Project Manager and ROWAO, and any other documents which may be required by the Borough Project Manager. The acquisition package shall be submitted to the Borough ROWAO for recommendation of approval by the Project Management Division Manager, Public Works Director, and the Borough Manager. Once approved, the package will be forwarded for payment.

16.10 Impasse in Negotiations

In the event of an impasse in negotiations, the Consultant shall notify the Borough Project Manager and provide all file documents and Records of Contact to the Borough Project Manager. The Borough ROWAO will assume the role of negotiator as needed.

16.11 Payment Delivery

Payments for property and property interests acquired will be delivered to the owner by the Borough.

16.12 Complete Documentation

All original documents, both electronic and hard copies, prepared by the Consultant shall be submitted with the final transmittal for payment of parcel acquisitions. This includes materials created to develop, record, or justify services provided for the project. The Consultant shall maintain the documents and files until completion of this agreement. All documents and correspondence pertaining to individual acquisition files shall be submitted to the Borough ROWAO at the time of transmittal for approval and payment.

16.13 Post-Acquisition Property Summary and Inventory

The Consultant shall provide the Borough Project Manager a post-acquisition property summary and inventory of all acquired property.

The summary shall include all improvements and underground facilities such as underground storage tanks, wells, and septic systems located within the existing or acquired right of way. The disposition of any property improvements must be clearly detailed within the purchase agreement and final disposition form.

TASK 17 – ASSISTANCE DURING BIDDING (T&E)

17.1 General Requirements

Assist the Borough as requested during project bidding. Personnel who were in responsible charge for engineering, and other personnel as necessary and appropriate, must be available to interpret and clarify documents prepared during project development and to assist the Borough with preparing any necessary addenda to the bid documents. Do not communicate about this project with any potential bidders.

TASK 18 – ASSISTANCE WITH DESIGN PROJECT CLOSEOUT (T&E)

18.1 General Requirements

The Consultant shall submit the original of all documents prepared during project development. These include notes, sketches, maps, photographs, survey data, computations, cross sections, meeting and site visit notes, and any other materials created to develop, record, or justify services provided. Clearly identify all assumptions made in the documentation. Retain copies of all development documents until construction is complete.

Within two weeks after construction bids are opened, provide the following:

- Conformed Plans
- As-Awarded Project Specifications
- As-Awarded CAD Files
- All Amendments Developed During the Bidding Process
- Public Involvement Report

TASK 19 – ASSISTANCE DURING CONSTRUCTION (T&E)

19.1 General Requirements

Provide assistance to the Borough as requested during project construction. Personnel who were in responsible charge of engineering, along with any other necessary and appropriate personnel, must be available to interpret and clarify documents prepared during project development and bidding; review and approve shop drawings, materials/catalog submittals, trench stability designs, and other items as needed; and assist the Borough with preparing any necessary change order documents.

Task 20 Additional Engineering Services (T&E)

Work may include support during design including H&H, Utility coordination, stakeholder coordination, or additional support services as requested by MSB. Tasks will not be executed until approved and directed by MSB.

TRAFFIC IMPACT ANALYSIS

Mat-Su Borough Shaw Elementary School Parcel

Project 35472-1810

July 2025

Prepared for:

Matanuska-Susitna Borough
350 E. Dahlia Ave.,
Palmer, AK 99645

Prepared by:



5015 Business Park Blvd Suite
4000, Anchorage, AK 99503

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ACRONYMS AND ABBREVIATIONS

AAC	Alaska Administrative Code
AADT	average annual daily traffic
BTC	Birchtree Charter School
CCS	continuous count stations
DOT&PF	State of Alaska Department of Transportation & Public Facilities
ITE	Institute of Transportation Engineers
LOS	Level-of-Service
MADT	monthly average daily traffic
MSB.....	Matanuska Susitna Borough
TIA.....	Traffic Impact Analysis
Va	approach volumes

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EXECUTIVE SUMMARY

This report evaluates potential traffic impacts associated with the relocation of Birchtree Charter School to the Shaw Elementary School parcel. The parcel is owned by the Matanuska Susitna Borough. The Birchtree Charter School build and opening year is expected for 2027. Planned development to extend East Foxtrot Avenue to connect with Paradise Lane is anticipated in this report, with traffic volumes adjusted to account for potential cut-through traffic on the new route.

The East Paradise Lane and Wasilla-Fishhook Road intersection westbound approach degrades from Level-of-Service D to Level-of-Service F during the weekday PM peak hour from 2023 existing conditions to 2037 background conditions, both below Matanuska Susitna Borough and the State of Alaska Department of Transportation & Public Facilities thresholds.

With the added development traffic, the East Paradise Lane and Wasilla-Fishhook Road intersection delay is expected to increase during the weekday peak hours during 2037 build and 2047 future horizon conditions.

In coordination with Matanuska Susitna Borough staff, three proposed alternative treatments were generated to mitigate the congestion at East Paradise Lane and Wasilla-Fishhook Road intersection. These mitigation alternatives are all evaluated with the inclusion of the Foxtrot connection, a previous alternative moved forward as a project with planned construction. The list of alternatives for analysis are as follows:

- **Alternative 1:** Signalize the East Paradise Lane and Wasilla-Fishhook Road intersection.
- **Alternative 2:** Install a roundabout at East Paradise Lane and Wasilla-Fishhook Road intersection.
- **Alternative 3:** Extend Tanis Road south to East Paradise Lane.

After analyzing the three proposed alternatives for each of the analysis scenarios with the inclusion of the Foxtrot connection (2027 opening year, 2037 build, and 2047 future horizon), only two of the alternatives were able to mitigate congestion to operating standards at the Shaw Elementary School driveway entrance: the roundabout alternative and the signal alternative.

To identify key performance metrics for alternatives analysis, a prioritization meeting was held with project stakeholders, including members of the Matanuska Susitna Borough and Matanuska Susitna Borough school district. After generating a list of metrics, a ranking was applied to each based on importance to each stakeholder.

Based on the findings in the prioritization matrix in Section 5, the single-lane roundabout alternative has the lowest (best) weighted average score and is consistent with the DOT&PF “Roundabout First” policy. The traffic signal alternative has similar performance to the roundabout and should remain as a viable alternative.

In addition to the alternative analysis presented in Section 4 and Section 5 of this report, additional turn lane warrants were conducted at the East Paradise Lane and Wasilla-Fishhook Road intersection for the traffic signal alternative to determine whether auxiliary turn lanes would be required for the ingress and egress to the Matanuska Susitna Borough Parcel.

For the AM peak hour in all analysis years, a left-turn lane is warranted from southbound Wasilla-Fishhook Road onto East Paradise Lane, and for both the AM and PM peak hours in all analysis years, a left-turn lane is warranted from westbound East Paradise Lane onto Wasilla-Fishhook Road.

Left-turn warrants were also analyzed for Charley Drive onto East Foxtrot Avenue and for East Foxtrot Avenue onto Charley Drive, but left-turning volumes did not reach the minimum threshold. Additionally, a left-turn lane warrant was analyzed for entrance to the Birchtree development, but left-turning volumes did not reach the minimum threshold. Right turn lanes are not warranted for any analysis year from East Foxtrot Avenue onto Charley Drive or East Paradise Lane onto Wasilla-Fishhook Road.

1.0 INTRODUCTION

This report originated as a Matanuska Susitna Borough (MSB) Shaw Elementary traffic analysis to review current congestion issues and improve safety for all users at the Wasilla-Fishhook and East Paradise Lane intersection during pick up/drop off times before and after school.¹ The traffic analysis has developed into a Traffic Impact Analysis (TIA) due to the potential relocation of Birchtree Charter School (BTC) to the same MSB parcel that Shaw Elementary is located on, as shown on Figure 1.

The MSB parcel consists of 76.81 acres and is located off Wasilla-Fishhook Road approximately 1-mile north of Seldon Road within Wasilla, Alaska. Construction has been planned for the Foxtrot connection, connecting East Foxtrot Avenue west to East Paradise Lane. Shaw Elementary School is in the northwest corner of the parcel along with the recently constructed EMS Warm Storage building; the remainder of the project land is undeveloped and is either forested with mixed spruce or wetlands.

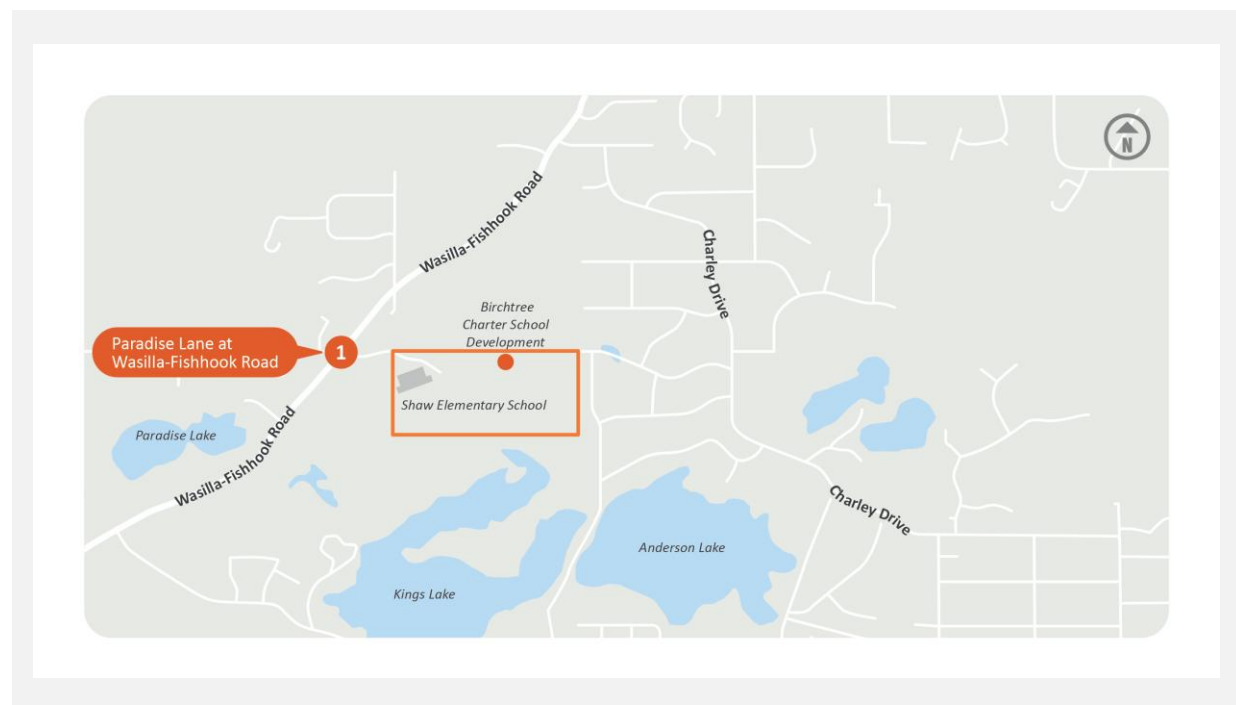


Figure 1: Shaw Elementary School & Birchtree Charter School Location Map

The proposed 45,000 square foot BTC school facility is expected to have around 380 to 400 students and 50 to 60 staff. Since the addition of BTC is estimated to generate over 100 vehicle trips in a peak hour, it meets the need for a TIA per MSB requirements in MSB Code 17.61². This TIA complies with both MSB and the State of Alaska Department of Transportation &

¹ This report is an update to a 2024 Shaw TIA for the MSB

² Matanuska-Susitna Borough Code - <https://www.codepublishing.com/AK/MatanuskaSusitnaBorough/> (Date Accessed: July 2023)

Public Facilities (DOT&PF) requirements.³ Signed concurrence of this report is required from MSB and DOT&PF prior to implementation of the proposed improvements.

³ Traffic and Safety Resources – Traffic Impact Analysis (TIA). Alaska Department of Transportation and Public Facilities. Accessed 2023. <https://dot.alaska.gov/stwddes/dcstraffic/tia/index.shtml#>

2.0 EXISTING CONDITIONS

The existing traffic conditions were analyzed and evaluated to provide a baseline understanding of the project area. The documentation in this section addresses study area roadways including roadway classification, cross-section, and posted speed limit. In addition, this section presents the historical traffic data, COVID-19 impacts, traffic conditions, and collision history.

2.1 Study Area Intersections and Roadways

East Paradise Lane is a local road and is currently functioning as the only driveway access to Shaw Elementary School. With the Birchtree Charter School planned 2027 expansion, East Foxtrot Avenue is extended across the Shaw Parcel to connect with Paradise Lane, creating a new connection through the school parcel.

Based on coordination with MSB, key study area roadways were identified and are listed below in Table 1 with functional classification and characteristics. Functional classifications for Palmer/Wasilla roadways are provided in the DOT&PF Program Development Plan, MSB North and South Lakes, and the MSB Official Streets and Highways Plan.⁴⁵ The two functional classes for the project area roadways are local road (generally more access but less mobility) and urban collector (balanced access and mobility).

Table 1. Study Area Roadway Characteristics

Route Name	Jurisdiction	Functional Classification	No. of Lanes	Speed Limit (mph)	Pedestrian Facilities	Bike Facilities
Paradise Lane	MSB	Minor Collector	2	25	No	No
Wasilla-Fishhook Road	DOT&PF	Major Collector	2	45	No	No
Tanis Road	MSB	Minor Collector	2	None Posted	No	No
Mariah Drive	MSB	Minor Collector	2	25	No	No
Foxtrot Avenue	MSB	Minor Collector	2	NP	No	No
Charley Drive	MSB	Minor Collector	2	25	No	No
Caribou Street	MSB	Lccal	2	30	No	No

⁴ DOT&PF Central Region Functional Classification Map
<https://akdot.maps.arcgis.com/home/webmap/viewer.html?webmap=8d34059bbfed4fada20a4fdc2a138aca>
 (Accessed: July 2023)

⁵ MSB Official Streets and Highways Plan, 2022, <https://oshp.matsugov.us/>

Study area intersections are shown in Figure 2 and listed below with their intersection control identified:

1. Paradise Lane & Wasilla-Fishhook Road - a four-leg intersection with the eastbound and westbound approaches stop controlled.
2. Tanis Road and Wasilla Fishhook Road – a three-leg intersection with the southbound approach stop controlled.
3. Mariah Drive and Wasilla-Fishhook Road – a three-leg intersection with the northbound approach stop controlled.
4. Foxtrot Avenue and Charley Drive – a three-leg intersection with the eastbound approach stop controlled.
5. Charley Drive and Caribou Street – a three-leg all-way stop controlled intersection.

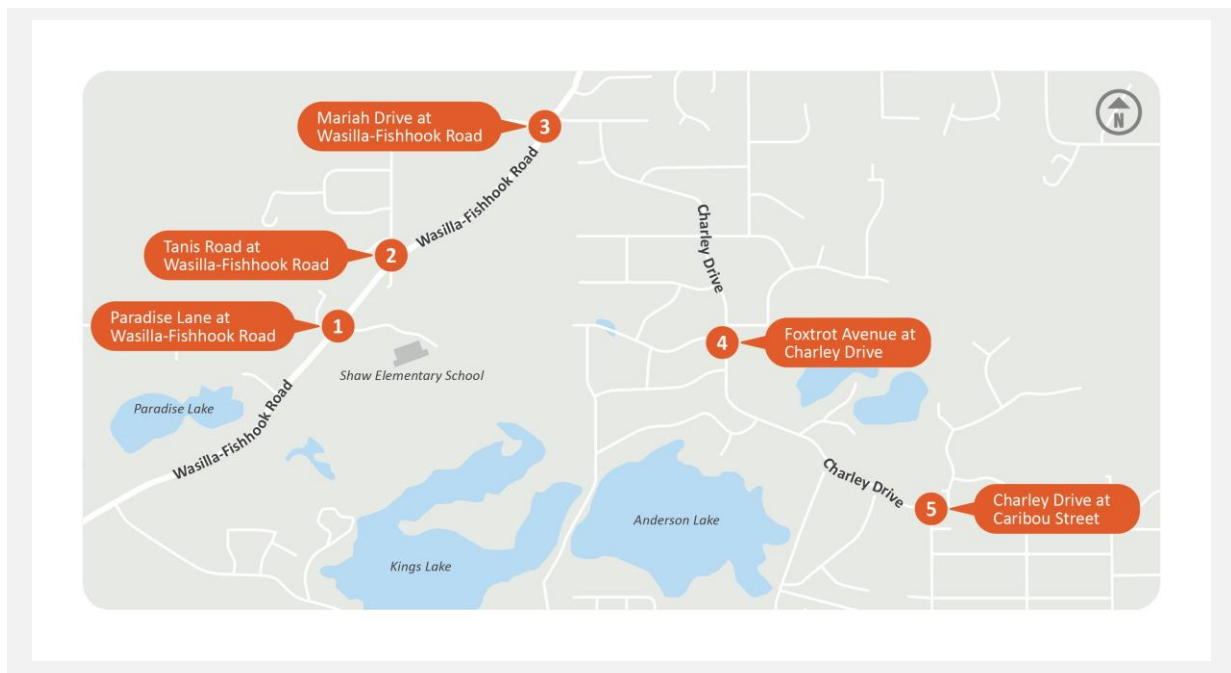


Figure 2: Study Intersections

2.2 Historical Traffic Data

The historical traffic growth on Wasilla-Fishhook Road was analyzed over 11 years (2013 to 2023) to estimate future traffic volumes. Average annual daily traffic (AADT) data was obtained from the Alaska DOT&PF Online Traffic Database.⁶ Figure 3 shows the change of the AADT at Wasilla-Fishhook Road and the currently projected 2037 AADT. It should be noted that the AADT was 11 percent lower in 2020 compared to 2021, which is likely attributed to the COVID-19 pandemic. Therefore 2020 data was not used to calculate the 22-year annual average growth rate as shown in the figure.

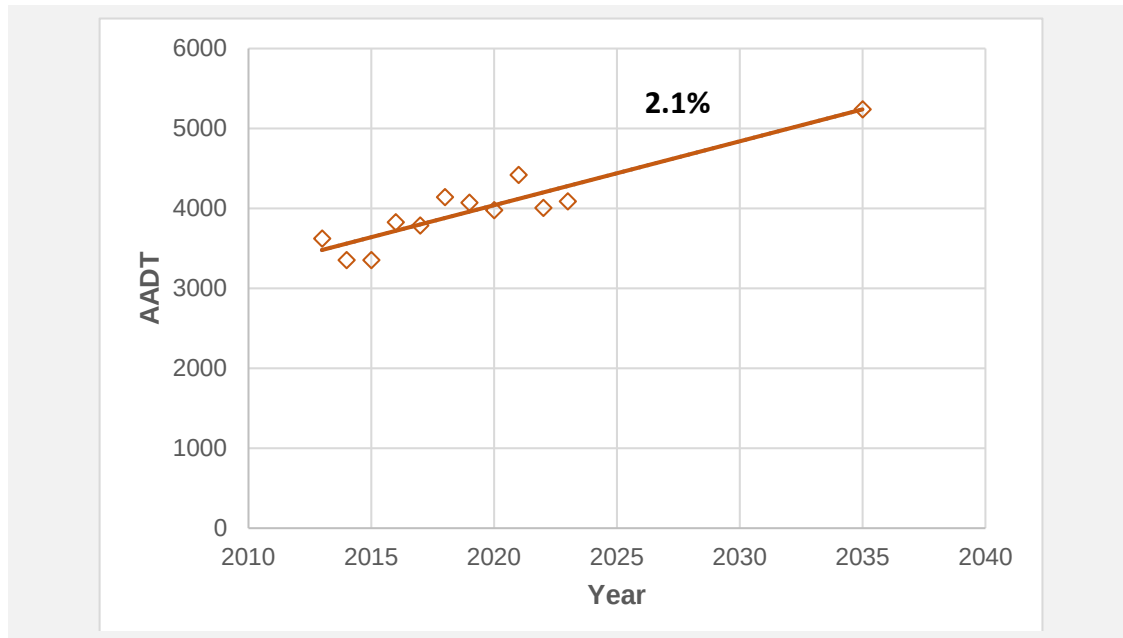


Figure 3: Historical trend of AADT at Wasilla-Fishhook Road

Table 2 presents the same information as Figure 3 with growth rates over various time spans. As shown, DOT&PF anticipates the long-term growth rate on Wasilla-Fishhook Road at 2.1-2.2 percent annual growth, which is higher than the historic nine-year average.

Table 2. Historical AADT Growth Rate on Wasilla-Fishhook Road

Count Site	2013 AADT	2022 AADT	Projected 2042 AADT	Growth Rate	
				20 Years (2022-2042)	9 Years (2013-2022)
Wasilla-Fishhook Road	3,623	4,010	6,080	2.1%	1.2%

⁶ Alaska DOT&PF Online Traffic Database <https://alaskatraficdata.drakewell.com/publicmultinodemap.asp> (Accessed: July 2023). Count Station ID: 000057511000

2.3 Traffic Volumes

This section provides a description for the methods used in the traffic data collection. In addition, the impact of COVID-19 on traffic operations was evaluated to determine any necessary traffic volume adjustments.

2.3.1 COVID-19 Traffic Impacts

The monthly average daily traffic (MADT) volumes from nearby DOT&PF continuous count stations (CCS) were evaluated to determine if traffic counts need to be adjusted to account for COVID-19 impacts. The two nearest CCS are located on Bogard Road at 49th State Street and on Palmer Wasilla Highway at Trunk Road.⁴ Figures 4 and 5 show the variation in daily traffic since 2019. An important note is that some months have missing average daily totals and were omitted from both the following figures. Additionally, 2020 data was not used in the calculation of the seasonal adjustment factor due to COVID-19 affecting data. As shown, the 2023 daily traffic is within five percent of traffic observed in 2019, 2021, and 2022. Therefore, no adjustments were made to the traffic volumes to account for COVID-19 traffic impacts.

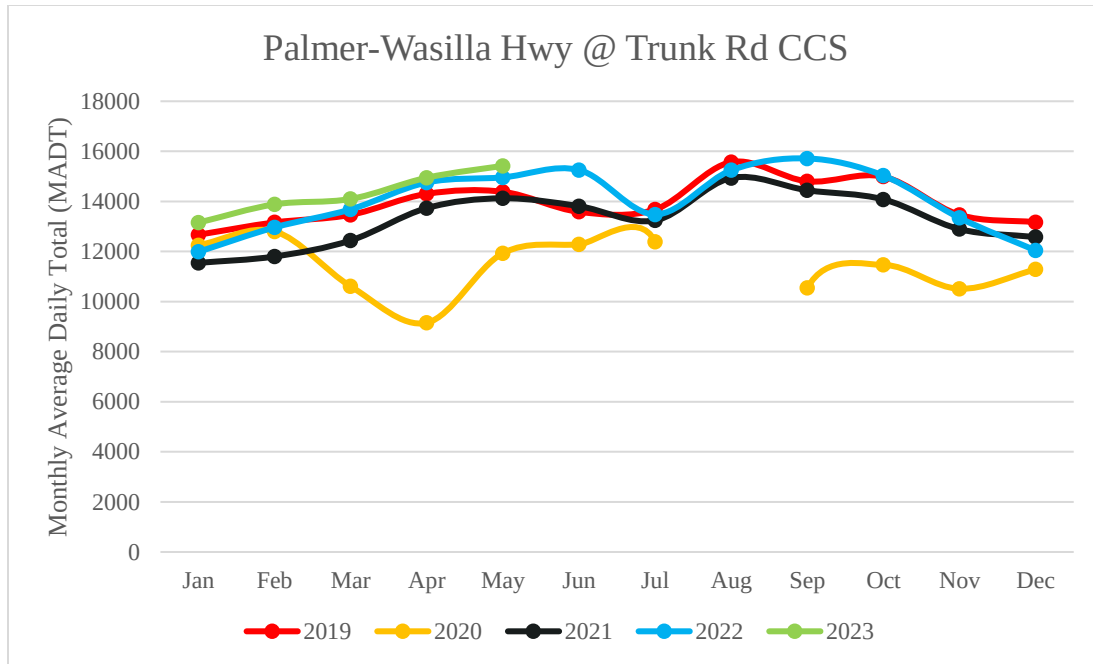


Figure 4: MADT on Palmer-Wasilla Highway at Trunk Road

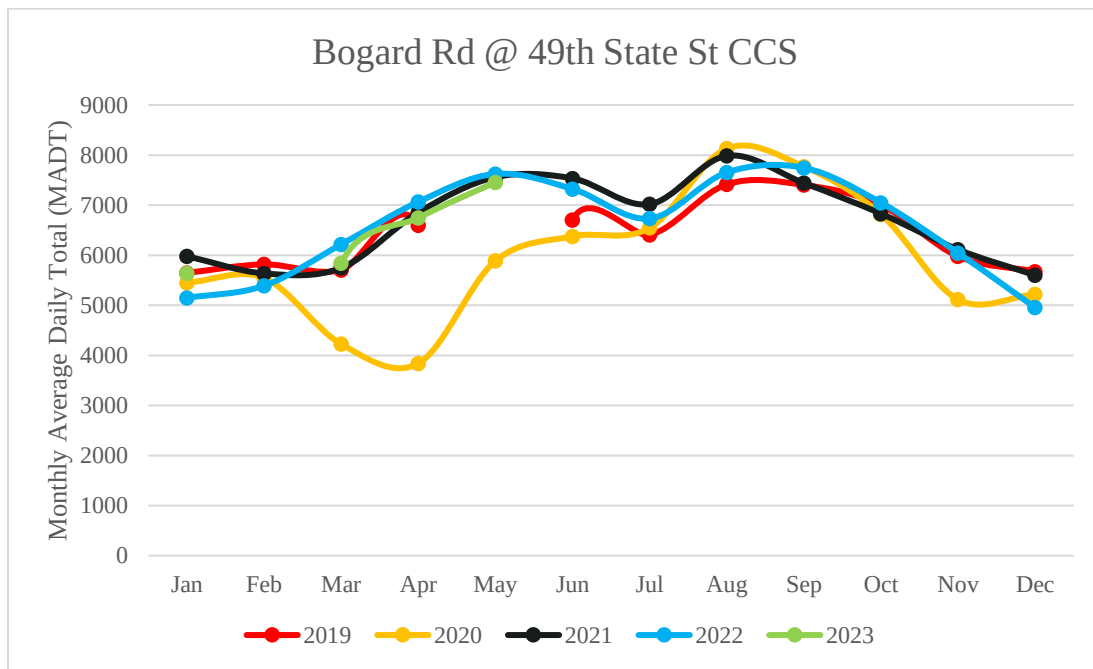


Figure 5: MADT on Bogard Road at 49th State Street

2.3.2 Existing Traffic Volumes

Traffic turning movement counts were collected for a 13-hour period on two weekdays at the East Paradise Lane and Wasilla-Fishhook Road intersection.⁷ Peak hour movement counts were collected for a three-weekday span (PM peak on the first day, AM and PM peak on the second day, AM peak on the third day) at the following intersections: Tanis Road and Wasilla-Fishhook Road, Mariah Drive and Wasilla-Fishhook Road, East Foxtrot Avenue and Charley Drive, and Caribou Street and Charley Drive. Appendix 1 provides the raw traffic count data for these intersections. Data collected in 2022 had a growth factor applied to be consistent with data from 2023.

Intersection peak hours were selected for analysis instead of a single project area peak hour, as such peak hour start times vary from 7:00 AM to 8:30 AM in the morning and from 3:15 to 4:30 PM in the evening across the study intersections (see Appendix 1). Intersection peak hours still capture Shaw Elementary School volume peaks, which drive the peak hour of the East Paradise Lane and Wasilla-Fishhook Road intersection, while also reflecting the overall traffic trends across the remaining intersections.⁸

Figure 6 shows the existing (2023) AM and PM peak hour traffic turning movement counts at the study intersections.

⁷ Turning Movement Counts: countCam2 – SPACKSOLUTION (May 2022)

⁸ Turning Movement Counts: countCam2 – SPACKSOLUTION (April 2023)

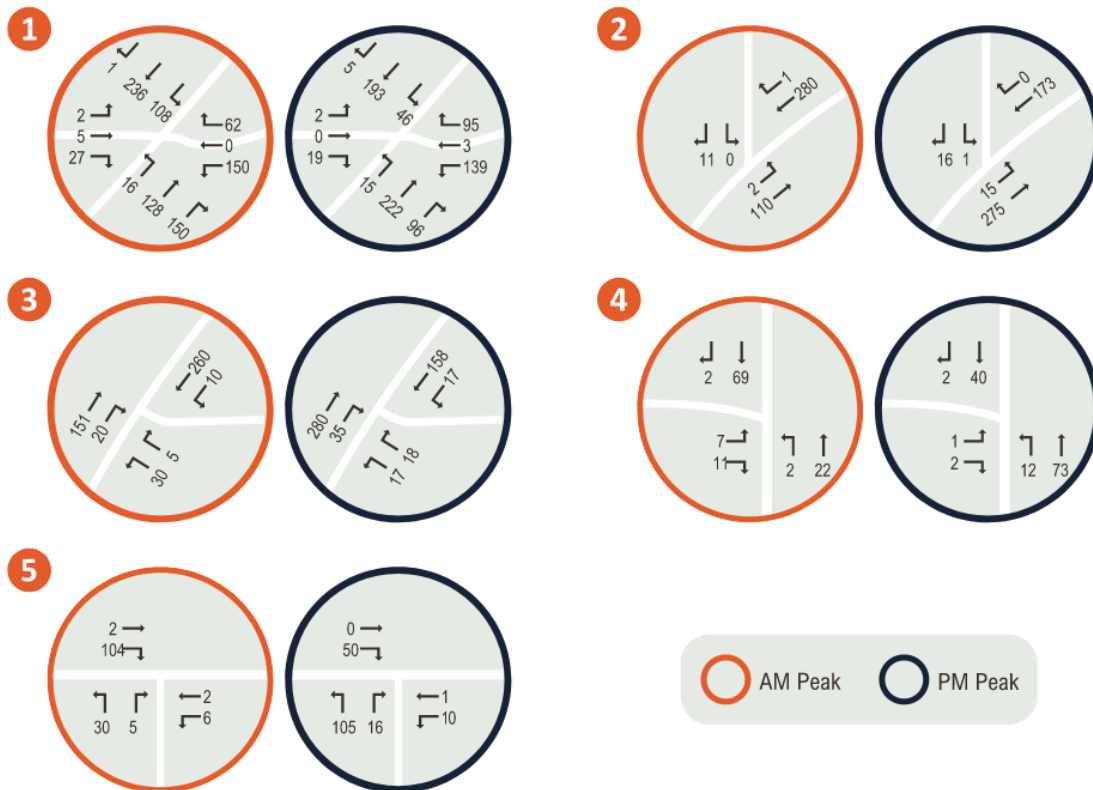


Figure 6: Existing Conditions 2023 AM and PM Peak Hour Traffic Volumes

2.4 Intersection Performance Measures

Level-of-Service (LOS) is a commonly used performance measure that quantifies intersection operations by using a “report card” rating (A through F) based on the average delay (in seconds) experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive, and demand has exceeded capacity. This condition is typically evident by the presence of long queues and delays. Appendix 2 provides additional detail on LOS thresholds.

The Alaska Administrative Code (AAC)⁹ and the MSB TIA Policy¹⁰ establish a minimum LOS for the development’s construction and design years. These code and policy documents state the following minimum acceptable LOS for the construction and design years:

- LOS C is acceptable if the existing conditions are LOS C or better
- LOS D is acceptable if the existing conditions are LOS D

If the existing conditions are poorer than LOS D, a lower LOS is acceptable if the operation does not deteriorate more than ten percent (10 percent) in terms of delay time or any other appropriate measure of effectiveness compared with the background condition (i.e., without the development).

If a study intersection does not meet the applicable LOS or stay within the level of allowable deterioration, then impacts must be resolved through consultation with the MSB and DOT&PF Traffic Departments. Mitigation may include intersection or roadway improvements to achieve an acceptable LOS.

2.5 Traffic Operations

Traffic operations were assessed according to the Highway Capacity Manual 6th Edition delay methodology. All traffic analysis reports are provided in Appendices 4-7. A seasonal adjustment factor was applied to the traffic volumes, to better represent typical traffic conditions.¹¹

As previously mentioned, the morning peak hour occurs from 8:30 AM to 9:30 AM, while the evening peak hour occurs from 3:45 PM to 4:45 PM, somewhat aligning with the Shaw Elementary School normal weekday bell schedule – 9:15 AM to 3:45 PM. Table 3 shows the existing AM and PM peak hour delays for the critical (highest delay) approach at the study intersection.

As shown, the East Paradise Lane and Wasilla-Fishhook intersection operates at LOS F in the existing AM peak hour, below MSB and DOT&PF thresholds.

⁹ Section 17 Alaska Administrative Code 10.070

¹⁰ Matanuska-Susitna Borough Code 17.61

¹¹ Alaska DOT&PF Online Traffic Database <https://alaskatraficdata.drakewell.com/publicmultinodemap.asp> (Accessed: July 2023)

Table 3. Intersection Operations, 2023 Existing Year

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:45 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	TWSC	WB	>60	F	WB	29.7	D
Tanis Road and Wasilla-Fishhook Road	TWSC	SB	10.7	B	SB	9.6	A
Mariah Drive and Wasilla-Fishhook Road	TWSC	NB	12.3	B	NB	11.3	B
East Foxtrot Avenue and Charley Drive	TWSC	EB	8.9	A	EB	8.8	A
Caribou Street and Charley Drive	AWSC	NB	7.4	A	NB	7.9	A

^a Delay reported for the critical approach at TWSC and AWSC intersections. Critical Approach = Approach with the greatest delay
Bold and Red indicates a LOS below the state threshold or previous operating condition(s)

2.6 Collision History

Ten years of crash data were analyzed at study intersections (from January 1, 2010, to December 31, 2019). Table 4 shows the number of crashes and crash severity at the study intersection. It also compares the intersection crash rate to the statewide average based on intersection type. The statewide average crash rates are based on intersection traffic control type and the number of approaches.¹² As shown below, the calculated intersection crash rate is lower than the statewide average and is comprised of property damage collisions.

Table 4. Crash Severity and Crash Rate, 2010 – 2019

Intersection	Traffic Control Type	Crash Severity					Total Entering Volume (veh/day) ^b	Crash Rate	
		Fatal	Major Injury	Minor Injury	PDO ^a	Total		Intx ^c	State Avg.
East Paradise Lane and Wasilla-Fishhook Road	TWSC	0	0	0	9	0	7,370	0.33	0.55

^a PDO = Property damage only.

^b Total entering volume estimated based on average AADT over the last ten years. If AADT was not available, daily traffic was estimated using recent traffic counts, assuming 10% of daily traffic occurs in the PM peak hour.

^c Crash rate for intersections = crashes per million entering vehicles (MEV)

¹² Alaska Highway Safety Improvement Program Handbook, Alaska DOT&PF, January 2017.

3.0 BACKGROUND CONDITIONS

Background traffic conditions were evaluated for 2037 to understand how the intersections in the study area are expected to operate in the future without the proposed BTC school relocation. The background traffic analysis includes the existing study area traffic and any expected growth but does not include new traffic from the relocated project.

3.1 Forecasted Traffic Volumes

Future background traffic volumes for analysis scenarios (2027, 2037, and 2047) are based upon a two-step process. First, existing volumes were reassigned to the roadway network (with the Foxtrot connection) using a sub-area travel demand model operating an all-or-nothing trip assignment methodology based upon least travel time between origin and destination.¹³ These directional volumes were then converted into new intersection turning movement counts using NCHRP 765¹⁴ iterative procedure methodology. These new volume estimates were then grown out to the scenario year using the previously mentioned 2.1% annual average growth rate.

3.2 Background Traffic Volumes

Figure 7 provides the expected 2037 background traffic for the AM and PM peak hour periods. Based on correspondence with MSB, a warm storage building has been built on-site, however, the development is approximately 1,800 square feet and is included as part of the background growth rate.

3.3 Background Traffic Operations

Table 5 shows the expected delay in 2037 without the traffic generated from the BTC school relocation, but with the predicted cut-through traffic on Foxtrot/Paradise. As shown, the East Paradise Lane and Wasilla-Fishhook Road intersection westbound approach degrades from LOS E to LOS F during the weekday PM peak hour from 2023 to 2037. Additionally, the Mariah Drive intersection AM and PM peak hours LOS degrades from B to C, as well as the PM peak hour at the Tanis intersection.

¹³ Data from Replica-HQ Origin Destination website, replicahq.com

¹⁴ TRB National Cooperative Highway Research Program Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design, 2014

Table 5. Stop-Controlled Intersection Operations, 2037 Background

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:45 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	TWSC	WB	>120	F	WB	>120	F
Tanis Road and Wasilla-Fishhook Road	TWSC	SB	11.5	B	SB	10.7	B
Mariah Drive and Wasilla-Fishhook Road	TWSC	NB	19.3	C	NB	17.7	C
East Foxtrot Avenue and Charley Drive	TWSC	EB	9.5	A	EB	9.7	A
Caribou Street and Charley Drive	AWSC	NB	7.9	A	NB	8.6	A

^a Delay reported for the critical approach at TWSC and AWSC intersections. Critical Approach = Approach with the greatest delay
Bold and Red indicates a LOS below the state threshold or previous operating condition(s)

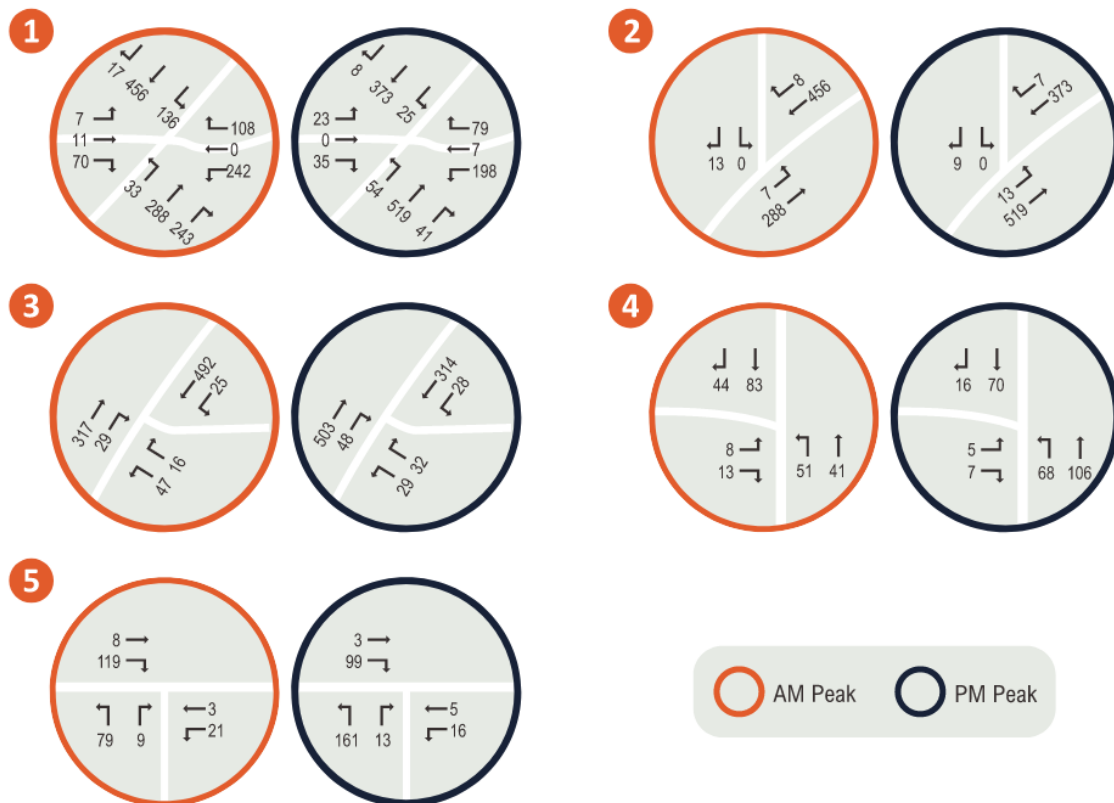


Figure 7: Background 2037 AM and PM Peak Hour Traffic Volumes

4.0 DEVELOPMENT TRAFFIC IMPACTS

As shown in the 2037 background traffic operations, operations at the East Paradise Lane and Wasilla-Fishhook Road intersection begin to fail for the AM and PM peak hours. As the build analysis scenarios (2027, 2037, and 2047) show a degradation in delay beyond the 10% threshold, future developments will require mitigation. In coordination with MSB staff, three proposed alternative treatments were generated to mitigate the congestion at East Paradise Lane and Wasilla-Fishhook Road intersection. These mitigation alternatives are all evaluated with the inclusion of the planned Foxtrot connection.

The three mitigation alternatives are as follows:

- **Alternative 1:** Signalize the East Paradise Lane and Wasilla-Fishhook Road intersection.
- **Alternative 2:** Install a roundabout at East Paradise Lane and Wasilla-Fishhook Road intersection.
- **Alternative 3:** Extend Tanis Road south to East Paradise Lane.¹⁵

Adjustment of the Shaw Elementary School boundary was another considered alternative, though quantifying the shift in student population is complicated by the individual motivations of parents within the Matanuska-Susitna Borough School District. For example, over 30 percent of the Shaw Elementary School student population comes from outside the school boundary (choice/exempt students), with 60 students exempting from Finger Lake Elementary to Shaw Elementary in the 2023-2024 school year.¹⁶ Of these students, 17 – 20 are located within reasonable walking distance of the school via East Foxtrot Avenue. A boundary adjustment between Shaw Elementary and Finger Lake Elementary with the extension of East Foxtrot Avenue could reasonably reduce traffic impacts at the East Paradise Lane – Wasilla-Fishhook Road intersection. However, an offsetting measure to reduce the overall number of students attending Shaw Elementary School may also be needed. For these reasons it is difficult to fully quantify the impact of a school boundary change at this time. The remainder of this report assumes no change in the boundary for Shaw Elementary School.

This section evaluates the operational performance of each alternative considering new traffic generated by the relocation of BTC school to the MSB parcel beginning in 2027. BTC school trip generation, trip distribution and assignment are added to background traffic volumes to estimate total traffic volumes with the planned developments.

¹⁵ Includes closure of the southbound left at the East Paradise Lane and Wasilla-Fishhook Road intersection

¹⁶ Site Mat-Su school district Data

4.1 Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual¹⁷ was used to estimate the additional number of trips entering and exiting the Shaw Elementary School Parcel and traveling on adjacent roadways. Table 6 shows the land use type and unit quantity for the development. Using this information, the expected number of typical weekday inbound and outbound trips was estimated. Table 7 shows generated trips for the BTC school development on a typical weekday.

Table 6. Development Land Use Types and Units

Land Use Code	Land Use Type	Units
520	Elementary School	Students

Table 7. Weekday Trip Generation

Relocation Build Year	Trip Rate Variable Size	Daily Trip Rate	AM Peak Trip Rate	PM Peak Trip Rate	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
						In	Out	Total	In	Out	Total
2027	400 Students ^a	2.27	0.74	0.16	908	160	136	296	29	35	64

^a Student count provided by MSB

As shown in the table above, the BTC school is expected to generate 908 daily trips on a typical weekday at full build-out. In addition, the BTC school is expected to generate 296 trips in the AM peak hour and 64 in the PM peak hour.

4.2 Trip Distribution and Assignment

Trip distribution involves estimating where traffic is coming from and going to when accessing the development. With the planned extension of East Foxtrot Avenue to connect to East Paradise Lane, there would be multiple entrances to the school parcel. Therefore, generated trips were split proportionally to entering/exiting volumes based on forecasted volumes using the Paradise Lane/Foxtrot Avenue route.

The Tanis extension alternative (shown in Figure 10) is an exception for this, where trips are further split between the Paradise Lane and alternative Tanis Road school entrances, without affecting the East Foxtrot Avenue ingress traffic. Trips are distributed between East Paradise Lane and Tanis Road entrances, with inbound and outbound volumes using the respective closest driveway access, and unused movements access restricted.

Due to the low number of eastbound/westbound through movements at the East Paradise Lane and Wasilla-Fishhook intersection, no generated trips were added to this movement. Additionally, the area west of the Shaw entrance intersection is a neighborhood, so a large growth in trips through this area would not be expected due to new students.

¹⁷ Trip Generation Manual 10th Edition Volume 1, 2, & 3. Institute of Transportation Engineers. 2017.

4.3 Travel Demand Management Strategies

Travel demand management (TDM) strategies aim to improve or remove congestion on the roadway network of interest. Given the current Wasilla-Fishhook Road / Paradise Lane intersection is already severely impacted by Shaw Elementary traffic, TDM strategies were considered to decrease the operational degradation expected from construction of Birchtree Charter. The following strategies were considered to alleviate congestion due to school traffic:

- Shifting the school's bell schedules to avoid an overlap in start time, create a steadier flow instead of a peak in school related traffic.
- Use of traffic enforcement officers to improve minor street traffic flow and crossing opportunity for active transportation travelers at school access points.
- Deploying a Safe Routes to School program to encourage active transportation methods to and from the school campus.
- Restrict the ability for school traffic to exit via the Wasilla-Fishhook Road / Paradise Lane intersection during school pick-up and drop-off times.

Limiting traffic flow out of the school area via the Wasilla-Fishhook Road / Paradise Lane intersection would require an alternate exit route. This strategy would require the construction of the Foxtrot connection and additional traffic analysis to evaluate operations of intersections east and south of the school campus. Additionally, promoting any active transportation strategy would require maintenance of active facilities to improve compliance during winter weather conditions. Implementation of any TDM strategies would need to be planned prior to the opening of Birchtree Charter to best achieve compliance once school is back in session.

In the case that the Wasilla-Fishhook Road / Paradise Lane intersection improvements are not completed prior to the opening of the BTC school, the previously listed TDM strategies can be utilized to mitigate congestion and potential traffic impacts.

4.4 2027 Opening Year

This section analyzes traffic volumes and operations in the 2027 opening year with the potential BTC school relocation and developed traffic.

4.4.1 Opening Year Traffic Volumes

The project opening year and developed traffic volumes from BTC school for each alternative are shown in Figures 8 to 10. Tables 8 to 11 show the expected delays with BTC new relocation in 2027 for each treatment.



Figure 8: Opening Year 2027 AM and PM Peak Hour Traffic Volumes

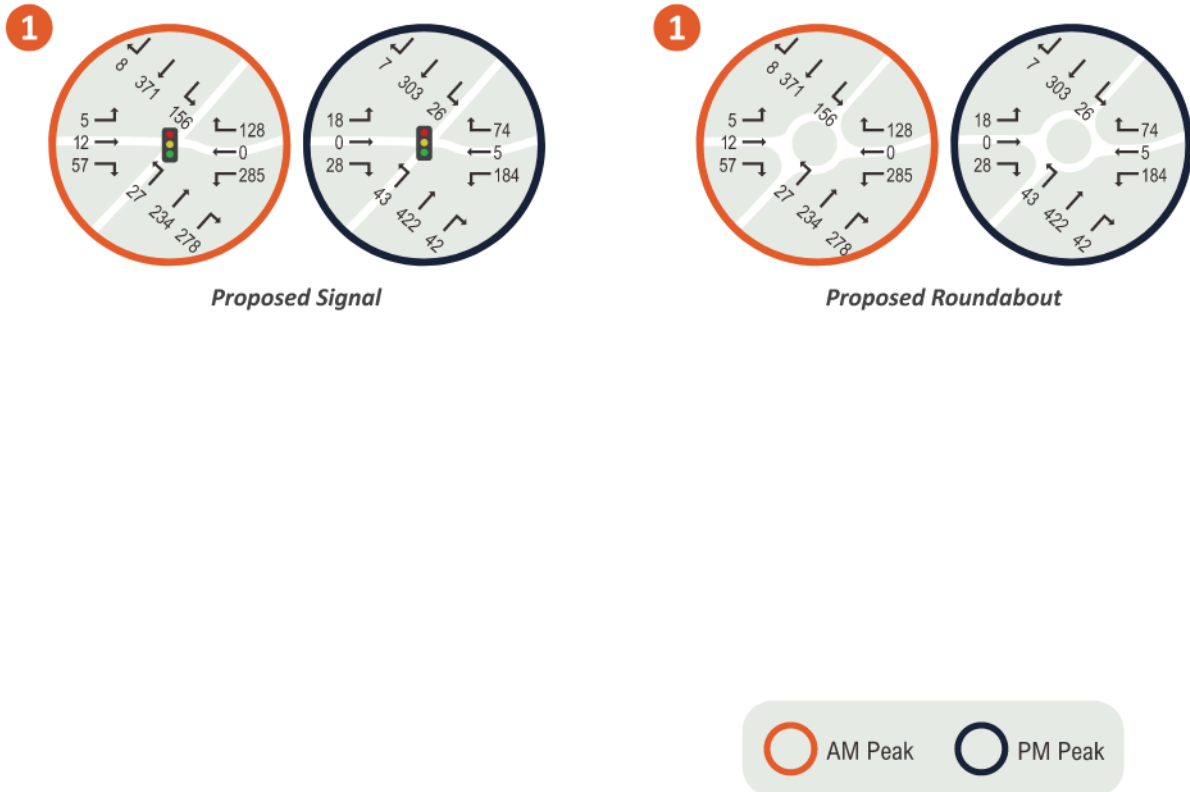


Figure 9: Opening Year 2027 AM and PM – Signal and Roundabout Alternatives

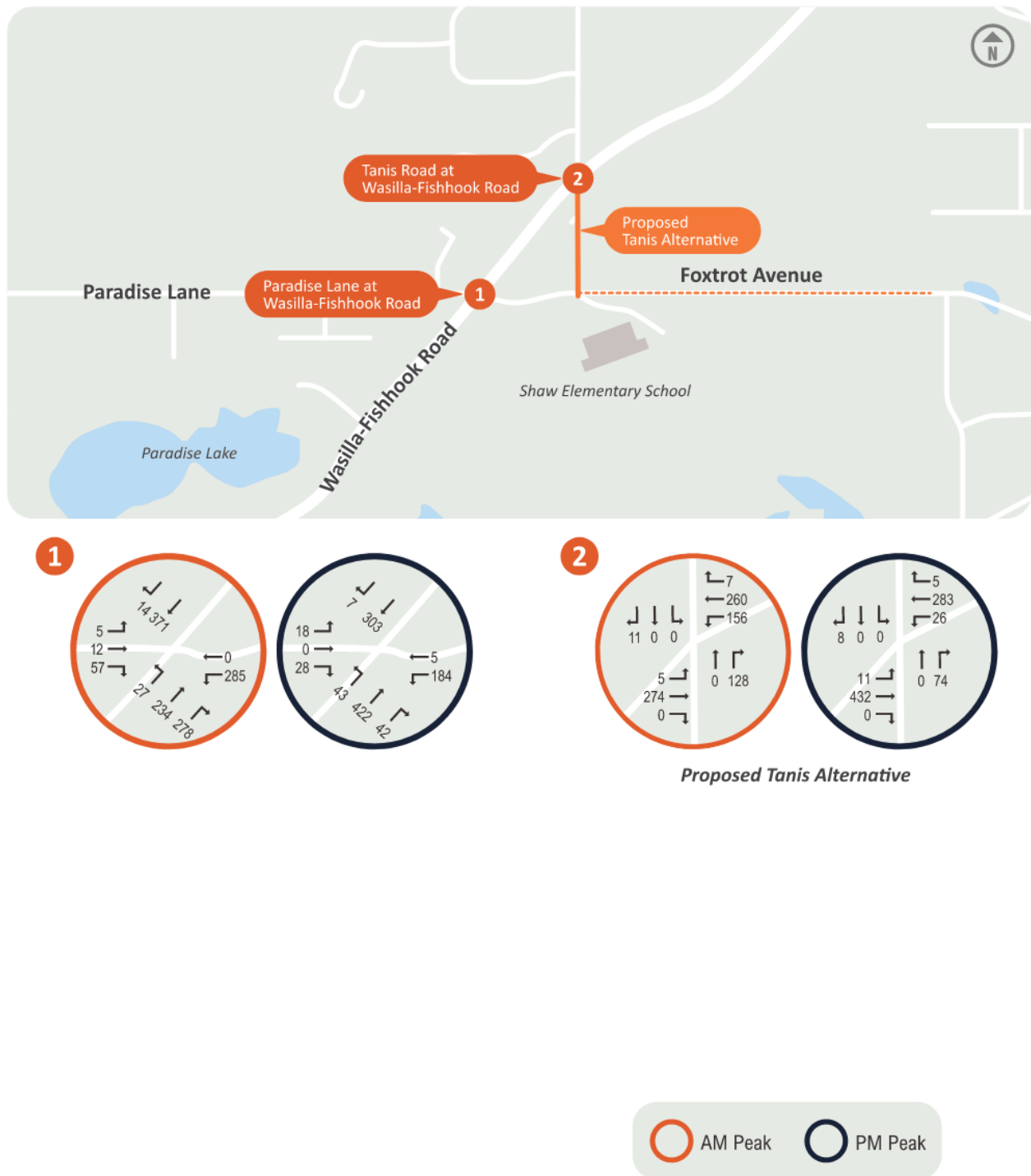


Figure 10: Opening Year 2027 AM and PM – Proposed Tanis Extension Alternative

4.4.2 Opening Year Traffic Operations

4.4.2.1 Stop Controlled Intersections

Table 8 shows the expected delay in the 2027 opening with added traffic generated from the BTC school relocation, along with redistributed destination and cut-through trips using the Foxtrot connection. The AM peak hour on weekdays represented the highest delay period. For the East Paradise Lane and Wasilla-Fishhook Road intersection, the westbound approach is expected to operate at LOS F during the weekday AM and PM peak hours in the 2027 opening year scenario.

Table 8. Stop-Controlled Intersection Operations, 2027 Opening Year

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:45 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	TWSC	WB	>120	F	WB	>120	F
Tanis Road and Wasilla-Fishhook Road	TWSC	SB	11.5	B	SB	10.1	B
Mariah Drive and Wasilla-Fishhook Road	TWSC	NB	19.7	C	NB	14.2	B
East Foxtrot Avenue and Charley Drive	TWSC	EB	9.5	A	EB	9.7	A
Caribou Street and Charley Drive	AWSC	NB	8.0	A	NB	8.5	A

^a Delay reported for the critical approach at TWSC and AWSC intersections. Critical Approach = Approach with the greatest delay
Bold and Red indicates a LOS below the state threshold or previous operating condition(s)

4.4.2.2 Signal Alternative – East Paradise and Wasilla-Fishhook

Table 9 shows the expected delay in 2027 with added traffic generated from the BTC school relocation and signalized traffic control at the East Paradise Lane and Wasilla-Fishhook Road intersection.

Table 9. Signal Alternative Intersection Operations, 2027 Opening Year

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:45 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	Signal	-	31.2	C	-	10.9	B

4.4.2.3 Roundabout Alternative – East Paradise and Wasilla-Fishhook

Table 10 shows the expected delay in 2027 with added traffic generated from the BTC school relocation, and a roundabout at the East Paradise Lane and Wasilla-Fishhook Road intersection.

Table 10. Roundabout Alternative Intersection Operations, 2027 Opening Year

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:45 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	Roundabout	-	16.7	C	-	10.1	B

4.4.2.4 Tanis Road Extension Alternative

Table 11 shows the expected delay in 2027 with added traffic generated from the BTC school relocation and an extension of Tanis Road southbound towards East Paradise Lane.

Table 11. Tanis Road Alternative Intersection Operations, 2027 Opening Year

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:35 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	TWSC	WB	>120	F	WB	>120	F
Tanis Road and Wasilla-Fishhook Road	TWSC	NB	11.5	B	NB	11.8	B

^a Delay reported for the critical approach at TWSC and AWSC intersections. Critical Approach = Approach with the greatest delay
Bold and Red indicates a LOS below the state threshold or previous operating condition(s)

4.5 2037 Build Conditions

This section analyzes traffic operations in year 2037 with the full build-out of the BTC school.

4.5.1 Build Condition Traffic Volumes

The 2037 developed traffic volumes for each alternative are shown in Figures 11 to 13. Tables 12 to 15 show the expected delays with the BTC development volumes in 2037 for each treatment.

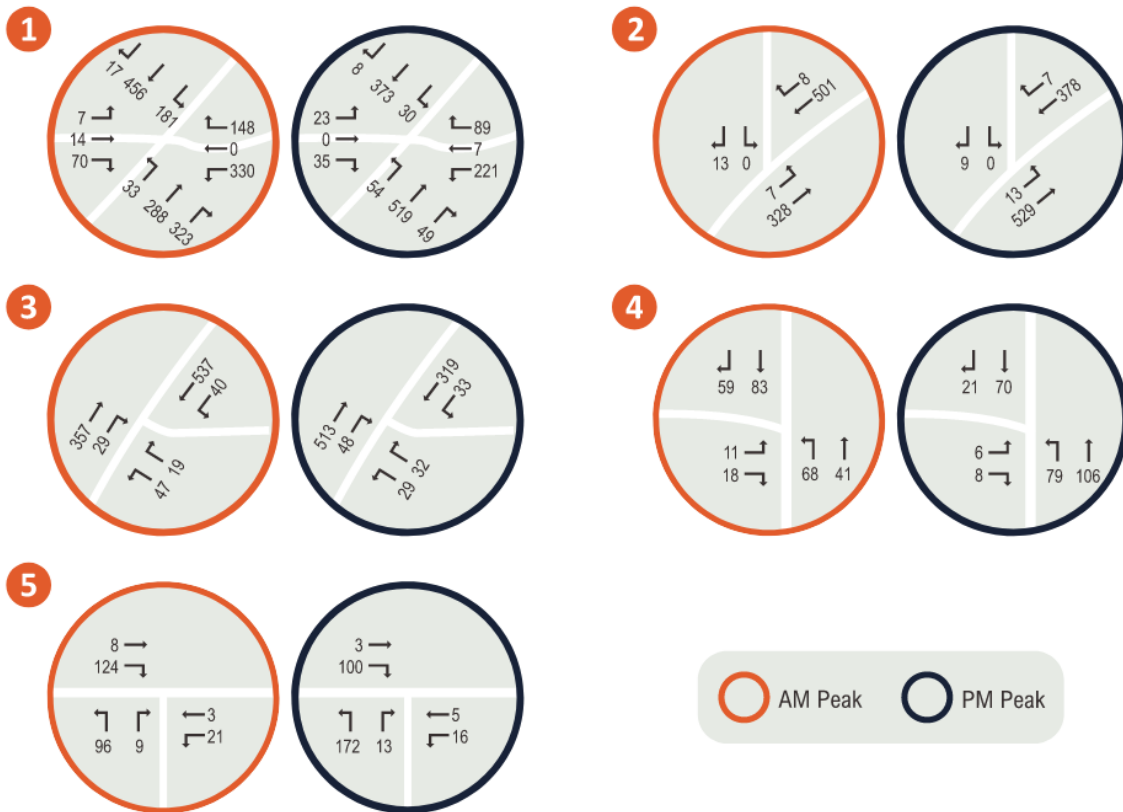


Figure 11: Build Conditions 2037 AM and PM Peak Hour Traffic Volumes

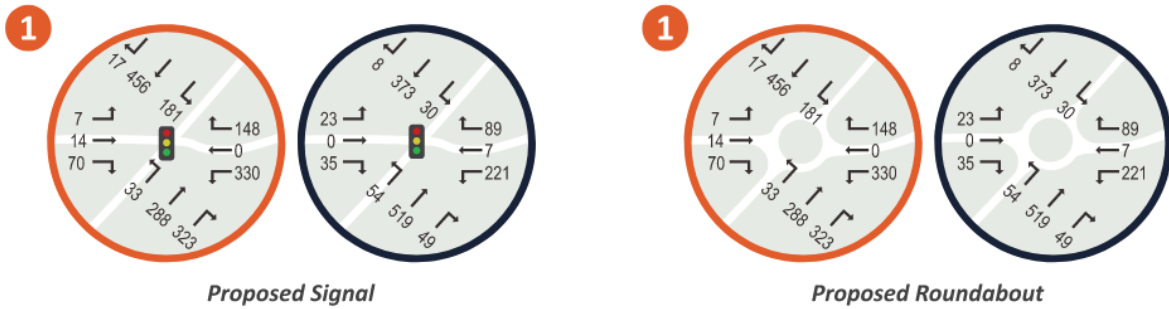
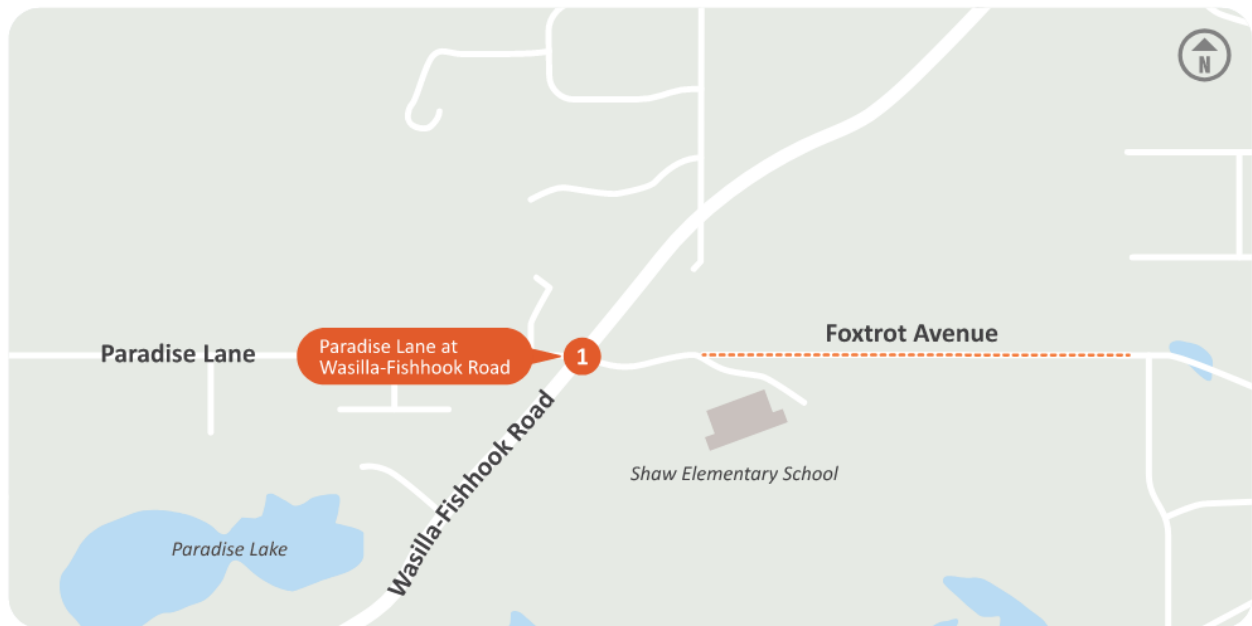


Figure 12: Build Conditions 2037 AM and PM – Signal and Roundabout Alternatives

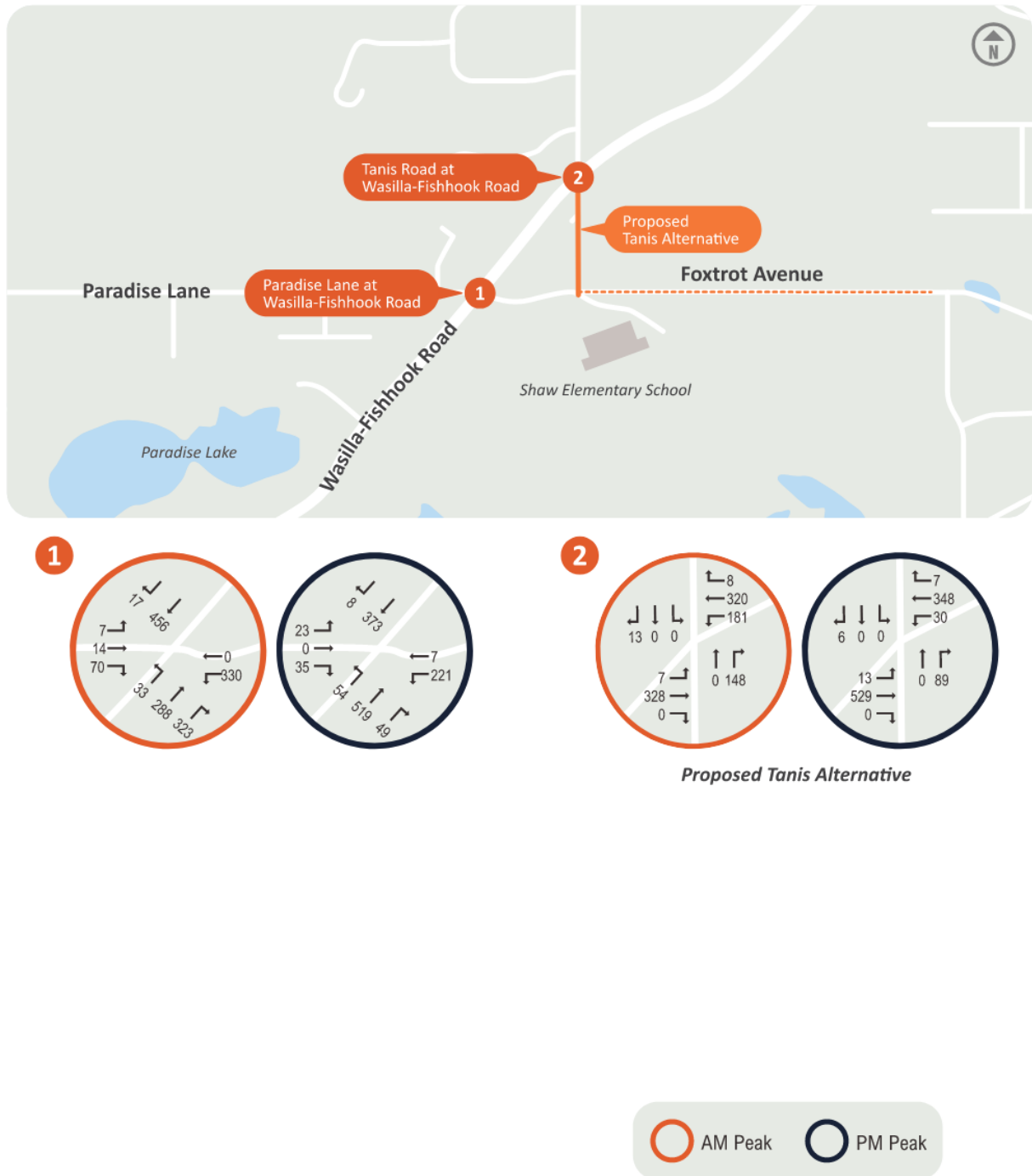


Figure 13: Build Conditions 2037 AM and PM – Proposed Tanis Extension Alternative

4.5.2 Build Condition Traffic Operations

4.5.2.1 Stop Controlled Intersections

Table 12 shows the expected delay in 2037 with added traffic generated from the BTC school relocation, along with the background growth of redistributed destination and cut-through trips using the Foxtrot connection. The Paradise Lane and Wasilla-Fishhook Road intersection continues to operate with delay and LOS below the standard threshold.

Table 12. Stop-Controlled Intersection Operations, 2037 Build Conditions

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:45 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	TWSC	WB	>120	F	WB	>120	F
Tanis Road and Wasilla-Fishhook Road	TWSC	SB	12.0	B	SB	10.8	B
Mariah Drive and Wasilla-Fishhook Road	TWSC	NB	22.8	C	NB	18.3	C
East Foxtrot Avenue and Charley Drive	TWSC	EB	9.7	A	EB	9.9	A
Caribou Street and Charley Drive	AWSC	NB	8.1	A	NB	8.7	A

^a Delay reported for the critical approach at TWSC and AWSC intersections. Critical Approach = Approach with the greatest delay
Bold and Red indicates a LOS below the state threshold or previous operating condition(s)

4.5.2.2 Signal Alternative – East Paradise and Wasilla-Fishhook

Table 13 shows the expected delay in 2037 with the added traffic generated from the BTC school relocation, and signalized traffic control at the East Paradise Lane and Wasilla-Fishhook Road intersection.

Table 13. Signal Alternative Intersection Operations, 2037 Build Conditions

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:45 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	Signal	-	36.2	D	-	10.9	B

4.5.2.3 Roundabout Alternative – East Paradise and Wasilla-Fishhook

Table 14 shows the expected delay in 2037 with the added traffic generated from the BTC school relocation, and a roundabout at the East Paradise Lane and Wasilla-Fishhook Road intersection.

Table 14. Roundabout Alternative Intersection Operations, 2037 Build Conditions

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:45 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	Roundabout	-	18.0	C	-	10.2	B

4.5.2.4 Tanis Road Extension Alternative

Table 15 shows the expected delay in 2037 with the added traffic generated from the BTC school relocation, and an extension of Tanis Road southbound towards Shaw Elementary School.

Table 15. Tanis Road Alternative Intersection Operations, 2037 Build Conditions

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:35 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	TWSC	WB	>120	F	WB	>120	F
Tanis Road and Wasilla-Fishhook Road	TWSC	NB	11.9	B	NB	13.7	C

^a Delay reported for the critical approach at TWSC and AWSC intersections. Critical Approach = Approach with the greatest delay
Bold and Red indicates a LOS below the state threshold or previous operating condition(s)

4.6 2047 Future Horizon Conditions

This section analyzes traffic operations in the future horizon year 2047 with the full build-out of the BTC school.

4.6.1 Future Horizon Traffic Volumes

The 2047 developed traffic volumes for each alternative are shown in Figures 14 to 16. Tables 16 to 19 show the expected delays with the BTC development volumes in 2047 for each treatment.

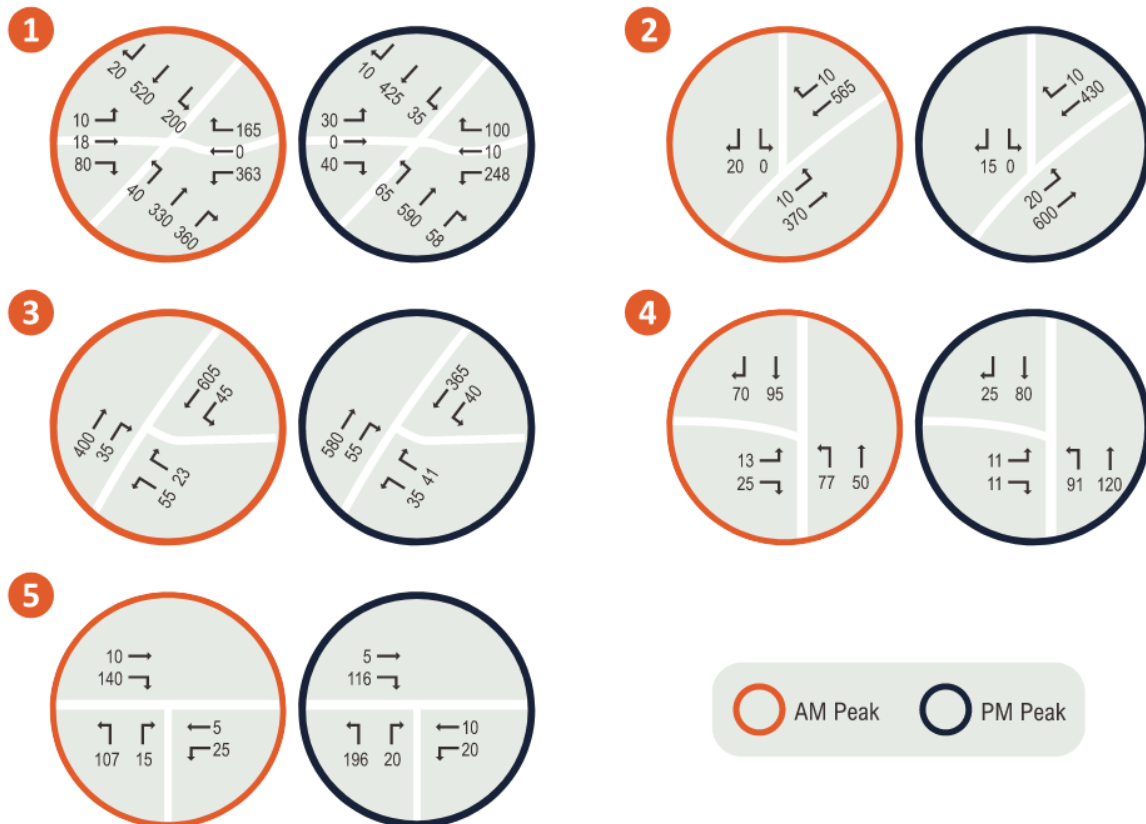


Figure 14: Future Horizon 2047 AM and PM Peak Hour Traffic Volumes

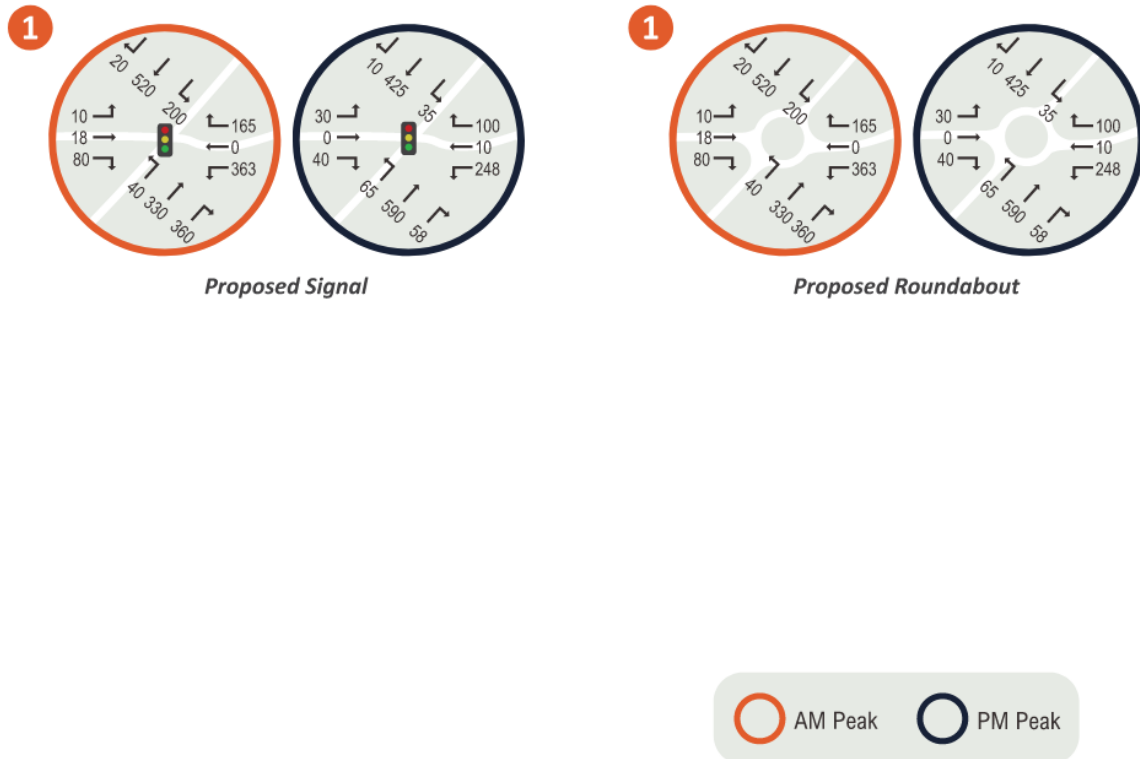


Figure 15: Future Horizon 2047 AM and PM – Signal and Roundabout Alternatives



Figure 16: Future Horizon 2047 AM and PM – Proposed Tanis Extension Alternative

4.6.2 Future Horizon Traffic Operations

4.6.2.1 Stop Controlled Intersections

Table 16 shows the expected delay in 2047 with added traffic generated from the BTC school relocation, along with the background growth of redistributed destination and cut-through trips using the Foxtrot connection. The Paradise Lane and Wasilla-Fishhook Road intersection continues to operate with delay and LOS below the standard threshold.

Table 16. Stop-Controlled Intersection Operations, 2047 Build Conditions

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:45 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	TWSC	WB	>120	F	WB	>120	F
Tanis Road and Wasilla-Fishhook Road	TWSC	SB	12.8	B	SB	11.3	B
Mariah Drive and Wasilla-Fishhook Road	TWSC	NB	30.2	D	NB	22.8	C
East Foxtrot Avenue and Charley Drive	TWSC	EB	10.0	B	EB	10.4	B
Caribou Street and Charley Drive	AWSC	NB	8.3	A	NB	9.2	A

^a Delay reported for the critical approach at TWSC and AWSC intersections. Critical Approach = Approach with the greatest delay
Bold and Red indicates a LOS below the state threshold or previous operating condition(s)

4.6.2.2 Signal Alternative – East Paradise and Wasilla-Fishhook

Table 17 shows the expected delay in 2047 with the added traffic generated from the BTC school relocation, and signalized traffic control at the East Paradise Lane and Wasilla-Fishhook Road intersection. The AM peak hour at the East Paradise Lane and Wasilla-Fishhook Road intersection is below the standard threshold.

Table 17. Signal Alternative Intersection Operations, 2047 Build Conditions

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:45 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	Signal	-	65.5	E	-	15.9	B

Bold and Red indicates a LOS below the state threshold or previous operating condition(s)

4.6.2.3 Roundabout Alternative – East Paradise and Wasilla-Fishhook

Table 18 shows the expected delay in 2047 with the added traffic generated from the BTC school relocation, and a roundabout at the East Paradise Lane and Wasilla-Fishhook Road intersection.

Table 18. Roundabout Alternative Intersection Operations, 2047 Build Conditions

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:45 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	Roundabout	-	31.4	D	-	13.4	B

4.6.2.4 Tanis Road Extension Alternative

Table 19 shows the expected delay in 2047 with the added traffic generated from the BTC school relocation, and an extension of Tanis Road southbound towards Shaw Elementary School.

Table 19. Tanis Road Alternative Intersection Operations, 2047 Build Conditions

Intersection	Traffic Control	Critical Approach ^a	AM Peak Hour		Critical Approach ^a	PM Peak Hour	
			8:30 – 9:30			3:35 – 4:45	
			Delay	LOS		Delay	LOS
East Paradise Lane and Wasilla-Fishhook Road	TWSC	WB	>120	F	WB	>120	F
Tanis Road and Wasilla-Fishhook Road	TWSC	NB	12.8	B	NB	15.2	C

^a Delay reported for the critical approach at TWSC and AWSC intersections. Critical Approach = Approach with the greatest delay
Bold and Red indicates a LOS below the state threshold or previous operating condition(s)

4.7 Site Circulation Review

In addition to typical engineering analysis considerations, the current site plan (Figure 17) was reviewed for qualitative circulation considerations that should be taken under advisement prior to finalizing the site plan. Current access plans assume the Foxtrot connection will be constructed, as the three new access driveways, one for Shaw Elementary and two for Birchtree Charter, will be constructed east of the current Shaw Elementary driveway.

Site circulation concerns include the following:

- Sufficient lighting at all school driveways should be designed for visibility of bicyclists and pedestrians upon approach and entry of the driveway for crossing.
- Sidewalks to clearly delineate pedestrian and vehicle travel space through school access lanes and parking lots.

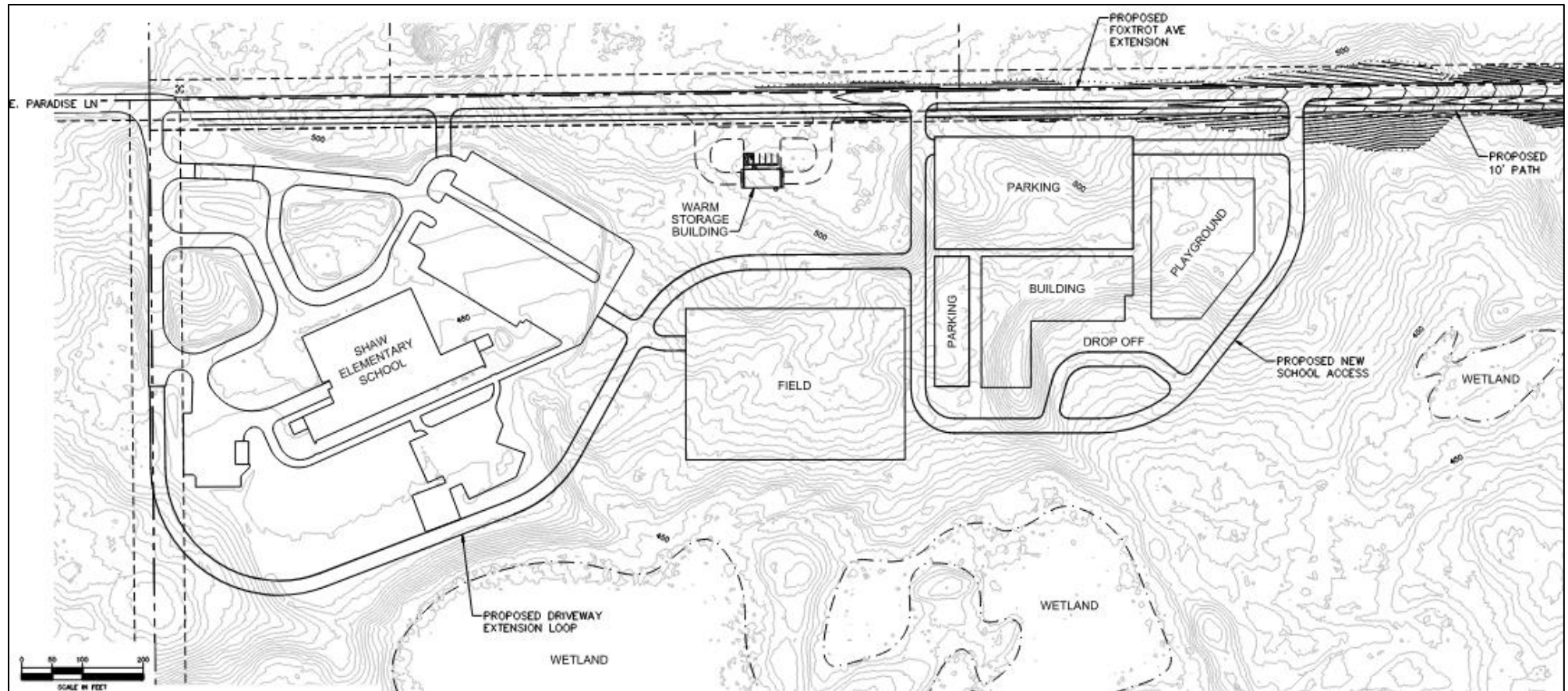


Figure 17: Proposed Site Plan

4.8 Development Impact Summary and Considerations

After analyzing the three proposed alternatives under the 2027 opening year and 2037 build condition traffic volumes, only two of the alternatives were able to completely mitigate congestion at all study area intersections: the roundabout alternative and the signal alternative on the Paradise Lane and Wasilla-Fishhook Road intersection. However, the signal alternative LOS falls below the standard threshold for the 2047 AM peak hour analysis scenario.

The Tanis extension alternative was able to alleviate some of the congestion by creating another driveway entrance but failed to address congestion at the East Paradise Lane and Wasilla-Fishhook Road intersection, maintaining failing LOS for all analysis scenarios.

Pedestrian safety will be an imperative consideration during the design of this project. To improve pedestrian visibility for drivers, sufficient pedestrian sight distance at intersections as well as lighting along pedestrian routes and crossings will be necessary.

5.0 ALTERNATIVES ANALYSIS

As shown in Section 4, multiple alternatives can satisfy MSB and DOT&PF operation requirements in 2027 and 2037. This section examines performance metrics prioritized by stakeholders to identify the preferred alternative.

5.1 Performance Metrics

To identify key performance metrics for alternatives analysis, a prioritization meeting was held with members of the MSB and MSB school district.¹⁸ After generating a list of metrics, a ranking was applied to each based on importance to each stakeholder. A high ranking of 1 indicates high importance to the stakeholder, a low ranking of 11 indicates low priority to the stakeholder. From this ranked list, shown in Table 20 below, the top five rated metrics were selected for use in the alternatives analysis section.

Table 20. Metric Weight by Average Ranking

Metric	Average Ranking
Traffic Delay (LOS, seconds of delay)	2.6
School ease of access	2.6
Capital Cost (\$)	3.4
Safety	4.4
Time to Implement	5.7
Annual Maintenance (\$)	6.6
ROW Impact	7
Ped/Bike Connectivity	7.1
Neighborhood access	8.4
Change in ADT	9
Environmental Impact	9.1

Highest Rank = 1, Lowest Rank = 11

Traffic delay, or LOS, refers to the amount of time spent waiting at an intersection. A higher LOS means the intersections are operating more efficiently, and drivers spend less time waiting.

School ease of access refers both to the number of vehicle access points to the school parking and drop-off sites and queuing areas. A high ease of access would translate to faster and more efficient vehicle trips to and from school.

Capital cost refers to the initial installation cost of the alternative but doesn't include maintenance and upkeep costs. A lower capital cost would translate to a higher score.

Safety refers to the decrease in collisions at access points to the school parcel. A projected decrease in crashes due to intersection changes would translate to a higher score. This metric may have been ranked lower by stakeholders due to lack of current safety concerns.

¹⁸ Meeting held online: June 6th, 2023 – DOT&PF Central Region staff not in attendance

Implementation time refers to the amount of time to construct and implement the alternative. A faster implementation time would translate to a higher score.

5.2 Alternative Comparison

After discerning the top five performance metrics, each alternative was scored on a scale from 1 (best) to 4 (worst) in each metric. This scale also allowed for the possibility of a tie between alternatives, represented as duplicate numbers in a row. Table 21 shows the input data for the metric scoring for each alternative.

Table 21. Qualitative Alternative Performance by Metric

		Alternative								
		Signal			Roundabout			Tanis		
Metric	Traffic Delay (LOS)	2027	2037	2047	2027	2037	2047	2027	2037	2047
	@ Paradise Lane	C – 31.2	C – 36.2	E – 65.5	C – 16.7	C – 18.0	D – 31.4	F – >120	F – >120	F – >120
	@ Tanis Road	-	-	-	-	-	-	B – 11.8	C – 13.7	C – 15.2
	@Mariah Drive	-	-	-	-	-	-	-	-	-
	School Ease of Access	One full collector access			One full collector access			Two partial collector accesses, located on same road		
	Capital Cost	\$3.8 M			\$3.3 M			\$1.6 M		
	Includes: (Does not include Foxtrot connection costs)	• Road Materials • Striping • Sidewalk (at Returns) • Curb Ramps • Curb and Gutter • Traffic Signal System			• Road Materials • Striping • Sidewalk • Curb Ramps • Curb and Gutter • Clearing and Grubbing			• Road Materials • Striping • Asphalt Pathway • Clearing and Grubbing • Intersection improvements		
	ROW Cost:	High			High			Medium		
	M+O Cost ^a	\$13,500/yr			\$1,650/yr			-		
	Safety	Increase of rear-ends and decrease of angles, increase of total crashes by 7.8% (all severities).			Decrease of all crashes, decrease of total crashes by 30% (all severities). Less vehicle conflict points.			Expected increase in left turn and angle conflicts from added access point.		
	Implementation Time	• ROW needed • Single season construction • Utility relocates required • 18-24 month design time			• ROW needed • Single season construction • Utility relocates required • 18-24 month design time			• ROW needed • Single season construction • No utility relocation required • 12 month design time		

^a Information from DOT&PF rates and HSIP Handbook

5.3 Prioritization Matrix

Table 22 below shows the prioritization matrix for the project alternatives, along with the numerical scores for each alternative. The output score is calculated using an input from both the alternative score by metric and the metric weight by average ranking. The weight value is generated based on an inverse of the ranking score. A smaller score indicates a result that most closely matches the input arguments and conforms to stakeholder priorities.

Based on the findings in this report and the presented prioritization matrix, the single-lane roundabout alternative has the lowest (best) weighted average score, and as such is the recommended alternative. The traffic signal alternative has the second-best score and remains as a viable alternative, meeting LOS thresholds. The Tanis alternative yielded substandard LOS.

Table 22. Alternative Prioritization Matrix

		Alternative			Weight
		Signal	Roundabout	Tanis	
Metric	Traffic Delay (LOS)	2	1	DQ ^a	4.1
	Ease of Access	1	2	3	4.1
	Capital Cost	3	2	1	3.3
	Safety	2	1	3	2.3
	Implementation Time	2	2	1	1
	Average	2	1.6	DQ ^a	
	Weighted Average ^b	28.8	23.2	DQ ^a	
^a Tanis Alternative experienced substandard LOS, as such disqualified					
^b Weighted Average = $\sum (\text{Alternative Metric Score}) * (\text{Weight})$					

6.0 DESIGN DESIGNATION

Design designation tables, which include key information on roadway characteristics, were generated for East Foxtrot Avenue/East Paradise Lane. Table 23 below details the design designation information for the roadway west of the Birchtree Charter School, while Table 24 details the design designation information for the roadway east of the Birchtree Charter School.

Based on the information presented, the estimated increase in AADT on East Paradise Lane with the addition of Birchtree Charter School is approximately 2,100 vehicles. This creates an estimated impact on Wasilla-Fishhook Road of approximately 1,050 AADT, which is within the growth estimate provided by DOT&PF.

Table 23. Design Designation West of Birchtree

Design Characteristics	Opening Year 2027		Future Year 2037		Horizon Year 2047	
	No-Build	Build	No-Build	Build	No-Build	Build
2-Way AADT	4824	6872	5064	7112	5360	7408
2-Way DHV	0.125	0.125	0.125	0.125	0.125	0.125
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Directional Distribution	50 / 50	50 / 50	50 / 50	50 / 50	50 / 50	50 / 50
% Recreational Vehicles	0%	0%	0%	0%	0%	0%
% Commercial Trucks	3%	3%	3%	3%	3%	3%
Compound Growth Rate	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%
ESALs	39,617	56,436	41,588	58,407	44,019	60,838
Pedestrians (#/day)	0	0	0	0	0	0
Bicyclists (#/day)	0	0	0	0	0	0

Table 24. Design Designation East of Birchtree

Design Characteristics	Opening Year 2027		Future Year 2037		Horizon Year 2047	
	No-Build	Build	No-Build	Build	No-Build	Build
2-Way AADT	760	1080	928	1248	1160	1480
2-Way DHV	0.125	0.125	0.125	0.125	0.125	0.125
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Directional Distribution	50 / 50	50 / 50	50 / 50	50 / 50	50 / 50	50 / 50
% Recreational Vehicles	0%	0%	0%	0%	0%	0%
% Commercial Trucks	3%	3%	3%	3%	3%	3%
Compound Growth Rate	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%
ESALs	6,242	8,869	7,621	10,249	9,526	12,154
Pedestrians (#/day)	34	34	40	40	40	40
Bicyclists (#/day)	0	0	0	0	0	0

7.0 TURN LANE WARRANTS

In addition to the alternative analysis presented in Section 4 and Section 5 of this report, additional turn lane warrants were conducted at the East Paradise Lane / Wasilla-Fishhook Road, East Foxtrot Avenue / Charley Drive, and BTC development driveway intersections to determine whether auxiliary lanes would be required for the ingress and egress to the MSB Parcel or Shaw/BTC driveways. This section presents an evaluation of intersection turn lane warrants in the 2027 opening year and 2037 background and build year.

7.1 Right Turn Lane Warrants

The Highway Capacity Manual 6th Edition provides the basis when or when not to include a right-turn or tapered right-turn auxiliary lane for two-lane facilities. The guidance is provided for right-turn volumes exceeding 300 vehicles/hour and adjacent through volumes exceeding 300 vehicles/hour/lane.

Tables 25 and 26 show the total advanced westbound approach volumes (V_A), left-turning volumes, through volumes, and the right-turning volumes during the analysis peak hours at the East Paradise Lane and Wasilla-Fishhook Road and East Foxtrot Avenue and Charley Drive intersections. Due to right-turning volumes not exceeding 300 vehicles/hour for any analysis year, a right-turn auxiliary lane from East Paradise Lane onto Wasilla-Fishhook Road or a right-turn auxiliary lane from East Foxtrot Avenue onto Charley Drive are not warranted.

Right-turn lane warrants were analyzed for the Shaw/BTC driveways, but right-turning volumes did not reach the minimum threshold.

Table 25. Right-Turn Lane Warrant Volumes, from East Paradise Lane onto Wasilla-Fishhook Road

Scenario	Peak Time	WB				Westbound Right-Turn Lane Warranted
		Left Turns	Thru	Right Turns	V_A	
2037 Background Year	AM Peak	242	0	108	350	No
	PM Peak	198	7	79	284	No
2027 Opening Year	AM Peak	285	0	128	413	No
	PM Peak	184	5	74	263	No
2037 Build Conditions	AM Peak	330	0	148	478	No
	PM Peak	221	7	89	317	No

Table 26. Right-Turn Lane Warrant Volumes from East Foxtrot Avenue onto Charley Drive

Scenario	Peak Time	EB				Eastbound Right-Turn Lane Warranted
		Left Turns	Thru	Right Turns	V _A	
2037 Background Year	AM Peak	8	0	13	21	No
	PM Peak	5	0	7	12	No
2027 Opening Year	AM Peak	10	0	16	26	No
	PM Peak	5	0	6	11	No
2037 Build Conditions	AM Peak	11	0	18	29	No
	PM Peak	6	0	8	14	No

7.2 Left Turn Lane Warrants

The Highway Capacity Manual 6th Edition provides the basis when or when not to include a left-turn auxiliary lane for two-lane facilities. The guidance for a single exclusive left-turn lane is provided for left-turn volumes ranging from 100 to 300 vehicles/hour.

Tables 27 and 28 show the total advanced approach volumes (V_a), the left-turn volumes, and the opposing volume(s) during the analysis peak hours at the East Paradise Lane and Wasilla-Fishhook Road intersection. For all analysis years, a left-turn lane is warranted in the AM peak hour for southbound Wasilla-Fishhook Road onto East Paradise Lane and warranted in both the AM and PM peak hours for westbound East Paradise Lane onto Wasilla-Fishhook Road.

Left-turn warrants were analyzed for Charley Drive onto East Foxtrot Avenue and for East Foxtrot Avenue onto Charley Drive, but left-turning volumes did not reach the minimum threshold. Additionally, a left-turn lane warrant was analyzed for entrance to the BTC development, but left-turning volumes did not reach the minimum threshold.

Table 27. Left-Turn Lane Warrant Volumes, from Wasilla-Fishhook Road onto East Paradise Lane

Scenario	Peak Time	SB					NB	Southbound Left-Turn Lane Warranted
		Left Turns	Thru	Right Turns	V _A	% LT	Opposing Volume	
2037 Background Year	AM Peak	138	453	9	601	23	560	Yes
	PM Peak	25	373	8	407	6	614	No
2027 Opening Year	AM Peak	157	368	8	533	29	535	Yes
	PM Peak	26	303	7	335	8	507	No
2037 Build Conditions	AM Peak	183	453	9	646	28	640	Yes
	PM Peak	30	373	8	412	7	622	No

Table 28. Left-Turn Lane Warrant Volumes, from East Paradise Lane onto Wasilla-Fishhook Road

Scenario	Peak Time	WB					NB/SB	Westbound Left-Turn Lane Warranted
		Left Turns	Thru	Right Turns	V _A	% LT	Opposing Volume	
2037 Background Year	AM Peak	242	0	108	350	69	1161	Yes
	PM Peak	198	7	79	284	70	1021	Yes
2027 Opening Year	AM Peak	285	0	128	413	69	1068	Yes
	PM Peak	184	5	74	263	70	842	Yes
2037 Build Conditions	AM Peak	330	0	148	478	69	1286	Yes
	PM Peak	221	7	89	317	70	1034	Yes

8.0 SUMMARY AND RECOMMENDATIONS

Based on the findings in this analysis:

- The East Paradise Lane and Wasilla-Fishhook intersection operates at LOS F in the existing AM peak hour, below MSB and DOT&PF thresholds.
- The East Paradise Lane and Wasilla-Fishhook Road intersection westbound approach continues to operate at LOS F during the weekday peak hours in 2037.
- The Birchtree Charter school potential development is expected to generate about 908 daily trips on a typical weekday at full build-out. In addition, the BTC school is expected to generate about 296 trips in the AM peak hour and 64 in the PM peak hour.
- For the East Paradise Lane and Wasilla-Fishhook Road intersection, the westbound approach is failing in all analysis scenarios without mitigation.
- After analyzing the three proposed alternatives under the 2027 opening year and 2037 build condition traffic volumes, only two of the alternatives were able to completely mitigate congestion at all study area intersections: the roundabout alternative and the signal alternative.
- Based on the findings in this report and the presented prioritization matrix, the single-lane roundabout alternative and traffic signal alternative should be moved forward to concept design. The Tanis Alternative should be dropped from further consideration.
- Turn lane warrants were conducted at both East Paradise Lane and Wasilla-Fishhook Road and East Foxtrot Avenue and Charley Drive intersections to determine whether auxiliary lanes would be required for the ingress and egress to the MSB Parcel.
- Due to right-turning volumes not exceeding 300 vehicles/hour for any analysis year, right-turn auxiliary lanes from East Paradise Lane onto Wasilla-Fishhook Road or from East Foxtrot Avenue onto Charley Drive are not warranted.
- For the AM peak hour in all analysis years, a left-turn lane is warranted from Wasilla-Fishhook Road onto East Paradise Lane, due to the high volume of traffic accessing the MSB parcel during school drop-off hours. For both the AM and PM peak hours in all analysis years, a left-turn lane from East Paradise Lane onto Wasilla-Fishhook Avenue is warranted.
- Left-turn warrants were analyzed for Charley Drive onto East Foxtrot Avenue and for East Foxtrot Avenue onto Charley Drive, but left-turning volumes did not reach the minimum threshold. Additionally, a left-turn lane warrant was analyzed for entrance to the Birchtree development, but left-turning volumes did not reach the minimum threshold.
- Pedestrian safety will be an imperative consideration during the design of this project. To improve pedestrian visibility for drivers, sufficient pedestrian sight distance at intersections as well as lighting along pedestrian routes and crossings will be necessary.

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APPENDIX 1: TRAFFIC COUNTS

00

[illegible][illegible]

E Foxtrot Ave & N Charley Dr (FOXTROT), Wasilla, AK
0 0

Tuesday, April 18, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	11	0	0	11	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	1	0	1	23
2:15 PM	0	0	11	2	0	13	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	19
2:30 PM	0	0	5	1	0	6	0	0	0	0	0	0	0	1	14	0	0	15	0	0	0	1	0	1	22
2:45 PM	0	0	9	0	0	9	0	0	0	0	0	0	0	1	12	0	0	13	0	1	0	0	0	1	23
Hourly Total	0	0	36	3	0	39	0	0	0	0	0	0	0	2	43	0	0	45	0	1	0	2	0	3	87
3:00 PM	0	0	13	0	0	13	0	0	0	0	0	0	0	1	13	0	0	14	0	0	0	1	0	1	28
3:15 PM	0	0	6	1	0	7	0	0	0	0	0	0	0	2	9	0	0	11	0	1	0	1	0	2	20
3:30 PM	0	0	12	0	0	12	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	1	0	1	18
3:45 PM	0	0	7	1	0	8	0	0	0	0	0	0	0	0	19	0	0	19	0	2	0	0	0	2	29
Hourly Total	0	0	38	2	0	40	0	0	0	0	0	0	0	3	46	0	0	49	0	3	0	3	0	6	95

E Foxtrot Ave & N Charley Dr (FOXTROT), Wasilla, AK

0 0

Tuesday, April 18, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	9	0	0	9	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	1	0	2	22
4:15 PM	0	0	13	4	0	17	0	0	0	0	0	0	0	3	22	0	0	25	0	0	0	2	0	2	44
4:30 PM	0	0	20	1	0	21	0	0	0	0	0	0	0	4	14	0	0	18	0	2	0	0	0	2	41
4:45 PM	0	0	8	2	0	10	0	0	0	0	0	0	0	1	19	0	0	20	0	0	0	1	0	1	31
Hourly Total	0	0	50	7	0	57	0	0	0	0	0	0	0	8	66	0	0	74	0	3	0	4	0	7	138
5:00 PM	0	0	15	0	0	15	0	0	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	31
5:15 PM	0	0	7	0	0	7	0	0	0	0	0	0	0	2	28	0	0	30	0	0	0	0	0	0	37
5:30 PM	0	0	9	0	0	9	0	0	0	0	0	0	0	1	13	0	0	14	0	1	0	1	0	2	25
5:45 PM	0	0	4	1	0	5	0	0	0	0	0	0	0	3	20	0	0	23	0	0	0	0	0	0	28
Hourly Total	0	0	35	1	0	36	0	0	0	0	0	0	0	7	76	0	0	83	0	1	0	1	0	2	121
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	159	13	0	172	0	0	0	0	0	0	0	20	231	0	0	251	0	8	0	10	0	18	441
Cars	0	0	156	13	0	169	0	0	0	0	0	0	0	20	228	0	0	248	0	8	0	10	0	18	435
Heavy Vehicles	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
Heavy Vehicle %	0.00%	0.00%	1.89%	0.00%	0.00%	1.74%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.30%	0.00%	0.00%	1.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.36%

E Foxtrot Ave & N Charley Dr (FOXTROT), Wasilla, AK

0 0

Tuesday, April 18, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total PHF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:15 PM	0	0	13	4	0	17	0	0	0	0	0	0	0	3	22	0	0	25	0	0	0	2	0	2	44
4:30 PM	0	0	20	1	0	21	0	0	0	0	0	0	0	4	14	0	0	18	0	2	0	0	0	2	41
4:45 PM	0	0	8	2	0	10	0	0	0	0	0	0	0	1	19	0	0	20	0	0	0	1	0	1	31
5:00 PM	0	0	15	0	0	15	0	0	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	31
Peak Hour Total PHF	0	0	56	7	0	63	0	0	0	0	0	0	0	9	70	0	0	79	0	2	0	3	0	5	147
	0.000	0.000	0.700	0.438	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.795	0.000	0.000	0.790	0.000	0.250	0.000	0.375	0.000	0.625	0.835

Total Vehicles On Leg			411		
Vehicles Entering Intersection 172			Vehicles Exiting Intersection 239		
Southbound					
Cars	13	156	0	0	0
Heavy	0	3	0	0	0
Total	13	159	0	0	0

Total Vehicles on Leg 51	Vehicles Entering Intersection 18	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 33		0	0	0
			0	0	0
			8	0	8
			0	0	0
	10		0	10	

The diagram illustrates a four-way intersection with the following traffic flow and volume data:

- Northbound (Top):** Four arrows pointing North. A bicyclist icon is shown on the right side.
- Southbound (Bottom):** Four arrows pointing South. A bicyclist icon is shown on the left side.
- Eastbound (Right):** Four arrows pointing East.
- Westbound (Left):** Four arrows pointing West.

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 0	Total Vehicle on Leg 0
0	0	0			
0	0	0			
0	0	0			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 0	

									
Cars	0	0	20	228	0	0	0	0	0
Heavy	0	0	0	3	0	0	0	0	0
Total	0	0	20	231	0	0	0	0	0
Northbound									
Vehicles Entering Intersection 251					Vehicles Exiting Intersection 169				
Total Vehicles On Leg					420				

E Foxtrot Ave & N Charley Dr (FOXTROT), Wasilla, AK

0 0

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	17	0	0	17	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	3	0	5	25
7:15 AM	0	0	16	0	0	16	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	3	1	3	23
7:30 AM	0	0	15	1	0	16	0	0	0	0	0	0	0	0	7	0	0	7	0	2	0	2	0	4	27
7:45 AM	0	0	17	1	0	18	0	0	0	0	0	0	0	1	8	0	0	9	0	3	0	2	0	5	32
Hourly Total	0	0	65	2	0	67	0	0	0	0	0	0	0	2	21	0	0	23	0	7	0	10	1	17	107

E Foxtrot Ave & N Charley Dr (FOXTROT), Wasilla, AK

0 0

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	9	0	0	9	0	0	0	0	0	0	0	2	4	0	0	6	0	1	0	1	0	2	17
8:15 AM	0	0	12	0	0	12	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	13
8:30 AM	0	0	15	0	0	15	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	1	0	2	19
8:45 AM	0	0	16	0	0	16	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	3	0	3	24
Hourly Total	0	0	52	0	0	52	0	0	0	0	0	0	0	4	10	0	0	14	0	2	0	5	0	7	73
9:00 AM	0	0	8	2	0	10	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	1	0	1	19
9:15 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	1	12	0	0	13	0	0	0	1	0	1	21
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	15	2	0	17	0	0	0	0	0	0	0	2	19	0	0	21	0	0	0	2	0	2	40
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	10	0	0	10	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	3	0	3	23
2:15 PM	0	0	10	0	0	10	0	0	0	0	0	0	0	3	11	0	0	14	0	0	0	1	0	1	25
2:30 PM	0	0	11	1	0	12	0	0	0	0	0	0	0	1	14	0	0	15	0	1	0	3	0	4	31
2:45 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	21
Hourly Total	0	0	36	1	0	37	0	0	0	0	0	0	0	6	49	0	0	55	0	1	0	7	0	8	100
3:00 PM	0	0	9	1	0	10	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	1	0	1	19
3:15 PM	0	0	10	1	0	11	0	0	0	0	0	0	0	2	10	0	0	12	0	1	0	1	0	2	25
3:30 PM	0	0	8	0	0	8	0	0	0	0	0	0	0	2	12	0	0	14	0	0	0	2	0	2	24
3:45 PM	0	0	11	1	0	12	0	0	0	0	0	0	0	2	21	0	0	23	0	0	0	1	0	1	36
Hourly Total	0	0	38	3	0	41	0	0	0	0	0	0	0	6	51	0	0	57	0	1	0	5	0	6	104

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AM 25-110

E Foxtrot Ave & N Charley Dr (FOXTROT), Wasilla, AK

0 0

Wednesday, April 19, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	0	17	0	0	17	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	3	0	5	25
7:15 AM	0	0	16	0	0	16	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	3	1	3	23
7:30 AM	0	0	15	1	0	16	0	0	0	0	0	0	0	0	7	0	0	7	0	2	0	2	0	4	27
7:45 AM	0	0	17	1	0	18	0	0	0	0	0	0	0	1	8	0	0	9	0	3	0	2	0	5	32
Peak Hour Total PHF	0	0	65	2	0	67	0	0	0	0	0	0	0	2	21	0	0	23	0	7	0	10	1	17	107
	0.000	0.000	0.956	0.500	0.000	0.931	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.656	0.000	0.000	0.639	0.000	0.583	0.000	0.833	0.250	0.850	0.836

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
3:45 PM	0	0	11	1	0	12	0	0	0	0	0	0	0	2	21	0	0	23	0	0	0	1	0	1	36
4:00 PM	0	0	8	1	0	9	0	0	0	0	0	0	0	3	20	0	0	23	0	1	0	0	0	1	33
4:15 PM	0	0	10	0	0	10	0	0	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	26
4:30 PM	0	0	9	0	0	9	0	0	0	0	0	0	0	5	13	0	0	18	0	0	0	1	0	1	28
Peak Hour Total PHF	0	0	38	2	0	40	0	0	0	0	0	0	0	11	69	0	0	80	0	1	0	2	0	3	123
	0.000	0.000	0.864	0.500	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.821	0.000	0.000	0.870	0.000	0.250	0.000	0.500	0.000	0.750	0.854

Total Vehicles On Leg			545		
Vehicles Entering Intersection 268			Vehicles Exiting Intersection 277		
Southbound					
Cars	10	256	0	0	0
Heavy	0	2	0	0	0
Total	10	258	0	0	0



Total Vehicles on Leg 98	Vehicles Entering Intersection 47	Eastbound	Cars	Heavy	Total	
			1	0	1	
Vehicles Exiting Intersection 51			0	0	0	
			14	0	14	
			0	0	0	
			32	1	33	

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	0			
0	0	0			
0	0	0			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 0	

									
Cars	0	0	41	261	0				
Heavy	0	0	0	2	0				
Total	0	0	41	263	0				
Northbound									
Vehicles Entering Intersection 304					Vehicles Exiting Intersection 291				
Total Vehicles On Leg					595				

E Foxtrot Ave & N Charley Dr (FOXTROT), Wasilla, AK

0 0

Thursday, April 20, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	12	0	0	12	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	1	0	4	20
7:15 AM	0	0	15	0	0	15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	3	19
7:30 AM	0	0	18	2	0	20	0	0	0	0	0	0	0	0	9	0	0	9	0	3	0	2	1	5	34
7:45 AM	0	0	13	0	0	13	0	0	0	0	0	0	0	2	4	0	0	6	0	1	0	2	0	3	22
Hourly Total	0	0	58	2	0	60	0	0	0	0	0	0	0	2	18	0	0	20	0	7	0	8	1	15	95

E Foxtrot Ave & N Charley Dr (FOXTROT), Wasilla, AK

0 0

Thursday, April 20, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	10	0	0	10	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	16
8:15 AM	0	0	14	0	0	14	0	0	0	0	0	0	0	2	2	0	0	4	0	1	0	0	0	1	19
8:30 AM	0	0	11	0	0	11	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	2	0	2	17
8:45 AM	0	0	14	0	0	14	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	1	1	1	20
Hourly Total	0	0	49	0	0	49	0	0	0	0	0	0	0	2	17	0	0	19	0	1	0	3	1	4	72
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

E Foxtrot Ave & N Charley Dr (FOXTROT), Wasilla, AK

0 0

Thursday, April 20, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	107	2	0	109	0	0	0	0	0	0	0	4	35	0	0	39	0	8	0	11	2	19	167
Cars	0	0	104	2	0	106	0	0	0	0	0	0	0	4	34	0	0	38	0	8	0	10	2	18	162
Heavy Vehicles	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	5
Heavy Vehicle %	0.00%	0.00%	2.80%	0.00%	0.00%	2.75%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.86%	0.00%	0.00%	2.56%	0.00%	0.00%	0.00%	9.09%	0.00%	5.26%	2.99%

E Foxtrot Ave & N Charley Dr (FOXTROT), Wasilla, AK

0 0

Thursday, April 20, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	0	12	0	0	12	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	1	0	4	20
7:15 AM	0	0	15	0	0	15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	3	19
7:30 AM	0	0	18	2	0	20	0	0	0	0	0	0	0	0	9	0	0	9	0	3	0	2	1	5	34
7:45 AM	0	0	13	0	0	13	0	0	0	0	0	0	0	2	4	0	0	6	0	1	0	2	0	3	22
Peak Hour Total PHF	0	0	58	2	0	60	0	0	0	0	0	0	0	2	18	0	0	20	0	7	0	8	1	15	95
	0.000	0.000	0.806	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.556	0.000	0.583	0.000	0.667	0.250	0.750	0.699

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total PHF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Vehicles On Leg			152		
Vehicles Entering Intersection 109			Vehicles Exiting Intersection 43		
Southbound					
Cars	2	104	0	0	0
Heavy	0	3	0	0	0
Total	2	107	0	0	0

Total Vehicles on Leg 25	Vehicles Entering Intersection 19	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 6		2	0	2
			0	0	0
			8	0	8
			0	0	0
			10	1	11

The diagram illustrates a four-way intersection with the following traffic flow and volume data:

- Northbound (Top):**
 - Left Turn: 104 vehicles
 - Through/Right Turn: 107 vehicles
- Southbound (Bottom):**
 - Left Turn: 104 vehicles
 - Through/Right Turn: 107 vehicles
- Eastbound (Right):**
 - Left Turn: 104 vehicles
 - Through/Right Turn: 107 vehicles
- Westbound (Left):**
 - Left Turn: 104 vehicles
 - Through/Right Turn: 107 vehicles

Daily Volumes: 104 (Left Turn), 107 (Through/Right Turn)

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	0			
0	0	0			
0	0	0			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 0	

Cars	0	0	4	34	0
Heavy	0	0	0	1	0
Total	0	0	4	35	0
Northbound					
Vehicles Entering Intersection 39			Vehicles Exiting Intersection 118		
Total Vehicles On Leg			157		

N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK

0 0

Tuesday, April 18, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK
0 0**

Tuesday, April 18, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	13	0	2	0	15	0	0	0	12	0	12	28
2:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	12	0	3	0	15	0	0	0	18	0	18	34
2:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	19	0	4	0	23	0	0	0	9	0	9	33
2:45 PM	0	0	0	0	0	0	0	2	2	0	0	4	0	15	0	1	0	16	0	0	1	12	0	13	33
Hourly Total	0	0	0	0	0	0	0	5	2	0	0	7	0	59	0	10	0	69	0	0	1	51	0	52	128
3:00 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	15	0	5	0	20	0	0	2	15	0	17	39
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	16	0	1	0	17	0	0	1	10	0	11	29
3:30 PM	0	0	0	0	0	0	0	2	1	0	0	3	0	7	0	0	0	7	0	0	1	15	0	16	26
3:45 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	20	0	0	0	20	0	0	1	9	0	10	32
Hourly Total	0	0	0	0	0	0	0	5	3	0	0	8	0	58	0	6	0	64	0	0	5	49	0	54	126

N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK
0 0

Tuesday, April 18, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	17	0	3	0	20	0	0	0	11	0	11	32
4:15 PM	0	0	0	0	0	0	0	4	2	0	0	6	0	31	0	3	0	34	0	0	0	15	0	15	55
4:30 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	25	0	8	0	33	0	0	3	17	0	20	59
4:45 PM	0	0	0	0	0	0	0	4	1	0	0	5	0	23	0	5	0	28	0	0	1	10	0	11	44
Hourly Total	0	0	0	0	0	0	0	14	4	0	0	18	0	96	0	19	0	115	0	0	4	53	0	57	190
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	25	0	5	0	30	0	0	1	17	0	18	51
5:15 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	31	0	2	0	33	0	0	0	11	0	11	46
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	5	0	27	0	0	2	9	0	11	38
5:45 PM	0	0	0	0	0	0	0	3	0	0	1	3	0	29	0	2	0	31	0	0	2	4	0	6	40
Hourly Total	0	0	0	0	0	0	0	7	1	0	1	8	0	107	0	14	0	121	0	0	5	41	0	46	175
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	0	0	0	0	0	31	10	0	1	41	0	320	0	49	0	369	0	0	15	194	0	209	619
Cars	0	0	0	0	0	0	0	30	8	0	1	38	0	316	0	49	0	365	0	0	15	191	0	206	609
Heavy Vehicles	0	0	0	0	0	0	0	1	2	0	0	3	0	4	0	0	0	4	0	0	0	3	0	3	10
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.23%	20.00%	0.00%	0.00%	7.32%	0.00%	1.25%	0.00%	0.00%	0.00%	1.08%	0.00%	0.00%	0.00%	1.55%	0.00%	1.44%	1.62%

N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK

0 0

Tuesday, April 18, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total PHF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:15 PM	0	0	0	0	0	0	0	4	2	0	0	6	0	31	0	3	0	34	0	0	0	15	0	15	55
4:30 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	25	0	8	0	33	0	0	3	17	0	20	59
4:45 PM	0	0	0	0	0	0	0	4	1	0	0	5	0	23	0	5	0	28	0	0	1	10	0	11	44
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	25	0	5	0	30	0	0	1	17	0	18	51
Peak Hour Total PHF	0	0	0	0	0	0	0	17	3	0	0	20	0	104	0	21	0	125	0	0	5	59	0	64	209
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.708	0.375	0.000	0.000	0.833	0.000	0.839	0.000	0.656	0.000	0.919	0.000	0.000	0.417	0.868	0.000	0.800	0.886

Total Vehicles On Leg		0
Vehicles Entering Intersection	0	Vehicles Exiting Intersection 0
Southbound		
Cars	0	0
Heavy	0	0
Total	0	0

Total Vehicles on Leg 539	Vehicles Entering Intersection 209	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 330		0	0	0
			0	0	0
			0	0	0
			15	0	15
			191	3	194

Daily Volumes		
Cars	0	0
Heavy	0	0
Total	0	0

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 41	Total Vehicle on Leg 105
0	0	0			
8	2	10			
30	1	31			
0	0	0			
1	0	1			
				Vehicles Exiting Intersection 64	

Cars	0	0	316	0	49
Heavy	0	0	4	0	0
Total	0	0	320	0	49
Northbound					
Vehicles Entering Intersection 369			Vehicles Exiting Intersection 225		
Total Vehicles On Leg			594		

N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK

0 0

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	1	0	3	0	0	1	30	0	31	35
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	6	0	0	0	6	0	0	1	23	0	24	32
7:30 AM	0	0	0	0	0	0	0	3	1	0	0	4	0	9	0	1	0	10	0	0	0	22	0	22	36
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	11	0	3	0	14	0	0	0	23	0	23	38
Hourly Total	0	0	0	0	0	0	0	6	2	0	0	8	0	28	0	5	0	33	0	0	2	98	0	100	141

**N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK
0 0**

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	6	0	11	0	0	1	12	0	13	24
8:15 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	1	0	1	0	0	0	17	0	17	23
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	3	0	2	0	5	0	0	0	18	0	18	25
8:45 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	5	0	1	0	6	0	0	2	22	0	24	34
Hourly Total	0	0	0	0	0	0	0	11	0	0	0	11	0	13	0	10	0	23	0	0	3	69	0	72	106
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK
0 0

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	0	0	0	0	0	17	2	0	0	19	0	41	0	15	0	56	0	0	5	167	0	172	247
Cars	0	0	0	0	0	0	0	17	0	0	0	17	0	41	0	15	0	56	0	0	4	166	0	170	243
Heavy Vehicles	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	4
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	10.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.60%	0.00%	1.16%	1.62%

**N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK
0 0**

Wednesday, April 19, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	1	0	3	0	0	1	30	0	31	35
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	6	0	0	0	6	0	0	1	23	0	24	32
7:30 AM	0	0	0	0	0	0	0	3	1	0	0	4	0	9	0	1	0	10	0	0	0	22	0	22	36
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	11	0	3	0	14	0	0	0	23	0	23	38
Peak Hour Total PHF	0	0	0	0	0	0	0	6	2	0	0	8	0	28	0	5	0	33	0	0	2	98	0	100	141
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.500	0.000	0.636	0.000	0.417	0.000	0.589	0.000	0.000	0.500	0.817	0.000	0.806	0.928

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total PHF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Vehicles On Leg				0	
Vehicles Entering Intersection			Vehicles Exiting Intersection		
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0

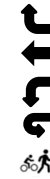


Total Vehicles on Leg 215	Vehicles Entering Intersection 172	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 43		0	0	0
			0	0	0
			0	0	0
			4	1	5
			166	1	167



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 19	Total Vehicles on Leg 39
0	0	0			
0	2	2			
17	0	17			
0	0	0		Vehicles Exiting Intersection 20	
0	0	0			



Cars	Heavy	Total	Northbound		
0	0	41	0	0	15
0	0	0	0	0	0
0	0	41	0	0	15
Northbound					
Vehicles Entering Intersection 56			Vehicles Exiting Intersection 184		
Total Vehicles On Leg			240		



N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK

0 0

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK
0 0**

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	10	0	0	0	10	0	0	0	21	0	21	32
2:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	17	0	3	0	20	0	0	0	12	0	12	33
2:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	16	0	2	0	18	0	0	1	14	0	15	34
2:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	23	0	2	0	25	0	0	1	10	0	11	37
Hourly Total	0	0	0	0	0	0	0	3	1	0	0	4	0	66	0	7	0	73	0	0	2	57	0	59	136
3:00 PM	0	0	0	0	0	0	0	2	1	0	0	3	0	8	0	2	0	10	0	0	0	13	0	13	26
3:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	19	0	4	0	23	0	0	2	14	0	16	41
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	17	0	1	0	18	0	0	2	8	0	10	29
3:45 PM	0	0	0	0	0	0	0	3	2	0	0	5	0	24	0	2	0	26	0	0	0	17	0	17	48
Hourly Total	0	0	0	0	0	0	0	8	3	0	0	11	0	68	0	9	0	77	0	0	4	52	0	56	144

N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK
0 0

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total		
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	20	0	1	0	0	21	0	0	0	10	0	10	33
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	20	0	4	0	24	0	0	1	10	0	11	36	
4:30 PM	0	0	0	0	0	0	0	4	1	0	0	5	0	23	0	2	0	25	0	0	0	15	0	15	45	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	6	0	34	0	0	0	13	0	13	47	
Hourly Total	0	0	0	0	0	0	0	7	1	0	0	8	0	91	0	13	0	104	0	0	1	48	0	49	161	
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	25	0	4	0	29	0	0	0	10	0	10	42	
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	23	0	3	0	26	0	0	0	9	0	9	37	
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	30	0	1	0	31	0	0	0	11	0	11	43	
5:45 PM	0	0	0	0	0	0	0	4	1	0	0	5	0	22	0	0	0	22	0	0	1	15	0	16	43	
Hourly Total	0	0	0	0	0	0	0	9	2	0	0	11	0	100	0	8	0	108	0	0	1	45	0	46	165	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
DAILY TOTAL	0	0	0	0	0	0	0	27	7	0	0	34	0	325	0	37	0	362	0	0	8	202	0	210	606	
Cars	0	0	0	0	0	0	0	27	7	0	0	34	0	325	0	37	0	362	0	0	8	201	0	209	605	
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1		
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.50%	0.00%	0.48%	0.17%		

**N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK
0 0**

Wednesday, April 19, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total PHF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:30 PM	0	0	0	0	0	0	0	4	1	0	0	5	0	23	0	2	0	25	0	0	0	15	0	15	45
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	6	0	34	0	0	0	13	0	13	47
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	25	0	4	0	29	0	0	0	10	0	10	42
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	23	0	3	0	26	0	0	0	9	0	9	37
Peak Hour Total PHF	0	0	0	0	0	0	0	9	1	0	0	10	0	99	0	15	0	114	0	0	0	47	0	47	171
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.250	0.000	0.000	0.500	0.000	0.884	0.000	0.625	0.000	0.838	0.000	0.000	0.000	0.783	0.000	0.783	0.910

Total Vehicles On Leg				0	
Vehicles Entering Intersection			0		
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0

Total Vehicles on Leg 542	Vehicles Entering Intersection 210	Eastbound	Cars	Heavy	Total	
			0	0	0	
			0	0	0	
	Vehicles Exiting Intersection 332		0	0	0	
			8	0	8	
			201	1	202	

The diagram illustrates a four-way intersection. At the top, a horizontal line represents the road. Four arrows point downwards from this line, indicating traffic flow: a left-turn arrow (curved left), a through-right arrow (straight down), a left-turn arrow (curved left), and a through-right arrow (curved right). To the right of these arrows is a bicycle icon. On the left side, a vertical line represents the road. Four arrows point upwards from this line, indicating traffic flow: a through-left arrow (curved left), a through-right arrow (straight up), a left-turn arrow (curved left), and a through-right arrow (curved right). To the left of these arrows is a bicycle icon. In the center of the intersection, the text "Daily Volumes" is displayed.

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 34	Total Vehicles on Leg 79
0	0	0			
7	0	7			
27	0	27			
0	0	0			
0	0	0		Vehicles Exiting Intersection 45	

Cars	0	0	325	0	37
Heavy	0	0	0	0	0
Total	0	0	325	0	37
Northbound					
Vehicles Entering Intersection 362			Vehicles Exiting Intersection 229		
Total Vehicles On Leg			591		

N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK

0 0

Thursday, April 20, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK
0 0**

Thursday, April 20, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	8	0	2	0	10	0	0	2	13	0	15	27
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	10	0	4	0	14	0	0	1	9	0	10	25
9:30 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	9	0	0	0	9	0	0	1	11	0	12	25
9:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	7	0	2	0	9	0	0	0	11	0	11	21
Hourly Total	0	0	0	0	0	0	0	6	2	0	0	8	0	34	0	8	0	42	0	0	4	44	0	48	98
10:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	2	0	0	0	8	0	8	11
10:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	5	0	1	0	6	0	0	1	8	0	9	17
10:30 AM	0	0	0	0	0	0	0	2	1	0	0	3	0	6	0	3	0	9	0	0	0	7	0	7	19
10:45 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	5	0	2	0	7	0	0	0	10	0	10	22
Hourly Total	0	0	0	0	0	0	0	10	1	0	0	11	0	17	0	7	0	24	0	0	1	33	0	34	69
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK
0 0

Thursday, April 20, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	0	0	0	0	0	16	3	0	0	19	0	51	0	15	0	66	0	0	5	77	0	82	167
Cars	0	0	0	0	0	0	0	15	0	0	0	15	0	50	0	14	0	64	0	0	4	76	0	80	159
Heavy Vehicles	0	0	0	0	0	0	0	1	3	0	0	4	0	1	0	1	0	2	0	0	1	1	0	2	8
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.25%	100.00%	0.00%	0.00%	21.05%	0.00%	1.96%	0.00%	6.67%	0.00%	3.03%	0.00%	0.00%	20.00%	1.30%	0.00%	2.44%	4.79%

N Charley Dr & N Caribou St (CARIBOU), Wasilla, AK
0 0

Thursday, April 20, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
9:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	8	0	2	0	10	0	0	2	13	0	15	27
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	10	0	4	0	14	0	0	1	9	0	10	25
9:30 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	9	0	0	0	9	0	0	1	11	0	12	25
9:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	7	0	2	0	9	0	0	0	11	0	11	21
Peak Hour Total PHF	0	0	0	0	0	0	0	6	2	0	0	8	0	34	0	8	0	42	0	0	4	44	0	48	98
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.500	0.000	0.850	0.000	0.500	0.000	0.750	0.000	0.000	0.500	0.846	0.000	0.800	0.907

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total PHF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Vehicles On Leg			0		
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0

Total Vehicles on Leg 136	Vehicles Entering Intersection 82	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 54		0	0	0
			0	0	0
			0	0	0
			4	1	5
			76	1	77

Daily Volumes					

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 19	Total Vehicles on Leg 39
0	0	0			
0	3	3			
15	1	16			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 20	

Cars	0	0	50	0	14
Heavy	0	0	1	0	1
Total	0	0	51	0	15
Northbound					
Vehicles Entering Intersection 66			Vehicles Exiting Intersection 93		
Total Vehicles On Leg			159		

Tanis Rd & Wasilla-Fishhook Rd (TANIS), Wasilla, AK

0 0

Tuesday, April 18, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tanis Rd & Wasilla-Fishhook Rd (TANIS), Wasilla, AK

0 0

Tuesday, April 18, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	0	0	0	32	0	0	62
2:15 PM	0	0	0	0	0	0	0	0	32	1	0	33	0	0	0	0	0	0	0	0	42	0	0	42	75
2:30 PM	0	0	0	4	0	4	0	0	24	0	0	24	0	0	0	0	0	0	0	0	62	0	0	62	90
2:45 PM	0	0	0	1	0	1	0	0	37	0	0	37	0	0	0	0	0	0	0	0	58	0	0	58	96
Hourly Total	0	0	0	5	0	5	0	0	123	1	0	124	0	0	0	0	0	0	0	0	194	0	0	194	323
3:00 PM	0	0	0	1	0	1	0	0	51	0	0	51	0	0	0	0	0	0	0	0	2	43	0	0	97
3:15 PM	0	0	0	3	0	3	0	0	51	0	0	51	0	0	0	0	0	0	0	0	6	52	0	0	112
3:30 PM	0	1	0	8	0	9	0	0	45	0	0	45	0	0	0	0	0	0	0	0	3	46	0	0	103
3:45 PM	0	0	0	1	0	1	0	0	28	0	0	28	0	0	0	0	0	0	0	0	1	83	1	0	114
Hourly Total	0	1	0	13	0	14	0	0	175	0	0	175	0	0	0	0	0	0	0	0	12	224	1	0	426

Tanis Rd & Wasilla-Fishhook Rd (TANIS), Wasilla, AK

0 0

Tuesday, April 18, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	3	0	3	0	0	39	0	0	39	0	0	0	0	0	0	0	4	78	0	0	82	124
4:15 PM	0	1	0	5	0	6	0	0	34	0	0	34	0	0	0	0	0	0	0	1	57	0	0	58	98
4:30 PM	0	0	0	2	0	2	0	0	38	0	0	38	0	0	0	0	0	0	0	2	66	0	0	68	108
4:45 PM	0	0	0	1	0	1	0	0	41	0	0	41	0	0	0	0	0	0	0	1	55	0	0	56	98
Hourly Total	0	1	0	11	0	12	0	0	152	0	0	152	0	0	0	0	0	0	0	8	256	0	0	264	428
5:00 PM	0	0	0	1	0	1	0	0	38	0	0	38	0	0	0	0	0	0	0	2	68	0	0	70	109
5:15 PM	0	0	0	1	0	1	0	0	37	0	0	37	0	0	0	0	0	0	0	2	76	0	0	78	116
5:30 PM	0	0	0	1	0	1	0	0	32	0	0	32	0	0	0	0	0	0	0	2	67	0	0	69	102
5:45 PM	0	1	0	0	0	1	0	0	33	0	0	33	0	0	0	0	0	0	0	3	48	0	0	51	85
Hourly Total	0	1	0	3	0	4	0	0	140	0	0	140	0	0	0	0	0	0	0	9	259	0	0	268	412
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	3	0	32	0	35	0	0	590	1	0	591	0	0	0	0	0	0	0	29	933	1	0	963	1589
Cars	0	2	0	31	0	33	0	0	572	1	0	573	0	0	0	0	0	0	0	27	917	1	0	945	1551
Heavy Vehicles	0	1	0	1	0	2	0	0	18	0	0	18	0	0	0	0	0	0	0	2	16	0	0	18	38
Heavy Vehicle %	0.00%	33.33%	0.00%	3.13%	0.00%	5.71%	0.00%	0.00%	3.05%	0.00%	0.00%	3.05%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.90%	1.71%	0.00%	0.00%	1.87%	2.39%

Tanis Rd & Wasilla-Fishhook Rd (TANIS), Wasilla, AK

0 0

Tuesday, April 18, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total PHF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
3:15 PM	0	0	0	3	0	3	0	0	51	0	0	51	0	0	0	0	0	0	0	6	52	0	0	58	112
3:30 PM	0	1	0	8	0	9	0	0	45	0	0	45	0	0	0	0	0	0	0	3	46	0	0	49	103
3:45 PM	0	0	0	1	0	1	0	0	28	0	0	28	0	0	0	0	0	0	0	1	83	1	0	85	114
4:00 PM	0	0	0	3	0	3	0	0	39	0	0	39	0	0	0	0	0	0	0	4	78	0	0	82	124
Peak Hour Total PHF	0	1	0	15	0	16	0	0	163	0	0	163	0	0	0	0	0	0	0	14	259	1	0	274	453
	0.000	0.250	0.000	0.469	0.000	0.444	0.000	0.000	0.799	0.000	0.000	0.799	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.780	0.250	0.000	0.806	0.913

Total Vehicles On Leg				65	
Vehicles Entering Intersection			35	Vehicles Exiting Intersection	
				30	
Southbound					
Cars	31	0	2	0	0
Heavy	1	0	1	0	0
Total	32	0	3	0	0

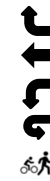


Total Vehicles on Leg 1585	Vehicles Entering Intersection 963	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 622		0	0	0
			0	0	0
			27	2	29
			917	16	933
			1	0	1



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 591	Total Vehicles on Leg 1527
1	0	1			
572	18	590			
0	0	0			
0	0	0			
0	0	0	Vehicles Exiting Intersection 936		
0	0	0			



Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0
Northbound					
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 1		
Total Vehicles On Leg			1		



Tanis Rd & Wasilla-Fishhook Rd (TANIS), Wasilla, AK

0 0

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	76	0	0	76	0	0	0	0	0	0	0	1	11	0	0	12	88
7:15 AM	0	0	0	4	0	4	0	0	67	0	0	67	0	0	0	0	0	0	0	0	15	0	0	15	86
7:30 AM	0	0	0	1	0	1	0	0	66	0	0	66	0	1	0	0	0	1	0	0	18	0	0	18	86
7:45 AM	0	0	0	1	0	1	0	0	68	0	0	68	0	0	0	0	0	0	0	2	26	0	0	28	97
Hourly Total	0	0	0	6	0	6	0	0	277	0	0	277	0	1	0	0	0	1	0	3	70	0	0	73	357

Tanis Rd & Wasilla-Fishhook Rd (TANIS), Wasilla, AK

0 0

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	2	0	2	0	0	55	0	0	55	0	0	0	0	0	0	0	1	22	0	0	23	80
8:15 AM	0	0	0	3	0	3	0	0	52	0	0	52	0	0	0	0	0	0	0	0	18	1	0	19	74
8:30 AM	0	0	0	3	0	3	0	0	67	1	0	68	0	0	0	0	0	0	0	1	16	0	0	17	88
8:45 AM	0	0	0	2	0	2	1	0	90	0	0	91	0	0	0	0	0	0	0	0	48	0	0	48	141
Hourly Total	0	0	0	10	0	10	1	0	264	1	0	266	0	0	0	0	0	0	0	2	104	1	0	107	383
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tanis Rd & Wasilla-Fishhook Rd (TANIS), Wasilla, AK

0 0

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	0	16	0	16	1	0	541	1	0	543	0	1	0	0	0	1	0	5	174	1	0	180	740
Cars	0	0	0	16	0	16	1	0	538	1	0	540	0	1	0	0	0	1	0	5	171	1	0	177	734
Heavy Vehicles	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	6
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.55%	0.00%	0.00%	0.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.72%	0.00%	0.00%	1.67%	0.81%

Tanis Rd & Wasilla-Fishhook Rd (TANIS), Wasilla, AK

0 0

Wednesday, April 19, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	2	0	2	0	0	55	0	0	55	0	0	0	0	0	0	0	1	22	0	0	23	80
8:15 AM	0	0	0	3	0	3	0	0	52	0	0	52	0	0	0	0	0	0	0	0	18	1	0	19	74
8:30 AM	0	0	0	3	0	3	0	0	67	1	0	68	0	0	0	0	0	0	0	1	16	0	0	17	88
8:45 AM	0	0	0	2	0	2	1	0	90	0	0	91	0	0	0	0	0	0	0	0	48	0	0	48	141
Peak Hour Total PHF	0	0	0	10	0	10	1	0	264	1	0	266	0	0	0	0	0	0	0	2	104	1	0	107	383
	0.000	0.000	0.000	0.833	0.000	0.833	0.250	0.000	0.733	0.250	0.000	0.731	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.542	0.250	0.000	0.557	0.679

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total PHF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

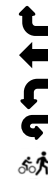
Total Vehicles On Leg				22	
Vehicles Entering Intersection			16	Vehicles Exiting Intersection	
				6	
Southbound					
Cars	16	0	0	0	0
Heavy	0	0	0	0	0
Total	16	0	0	0	0



Total Vehicles on Leg 738	Vehicles Entering Intersection 180	Eastbound	Cars	Heavy	Total
			0	0	0
Total Vehicles on Leg 738	Vehicles Entering Intersection 180	Eastbound	0	0	0
			5	0	5
			171	3	174
Total Vehicles on Leg 738	Vehicles Entering Intersection 180	Eastbound	1	0	1
			1	0	1



Daily Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 543	Total Vehicles on Leg 718
1	0	1			
538	3	541	Westbound	Vehicles Exiting Intersection 175	Total Vehicles on Leg 718
0	0	0			
1	0	1			
0	0	0	Westbound	Vehicles Exiting Intersection 175	Total Vehicles on Leg 718
0	0	0			



Cars	0	0	1	0	0
Heavy	0	0	0	0	0
Total	0	0	1	0	0
Northbound					
Vehicles Entering Intersection 1			Vehicles Exiting Intersection 1		
Total Vehicles On Leg			2		

Tanis Rd & Wasilla-Fishhook Rd (TANIS), Wasilla, AK

0 0

Thursday, April 20, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tanis Rd & Wasilla-Fishhook Rd (TANIS), Wasilla, AK

0 0

Thursday, April 20, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	4	0	4	0	0	31	0	0	31	0	0	0	0	0	0	0	1	31	0	0	0	32	67
11:30 AM	0	0	0	1	0	1	0	0	31	0	0	31	0	0	0	0	0	0	0	4	33	0	0	0	37	69
11:45 AM	0	0	0	2	0	2	0	0	32	0	0	32	0	0	0	0	0	0	0	0	33	0	0	0	33	67
Hourly Total	0	0	0	7	0	7	0	0	94	0	0	94	0	0	0	0	0	0	0	5	97	0	0	0	102	203
12:00 PM	0	0	0	6	0	6	0	0	17	1	0	18	0	0	0	0	0	0	0	1	40	0	0	0	41	65
12:15 PM	0	0	0	3	0	3	0	0	33	0	0	33	0	0	0	0	0	0	0	3	30	0	0	0	33	69
12:30 PM	0	1	0	2	0	3	0	0	44	1	0	45	0	0	0	0	0	0	0	1	43	0	0	0	44	92
12:45 PM	0	0	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	0	2	34	0	0	0	36	66
Hourly Total	0	1	0	11	0	12	0	0	124	2	0	126	0	0	0	0	0	0	0	7	147	0	0	0	154	292
1:00 PM	0	0	0	2	0	2	0	0	40	0	0	40	0	0	0	0	0	0	0	0	35	0	0	0	35	77
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	2	0	2	0	0	40	0	0	40	0	0	0	0	0	0	0	0	35	0	0	0	35	77
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Tanis Rd & Wasilla-Fishhook Rd (TANIS), Wasilla, AK

0 0

Thursday, April 20, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	1	0	20	0	21	0	0	258	2	0	260	0	0	0	0	0	0	0	12	279	0	0	291	572
Cars	0	1	0	19	0	20	0	0	256	2	0	258	0	0	0	0	0	0	0	12	277	0	0	289	567
Heavy Vehicles	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	5
Heavy Vehicle %	0.00%	0.00%	0.00%	5.00%	0.00%	4.76%	0.00%	0.00%	0.78%	0.00%	0.00%	0.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.72%	0.00%	0.00%	0.69%	0.87%

Tanis Rd & Wasilla-Fishhook Rd (TANIS), Wasilla, AK

0 0

Thursday, April 20, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	4	0	4	0	0	31	0	0	31	0	0	0	0	0	0	0	1	31	0	0	0	32
11:30 AM	0	0	0	1	0	1	0	0	31	0	0	31	0	0	0	0	0	0	0	4	33	0	0	0	37
11:45 AM	0	0	0	2	0	2	0	0	32	0	0	32	0	0	0	0	0	0	0	0	33	0	0	0	33
Peak Hour Total	0	0	0	7	0	7	0	0	94	0	0	94	0	0	0	0	0	0	0	5	97	0	0	0	102
PHF	0.000	0.000	0.000	0.438	0.000	0.438	0.000	0.000	0.734	0.000	0.000	0.734	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.313	0.735	0.000	0.000	0.689	0.736

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total		
12:15 PM	0	0	0	3	0	3	0	0	33	0	0	33	0	0	0	0	0	0	0	3	30	0	0	0	33	69
12:30 PM	0	1	0	2	0	3	0	0	44	1	0	45	0	0	0	0	0	0	0	1	43	0	0	0	44	92
12:45 PM	0	0	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	0	2	34	0	0	0	36	66
1:00 PM	0	0	0	2	0	2	0	0	40	0	0	40	0	0	0	0	0	0	0	0	35	0	0	0	35	77
Peak Hour Total	0	1	0	7	0	8	0	0	147	1	0	148	0	0	0	0	0	0	0	6	142	0	0	0	148	304
PHF	0.000	0.250	0.000	0.583	0.000	0.667	0.000	0.000	0.835	0.250	0.000	0.822	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.826	0.000	0.000	0.841	0.826	0.826

Total Vehicles On Leg		35	
Vehicles Entering Intersection		21	Vehicles Exiting Intersection 14
Southbound			
Cars	19	0	1
Heavy	1	0	0
Total	20	0	1

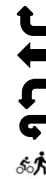


Total Vehicles on Leg 569	Vehicles Entering Intersection 291	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 278		0	0	0
			0	0	0
			12	0	12
			277	2	279
			0	0	0



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 260	Total Vehicles on Leg 540
2	0	2			
256	2	258			
0	0	0		Vehicles Exiting Intersection 280	
0	0	0			
0	0	0			



Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0
Northbound					
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Total Vehicles On Leg			0		



Wasilla-Fishhook Rd & E Mariah Dr (MARIAH) Wasilla, AK

0 0

Tuesday, April 18, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Wasilla-Fishhook Rd & E Mariah Dr (MARIAH) Wasilla, AK

0 0

Tuesday, April 18, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	4	27	0	0	31	0	3	0	4	0	7	0	0	27	3	0	30	68
2:15 PM	0	0	0	0	0	0	0	2	31	0	0	33	0	1	0	2	0	3	0	0	36	4	0	40	76
2:30 PM	0	0	0	0	0	0	0	0	26	0	0	26	0	2	0	4	0	6	0	0	56	11	0	67	99
2:45 PM	0	0	0	0	0	0	0	4	30	0	0	34	0	6	0	1	0	7	0	0	50	5	0	55	96
Hourly Total	0	0	0	0	0	0	0	10	114	0	0	124	0	12	0	11	0	23	0	0	169	23	0	192	339
3:00 PM	0	0	0	0	0	0	0	2	43	0	0	45	0	4	0	3	0	7	0	0	41	2	0	43	95
3:15 PM	0	0	0	0	0	0	0	2	41	0	0	43	0	7	0	1	0	8	0	0	45	5	0	50	101
3:30 PM	0	0	0	0	0	0	0	6	42	0	0	48	0	2	0	2	0	4	0	0	36	5	0	41	93
3:45 PM	0	0	0	0	0	0	0	3	21	0	0	24	0	9	0	6	0	15	0	0	77	7	0	84	123
Hourly Total	0	0	0	0	0	0	0	13	147	0	0	160	0	22	0	12	0	34	0	0	199	19	0	218	412

Wasilla-Fishhook Rd & E Mariah Dr (MARIAH) Wasilla, AK

0 0

Tuesday, April 18, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	4	36	0	0	40	0	4	0	5	0	9	0	0	71	7	0	78	127
4:15 PM	0	0	0	0	0	0	0	8	32	0	0	40	0	2	0	8	0	10	0	0	50	6	0	56	106
4:30 PM	0	0	0	0	0	0	0	2	32	0	0	34	0	3	0	4	0	7	0	0	61	8	0	69	110
4:45 PM	0	0	0	0	0	0	0	2	34	0	0	36	0	8	0	4	0	12	0	0	47	8	0	55	103
Hourly Total	0	0	0	0	0	0	0	16	134	0	0	150	0	17	0	21	0	38	0	0	229	29	0	258	446
5:00 PM	0	0	0	0	0	0	0	4	35	0	0	39	0	2	0	2	0	4	0	0	59	5	0	64	107
5:15 PM	0	0	0	0	0	0	0	2	33	0	0	35	0	3	0	13	0	16	0	0	69	3	0	72	123
5:30 PM	0	0	0	0	0	0	0	6	25	0	0	31	0	2	0	4	0	6	0	0	56	3	0	59	96
5:45 PM	0	0	0	0	0	0	0	0	24	0	0	24	0	5	0	10	0	15	0	0	43	8	0	51	90
Hourly Total	0	0	0	0	0	0	0	12	117	0	0	129	0	12	0	29	0	41	0	0	227	19	0	246	416
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	0	0	0	0	0	51	512	0	0	563	0	63	0	73	0	136	0	0	824	90	0	914	1613
Cars	0	0	0	0	0	0	0	51	496	0	0	547	0	60	0	72	0	132	0	0	809	88	0	897	1576
Heavy Vehicles	0	0	0	0	0	0	0	0	16	0	0	16	0	3	0	1	0	4	0	0	15	2	0	17	37
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.13%	0.00%	0.00%	2.84%	0.00%	4.76%	0.00%	1.37%	0.00%	2.94%	0.00%	0.00%	1.82%	2.22%	0.00%	1.86%	2.29%

Wasilla-Fishhook Rd & E Mariah Dr (MARIAH) Wasilla, AK

0 0

Tuesday, April 18, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total PHF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.000
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
3:45 PM	0	0	0	0	0	0	0	3	21	0	0	24	0	9	0	6	0	15	0	0	77	7	0	84	123
4:00 PM	0	0	0	0	0	0	0	4	36	0	0	40	0	4	0	5	0	9	0	0	71	7	0	78	127
4:15 PM	0	0	0	0	0	0	0	8	32	0	0	40	0	2	0	8	0	10	0	0	50	6	0	56	106
4:30 PM	0	0	0	0	0	0	0	2	32	0	0	34	0	3	0	4	0	7	0	0	61	8	0	69	110
Peak Hour Total PHF	0	0	0	0	0	0	0	17	121	0	0	138	0	18	0	23	0	41	0	0	259	28	0	287	466
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.531	0.840	0.000	0.000	0.863	0.000	0.500	0.000	0.719	0.000	0.683	0.000	0.000	0.841	0.875	0.000	0.854	0.917

Total Vehicles On Leg		0	
Vehicles Entering Intersection	0	Vehicles Exiting Intersection	0
Southbound			
Cars	0	0	0
Heavy	0	0	0
Total	0	0	0

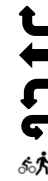


Total Vehicles on Leg 1489	Vehicles Entering Intersection 914	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 575		0	0	0
			0	0	0
			0	0	0
			809	15	824
			88	2	90



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 563	Total Vehicles on Leg 1460
0	0	0			
496	16	512			
51	0	51			
0	0	0		Vehicles Exiting Intersection 897	
0	0	0			



Cars	0	0	60	0	72
Heavy	0	0	3	0	1
Total	0	0	63	0	73
Northbound					
Vehicles Entering Intersection 136			Vehicles Exiting Intersection 141		
Total Vehicles On Leg			277		



Wasilla-Fishhook Rd & E Mariah Dr (MARIAH). Wasilla, AK

0 0

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	4	68	0	0	72	0	8	0	1	0	9	0	0	9	3	0	12	93
7:15 AM	0	0	0	0	0	0	0	5	59	0	0	64	0	3	0	0	0	3	0	0	11	2	0	13	80
7:30 AM	0	0	0	0	0	0	0	7	56	0	0	63	0	7	0	3	0	10	0	0	16	2	0	18	91
7:45 AM	0	0	0	0	0	0	0	3	56	0	0	59	0	9	0	3	0	12	0	0	26	3	0	29	100
Hourly Total	0	0	0	0	0	0	0	19	239	0	0	258	0	27	0	7	0	34	0	0	62	10	0	72	364

Wasilla-Fishhook Rd & E Mariah Dr (MARIAH). Wasilla, AK

0 0

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	0	0	0	0	3	49	0	0	52	0	6	0	2	0	8	0	0	20	1	0	21	81
8:15 AM	0	0	0	0	0	0	0	3	49	0	0	52	0	2	0	0	0	2	0	0	17	2	0	19	73
8:30 AM	0	0	0	0	0	0	0	5	65	0	0	70	0	5	0	0	0	5	0	0	13	1	0	14	89
8:45 AM	0	0	0	0	0	0	0	2	72	0	0	74	0	13	0	1	0	14	0	0	40	8	0	48	136
Hourly Total	0	0	0	0	0	0	0	13	235	0	0	248	0	26	0	3	0	29	0	0	90	12	0	102	379
9:00 AM	0	0	0	0	0	0	0	0	72	0	0	72	0	3	0	0	0	3	0	0	43	4	0	47	122
9:15 AM	0	0	0	0	0	0	0	2	36	0	0	38	0	7	0	4	0	11	0	0	46	6	0	52	101
9:30 AM	0	0	0	0	0	0	0	0	27	0	0	27	0	1	0	0	0	1	0	0	30	5	0	35	63
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	135	0	0	137	0	11	0	4	0	15	0	0	119	15	0	134	286
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	1	33	0	0	34	0	4	0	3	0	7	0	0	34	6	0	40	81
2:15 PM	0	0	0	0	0	0	0	3	29	0	0	32	0	2	0	4	0	6	0	0	36	6	0	42	80
2:30 PM	0	0	0	0	0	0	0	5	30	0	0	35	0	3	0	4	0	7	0	0	37	5	0	42	84
2:45 PM	0	0	0	0	0	0	0	2	50	0	0	52	0	4	0	3	0	7	0	0	35	4	0	39	98
Hourly Total	0	0	0	0	0	0	0	11	142	0	0	153	0	13	0	14	0	27	0	0	142	21	0	163	343
3:00 PM	0	0	0	0	0	0	0	1	44	0	0	45	0	6	0	2	0	8	0	0	42	5	0	47	100
3:15 PM	0	0	0	0	0	0	0	1	42	0	0	43	0	5	0	4	0	9	0	0	43	5	0	48	100
3:30 PM	0	0	0	0	0	0	0	0	45	0	0	45	0	5	0	3	0	8	0	0	52	3	0	55	108
3:45 PM	0	0	0	0	0	0	0	4	38	0	0	42	0	5	0	4	0	9	0	0	70	9	0	79	130
Hourly Total	0	0	0	0	0	0	0	6	169	0	0	175	0	21	0	13	0	34	0	0	207	22	0	229	438

Wasilla-Fishhook Rd & E Mariah Dr (MARIAH). Wasilla, AK

0 0

Wednesday, April 19, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehcle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehcle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehcle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehcle Approach Total	
4:00 PM	0	0	0	0	0	0	0	4	32	0	0	36	0	5	0	5	0	10	0	0	70	10	0	80	126
4:15 PM	0	0	0	0	0	0	0	2	32	0	0	34	0	3	0	5	0	8	0	0	74	9	0	83	125
4:30 PM	0	0	0	0	0	0	0	3	47	0	0	50	0	3	0	3	0	6	0	0	50	5	0	55	111
4:45 PM	0	0	0	0	0	0	0	3	32	0	0	35	0	2	0	5	0	7	0	0	56	7	0	63	105
Hourly Total	0	0	0	0	0	0	0	12	143	0	0	155	0	13	0	18	0	31	0	0	250	31	0	281	467
5:00 PM	0	0	0	0	0	0	0	0	42	0	0	42	0	7	0	2	0	9	0	0	72	4	0	76	127
5:15 PM	0	0	0	0	0	0	0	1	37	0	0	38	0	5	0	4	0	9	0	0	59	4	0	63	110
5:30 PM	0	0	0	0	0	0	0	2	33	0	0	35	0	5	0	9	0	14	0	0	63	14	0	77	126
5:45 PM	0	0	0	0	0	0	0	1	39	0	0	40	0	10	0	2	0	12	0	0	52	7	0	59	111
Hourly Total	0	0	0	0	0	0	0	4	151	0	0	155	0	27	0	17	0	44	0	0	246	29	0	275	474
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	0	0	0	0	0	67	1214	0	0	1281	0	138	0	76	0	214	0	0	1116	140	0	1256	2751
Cars	0	0	0	0	0	0	0	64	1066	0	0	1130	0	127	0	69	0	196	0	0	986	123	0	1109	2435
Heavy Vehicles	0	0	0	0	0	0	0	1	13	0	0	14	0	0	0	3	0	3	0	0	11	2	0	13	30
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.49%	1.07%	0.00%	0.00%	1.09%	0.00%	0.00%	0.00%	3.95%	0.00%	1.40%	0.00%	0.00%	0.99%	1.43%	0.00%	1.04%	1.09%

Wasilla-Fishhook Rd & E Mariah Dr (MARIAH). Wasilla, AK

0 0

Wednesday, April 19, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:30 AM	0	0	0	0	0	0	0	5	65	0	0	70	0	5	0	0	0	5	0	0	13	1	0	14	89
8:45 AM	0	0	0	0	0	0	0	2	72	0	0	74	0	13	0	1	0	14	0	0	40	8	0	48	136
9:00 AM	0	0	0	0	0	0	0	0	72	0	0	72	0	3	0	0	0	3	0	0	43	4	0	47	122
9:15 AM	0	0	0	0	0	0	0	2	36	0	0	38	0	7	0	4	0	11	0	0	46	6	0	52	101
Peak Hour Total PHF	0	0	0	0	0	0	0	9	245	0	0	254	0	28	0	5	0	33	0	0	142	19	0	161	448
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.450	0.851	0.000	0.000	0.858	0.000	0.538	0.000	0.313	0.000	0.589	0.000	0.000	0.772	0.594	0.000	0.774	0.824

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
3:45 PM	0	0	0	0	0	0	0	4	38	0	0	42	0	5	0	4	0	9	0	0	70	9	0	79	130
4:00 PM	0	0	0	0	0	0	0	4	32	0	0	36	0	5	0	5	0	10	0	0	70	10	0	80	126
4:15 PM	0	0	0	0	0	0	0	2	32	0	0	34	0	3	0	5	0	8	0	0	74	9	0	83	125
4:30 PM	0	0	0	0	0	0	0	3	47	0	0	50	0	3	0	3	0	6	0	0	50	5	0	55	111
Peak Hour Total PHF	0	0	0	0	0	0	0	13	149	0	0	162	0	16	0	17	0	33	0	0	264	33	0	297	492
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.813	0.793	0.000	0.000	0.810	0.000	0.800	0.000	0.850	0.000	0.825	0.000	0.000	0.892	0.825	0.000	0.895	0.946

Total Vehicles On Leg		0	
Vehicles Entering Intersection	0	Vehicles Exiting Intersection	0
Southbound			
Cars	0	0	0
Heavy	0	0	0
Total	0	0	0



Total Vehicles on Leg 2328	Vehicles Entering Intersection	Eastbound	Cars	Heavy	Total
	1122		0	0	0
			0	0	0
	Vehicles Exiting Intersection		0	0	0
	1206		986	11	997
			123	2	125



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Total Vehicles on Leg 2213
0	0	0		1144	
1066	13	1079			
64	1	65		Vehicles Exiting Intersection	
0	0	0		1069	
0	0	0			



Cars	0	0	127	0	69
Heavy	0	0	0	0	3
Total	0	0	127	0	72
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
199			190		
Total Vehicles On Leg			389		



Wasilla-Fishhook Rd & E Mariah Dr (MARIAH), Wasilla, AK

0 0

Thursday, April 20, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	7	64	0	0	71	0	11	0	0	0	11	0	0	11	0	0	11	93
7:15 AM	0	0	0	0	0	0	0	6	54	0	0	60	0	5	0	1	0	6	0	0	6	2	0	8	74
7:30 AM	0	0	0	0	0	0	0	7	56	0	0	63	0	7	0	4	0	11	0	0	14	4	0	18	92
7:45 AM	0	0	0	0	0	0	0	3	54	0	0	57	0	4	0	1	0	5	0	0	21	1	0	22	84
Hourly Total	0	0	0	0	0	0	0	23	228	0	0	251	0	27	0	6	0	33	0	0	52	7	0	59	343

**Wasilla-Fishhook Rd & E Mariah Dr (MARIAH), Wasilla, AK
0 0**

Thursday, April 20, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	0	0	0	0	1	53	0	0	54	0	5	0	2	0	7	0	0	26	4	0	30	91
8:15 AM	0	0	0	0	0	0	0	3	52	0	0	55	0	8	0	0	0	8	0	0	23	3	0	26	89
8:30 AM	0	0	0	0	0	0	0	6	50	0	0	56	0	5	0	1	0	6	0	0	19	4	0	23	85
8:45 AM	0	0	0	0	0	0	0	3	67	0	0	70	0	4	0	2	0	6	0	0	30	6	0	36	112
Hourly Total	0	0	0	0	0	0	0	13	222	0	0	235	0	22	0	5	0	27	0	0	98	17	0	115	377
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Wasilla-Fishhook Rd & E Mariah Dr (MARIAH), Wasilla, AK

0 0

Thursday, April 20, 2023

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	0	0	0	0	0	0	36	450	0	0	486	0	49	0	11	0	60	0	0	150	24	0	174	720
Cars	0	0	0	0	0	0	0	34	446	0	0	480	0	47	0	11	0	58	0	0	144	22	0	166	704
Heavy Vehicles	0	0	0	0	0	0	0	2	4	0	0	6	0	2	0	0	0	2	0	0	6	2	0	8	16
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.56%	0.89%	0.00%	0.00%	1.23%	0.00%	4.08%	0.00%	0.00%	0.00%	3.33%	0.00%	0.00%	4.00%	8.33%	0.00%	4.60%	2.22%

Wasilla-Fishhook Rd & E Mariah Dr (MARIAH), Wasilla, AK

0 0

Thursday, April 20, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	0	0	0	0	0	1	53	0	0	54	0	5	0	2	0	7	0	0	26	4	0	30	91
8:15 AM	0	0	0	0	0	0	0	3	52	0	0	55	0	8	0	0	0	8	0	0	23	3	0	26	89
8:30 AM	0	0	0	0	0	0	0	6	50	0	0	56	0	5	0	1	0	6	0	0	19	4	0	23	85
8:45 AM	0	0	0	0	0	0	0	3	67	0	0	70	0	4	0	2	0	6	0	0	30	6	0	36	112
Peak Hour Total PHF	0	0	0	0	0	0	0	13	222	0	0	235	0	22	0	5	0	27	0	0	98	17	0	115	377
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.542	0.828	0.000	0.000	0.839	0.000	0.688	0.000	0.625	0.000	0.844	0.000	0.000	0.817	0.708	0.000	0.799	0.842

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Total PHF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Vehicles On Leg			0		
Vehicles Entering Intersection 0			Vehicles Exiting Intersection 0		
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0

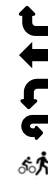


Total Vehicles on Leg 673	Vehicles Entering Intersection 174	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 499		0	0	0
			0	0	0
			0	0	0
			144	6	150
			22	2	24



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 486	Total Vehicles on Leg 647
0	0	0			
446	4	450			
34	2	36			
0	0	0		Vehicles Exiting Intersection 161	
0	0	0			



Cars	0	0	47	0	11
Heavy	0	0	2	0	0
Total	0	0	49	0	11
Northbound					
Vehicles Entering Intersection 60			Vehicles Exiting Intersection 60		
Total Vehicles On Leg			120		



**Paradise and Wasilla-Fishhook
Wasilla AK
Wednesday, May 18, 2022**

Time	Southbound Wasilla Fishhook Rd						Westbound E Paradise LN						Northbound Wasilla Fishhook Rd						Eastbound Paradise LN						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	23	0	0	23	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	3	0	4	37
6:15 AM	0	0	26	0	0	26	0	0	0	0	0	0	0	0	16	0	0	16	0	1	0	2	0	3	45
6:30 AM	0	0	45	0	0	45	0	0	0	0	0	0	0	1	7	1	9	9	0	0	0	1	0	1	55
6:45 AM	0	0	54	1	0	55	0	0	0	0	0	0	0	0	12	0	12	12	0	1	0	7	0	8	75
Hourly Total	0	0	148	1	0	149	0	0	0	0	0	0	0	1	45	1	47	47	0	3	0	13	0	16	212
7:00 AM	0	0	63	0	0	63	0	0	0	0	0	0	0	2	8	0	10	10	0	0	0	10	0	10	83
7:15 AM	0	2	62	0	0	64	0	0	0	0	0	0	0	1	12	0	13	13	0	0	0	6	0	6	83
7:30 AM	0	1	69	0	0	70	0	0	0	0	0	0	0	0	23	4	27	27	0	0	0	5	0	5	102
7:45 AM	0	4	67	0	0	71	0	2	0	0	0	2	0	2	29	5	36	36	0	0	0	7	0	7	116
Hourly Total	0	7	261	0	0	268	0	2	0	0	0	2	0	5	72	9	86	86	0	0	0	28	0	28	384

**Paradise and Wasilla-Fishhook
Wasilla AK
Wednesday, May 18, 2022**

Time	Southbound Wasilla Fishhook Rd						Westbound E Paradise LN						Northbound Wasilla Fishhook Rd						Eastbound Paradise LN						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	3	57	0	0	60	0	1	0	0	0	1	0	3	31	10	0	44	0	0	0	3	1	3	108
8:15 AM	0	4	45	0	0	49	0	3	0	1	0	4	0	5	26	12	0	43	0	0	0	3	0	3	99
8:30 AM	0	12	55	0	0	67	0	11	0	4	0	15	0	4	18	27	0	49	0	0	0	9	0	9	140
8:45 AM	0	27	69	1	0	97	0	36	0	10	0	46	0	3	24	35	0	62	0	1	3	5	1	9	214
Hourly Total	0	46	226	1	0	273	0	51	0	15	0	66	0	15	99	84	0	198	0	1	3	20	2	24	561
9:00 AM	0	50	35	0	0	85	0	43	0	27	0	70	0	4	38	52	0	94	0	1	1	3	0	5	254
9:15 AM	0	6	49	0	0	55	0	42	0	14	0	56	0	3	33	18	0	54	0	0	0	7	0	7	172
9:30 AM	0	3	30	0	0	33	0	23	0	3	0	26	0	0	31	4	0	35	0	0	0	2	0	2	96
9:45 AM	0	1	33	1	0	35	0	2	0	2	0	4	0	1	28	1	0	30	0	1	0	7	0	8	77
Hourly Total	0	60	147	1	0	208	0	110	0	46	0	156	0	8	130	75	0	213	0	2	1	19	0	22	599
10:00 AM	0	1	29	1	0	31	0	0	0	0	0	0	0	1	33	3	0	37	0	1	0	2	0	3	71
10:15 AM	0	0	37	0	0	37	0	7	0	0	0	7	0	2	26	4	0	32	0	0	0	7	0	7	83
10:30 AM	0	1	42	1	0	44	0	2	0	0	0	2	0	0	37	1	0	38	0	0	0	2	0	2	86
10:45 AM	0	0	32	0	0	32	0	2	0	0	0	2	0	0	29	5	0	34	0	0	0	1	0	1	69
Hourly Total	0	2	140	2	0	144	0	11	0	0	0	11	0	3	125	13	0	141	0	1	0	12	0	13	309
11:00 AM	0	0	39	1	0	40	0	3	0	0	0	3	0	2	37	1	0	40	0	0	0	7	0	7	90
11:15 AM	0	0	45	0	0	45	0	3	0	1	0	4	0	1	42	2	0	45	0	0	0	3	0	3	97
11:30 AM	0	0	56	0	0	56	0	2	0	0	0	2	0	7	33	6	0	46	0	0	0	1	0	1	105
11:45 AM	0	2	47	1	0	50	0	5	0	0	0	5	0	2	37	13	0	52	0	1	0	3	0	4	111
Hourly Total	0	2	187	2	0	191	0	13	0	1	0	14	0	12	149	22	0	183	0	1	0	14	0	15	403
12:00 PM	0	0	41	0	0	41	0	11	0	5	0	16	0	3	34	2	0	39	0	0	0	4	0	4	100
12:15 PM	0	1	41	1	0	43	0	1	0	0	0	1	0	4	48	1	0	53	0	1	0	1	0	2	99
12:30 PM	0	0	52	0	0	52	0	1	0	0	0	1	0	4	27	3	0	34	0	0	0	3	0	3	90
12:45 PM	0	3	29	1	0	33	0	8	0	0	0	8	0	2	34	11	0	47	0	0	0	5	0	5	93
Hourly Total	0	4	163	2	0	169	0	21	0	5	0	26	0	13	143	17	0	173	0	1	0	13	0	14	382
1:00 PM	0	3	38	0	0	41	0	8	0	8	0	16	0	6	46	5	0	57	0	0	0	3	0	3	117
1:15 PM	0	1	37	0	0	38	0	4	0	2	0	6	0	2	47	1	0	50	0	0	0	3	0	3	97
1:30 PM	0	0	42	1	0	43	0	5	1	1	0	7	0	4	52	2	0	58	0	0	0	2	0	2	110
1:45 PM	0	2	45	0	0	47	0	4	0	0	0	4	1	3	43	7	0	54	0	1	0	1	0	2	107
Hourly Total	0	6	162	1	0	169	0	21	1	11	0	33	1	15	188	15	0	219	0	1	0	9	0	10	431
2:00 PM	0	0	40	0	0	40	0	7	0	1	0	8	0	3	35	12	0	50	0	0	0	4	0	4	102
2:15 PM	0	0	46	1	0	47	0	3	0	0	0	3	0	6	36	2	0	44	0	0	0	1	0	1	95
2:30 PM	0	1	35	0	0	36	0	0	0	1	0	1	0	4	54	5	0	63	0	0	0	5	0	5	105
2:45 PM	0	4	44	2	0	50	0	1	0	1	0	2	0	7	73	6	0	86	0	3	0	4	0	7	145
Hourly Total	0	5	165	3	0	173	0	11	0	3	0	14	0	20	198	25	0	243	0	3	0	14	0	17	447
3:00 PM	0	11	26	2	0	39	0	4	1	3	1	8	0	6	63	28	0	97	0	0	0	4	0	4	148
3:15 PM	0	18	44	0	0	62	0	8	0	2	0	10	0	3	34	34	0	71	0	0	0	3	0	3	146
3:30 PM	0	13	45	1	0	59	0	37	0	41	1	78	0	1	41	33	0	75	0	0	0	1	0	1	213
3:45 PM	0	9	38	1	0	48	0	53	2	27	0	82	0	7	62	17	0	86	0	2	0	9	0	11	227
Hourly Total	0	51	153	4	0	208	0	102	3	73	2	178	0	17	200	112	0	329	0	2	0	17	0	19	734

**Paradise and Wasilla-Fishhook
Wasilla AK
Wednesday, May 18, 2022**

Time	Southbound Wasilla Fishhook Rd						Westbound E Paradise LN						Northbound Wasilla Fishhook Rd						Eastbound Paradise LN						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	1	43	2	0	46	0	25	1	14	1	40	0	2	59	1	0	62	0	0	0	4	0	4	152
4:15 PM	0	0	45	0	0	45	0	23	0	5	0	28	0	4	64	0	0	68	0	1	0	3	0	4	145
4:30 PM	0	0	49	1	0	50	0	5	0	3	1	8	0	10	75	0	0	85	0	1	0	2	0	3	146
4:45 PM	0	0	47	0	0	47	0	1	0	0	1	1	0	4	71	1	0	76	0	0	0	10	0	10	134
Hourly Total	0	1	184	3	0	188	0	54	1	22	3	77	0	20	269	2	0	291	0	2	0	19	0	21	577
5:00 PM	0	1	54	0	0	55	0	1	0	1	2	2	0	6	69	0	2	75	0	1	0	1	0	2	134
5:15 PM	0	0	56	0	0	56	0	2	0	0	0	2	0	7	77	1	0	85	0	0	0	1	0	1	144
5:30 PM	0	0	37	1	0	38	0	1	0	0	0	1	0	6	59	2	0	67	0	0	0	4	0	4	110
5:45 PM	0	1	51	2	0	54	0	3	0	1	0	4	0	3	57	3	0	63	0	0	0	3	0	3	124
Hourly Total	0	2	198	3	0	203	0	7	0	2	2	9	0	22	262	6	2	290	0	1	0	9	0	10	512
6:00 PM	0	0	61	0	0	61	0	1	0	0	0	1	0	4	65	1	0	70	0	0	0	3	0	3	135
6:15 PM	0	0	61	1	0	62	0	0	0	0	0	0	0	5	65	2	0	72	0	0	0	6	0	6	140
6:30 PM	0	0	33	0	0	33	0	1	0	0	0	1	0	10	45	1	0	56	0	0	0	1	0	1	91
6:45 PM	0	0	43	0	0	43	0	0	0	3	0	3	0	5	52	1	0	58	0	0	0	3	0	3	107
Hourly Total	0	0	198	1	0	199	0	2	0	3	0	5	0	24	227	5	0	256	0	0	0	13	0	13	473
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY TOTAL	0	186	2332	24	0	2542	0	405	5	181	7	591	1	175	2107	386	2	2669	0	18	4	200	2	222	6024
Cars	0	179	2287	19	0	2485	0	382	4	177	0	563	1	166	2055	368	2	2590	0	13	3	190	2	206	5844
Heavy Vehicles	0	10	49	5	0	64	0	28	2	7	9	37	0	9	56	21	0	86	0	5	1	10	0	16	203
Heavy Vehicle %	0.00%	5.38%	2.10%	20.83%	0.00%	2.52%	0.00%	6.91%	40.00%	3.87%	128.57%	6.26%	0.00%	5.14%	2.66%	5.44%	0.00%	3.22%	0.00%	27.78%	25.00%	5.00%	0.00%	7.21%	3.37%

**Paradise and Wasilla-Fishhook
Wasilla AK**

Wednesday, May 18, 2022

AM Peak Hour (8:30 - 9:30 AM)

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:30 AM	0	12	55	0	0	67	0	11	0	4	0	15	0	4	18	27	0	49	0	0	0	9	0	9	140
8:45 AM	0	27	69	1	0	97	0	36	0	10	0	46	0	3	24	35	0	62	0	1	3	5	1	9	214
9:00 AM	0	50	35	0	0	85	0	43	0	27	0	70	0	4	38	52	0	94	0	1	1	3	0	5	254
9:15 AM	0	6	49	0	0	55	0	42	0	14	0	56	0	3	33	18	0	54	0	0	0	7	0	7	172
Peak Hour Total PHF	0	95	208	1	0	304	0	132	0	55	0	187	0	14	113	132	0	259	0	2	4	24	1	30	780
	0.000	0.475	0.754	0.250	0.000	0.784	0.000	0.767	0.000	0.509	0.000	0.668	0.000	0.875	0.743	0.635	0.000	0.689	0.000	0.500	0.333	0.667	0.250	0.833	0.768

PM Peak Hour (3:15 - 4:15 PM)

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
3:15 PM	0	18	44	0	0	62	0	8	0	2	0	10	0	3	34	34	0	71	0	0	0	3	0	3	146
3:30 PM	0	13	45	1	0	59	0	37	0	41	1	78	0	1	41	33	0	75	0	0	0	1	0	1	213
3:45 PM	0	9	38	1	0	48	0	53	2	27	0	82	0	7	62	17	0	86	0	2	0	9	0	11	227
4:00 PM	0	1	43	2	0	46	0	25	1	14	1	40	0	2	59	1	0	62	0	0	0	4	0	4	152
Peak Hour Total PHF	0	41	170	4	0	215	0	123	3	84	2	210	0	13	196	85	0	294	0	2	0	17	0	19	738
	0.000	0.569	0.944	0.500	0.000	0.867	0.000	0.580	0.375	0.512	0.500	0.640	0.000	0.464	0.790	0.625	0.000	0.855	0.000	0.250	0.000	0.472	0.000	0.432	0.813

Heavy Vehicle %	0%	4%	2%	21%	0%	2%	0%	6%	20%	2%	100%	5%	0%	5%	2%	5%	0%	3%	0%	28%	25%	5%	0%	7%	3%
------------------------	----	----	----	-----	----	----	----	----	-----	----	------	----	----	----	----	----	----	----	----	-----	-----	----	----	----	----

Total Vehicles On Leg 4862						
Vehicles Entering Intersection			2549	Vehicles Exiting Intersection		
				2313		
Southbound						
Cars	19	2287	179	0	0	
Heavy	5	49	10	0	0	
Total	24	2336	189	0	0	

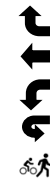


Total Vehicles on Leg 427	Vehicles Entering Intersection 222	Eastbound	Cars	Heavy	Total
			2	0	2
			0	0	0
			13	5	18
			3	1	4
			190	10	200



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 600	Total Vehicles on Leg 1182
177	7	184			
4	2	6			
382	28	410			
0	0	0			
0	9	9		Vehicles Exiting Intersection 582	



					
Cars	2	1	166	2055	368
Heavy	0	0	9	56	21
Total	2	1	175	2111	389
Northbound					
Vehicles Entering Intersection			2676	Vehicles Exiting Intersection	
				2947	
Total Vehicles On Leg 5623					



APPENDIX 2: LOS DEFINITIONS

Level of Service (LOS)

Level of service (LOS) is a qualitative measure that describes the operating conditions within an intersection or roadway section, and the perception of those conditions by the facility's users. The factors used to measure the LOS provided by any given facility, might include any or all of the following:

- User comfort
- Convenience
- Travel time
- Maneuverability
- Interruptions in traffic
- Speed
- Cost
- Number of stops
- Fuel consumption

Every type of facility (intersections, freeway, segment, arterial, or pedestrian) has different operating parameters that are used to determine its LOS. For intersections, the primary operating parameter is average control delay per vehicle defined in units of seconds per vehicle. There are six LOS defined for each facility type. Each level has a letter identification from A to F with LOS A representing the best operating conditions and LOS F the worst.

SIGNALIZED INTERSECTIONS

The delay experienced by motorists in a signalized intersection is affected by a number of factors related to geometrics, traffic, control, and incidents. The total delay is defined as the difference between the actual travel time and travel time that would result from ideal conditions. An ideal signalized intersection has 12-foot lane widths, level grade, no curb parking, only passenger cars in the traffic stream, no turning movements, green signal available all the time, and is located outside the central business district. For signalized intersections, only the portion of total delay associated with control is measured. This delay is referred to as control delay and includes the following: initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table 1 summarizes the *2000 Highway Capacity Manual's* description of the six LOS for a signalized intersection. The range of delays in each LOS is the same for the *2010 Highway Capacity Manual* and the most recent *Highway Capacity Manual, 6th Edition* (2016), though calculation methodologies have differences.

Table 1: Level of Service Criteria for Signalized Intersections

LOS	Average Delay per Vehicle
A	Very low control delay, 10 or less seconds per vehicle; progression is very favorable; most vehicles arrive during the green cycle; most vehicles do not stop. Short cycle lengths may also contribute to low delay.
B	Control delay greater than 10 and up to 20 seconds per vehicle; progression is good and/or cycle lengths are short. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle; progression is fair and/or cycle lengths are longer. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many vehicles still pass through without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle; progression is unfavorable, cycle lengths are long, or has a high flow rate to capacity ratio. Many vehicles stop, and the proportion of vehicles not stopping diminishes. Individual cycle failures are obvious.
E	Control delay greater than 55 and up to 80 seconds per vehicle; progression is poor, cycle lengths are long, and has a high flow rate to capacity ratio. Individual cycle failures are frequent occurrences.
F	Control delay greater than 80 seconds per vehicle; progression is very poor, cycle lengths are long. Many individual cycle failures. Arrival flow rates exceed the capacity of the intersection. This level is considered unacceptable to most drivers.

UNSIGNALIZED INTERSECTIONS

The two types of unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The LOS for a TWSC intersection is defined by control delay for each minor approach and major street left-turn movement rather than the overall intersection. The LOS for an AWSC intersection is defined by control delay for the intersection as a whole. The delay ranges for unsignalized intersections are different from those for signalized intersections primarily due to driver expectation. The expectation is that signalized intersections are designed to carry higher volumes of traffic and therefore higher levels of delay are acceptable. Table 2 summarizes the *2000 Highway Capacity Manual's* description of the six LOS for an unsignalized intersection. The range of delays in each LOS is the same for the *2010 Highway Capacity Manual* and the most recent *Highway Capacity Manual, 6th Edition* (2016), though calculation methodologies have differences.

Table 2: Level of Service Criteria for Unsignalized Intersections

LOS	Average Delay per Vehicle
A	Very low control delay, 10 or less seconds per vehicle. All drivers find freedom of operation. Very rarely more than one vehicle in queue.
B	Control delay greater than 10 and up to 15 seconds per vehicle. Some drivers begin to consider the delay troublesome. Seldom is there more than one vehicle in queue.
C	Control delay greater than 15 and up to 25 seconds per vehicle. Most drivers feel restricted, but tolerable so. Often there is more than one vehicle in queue.
D	Control delay greater than 25 and up to 35 seconds per vehicle. Drivers feel restricted. Most often, there is more than one vehicle in queue.
E	Control delay greater than 35 and up to 50 seconds per vehicle. Drivers find delays approaching intolerable levels. There is frequently more than one vehicle in queue. This level denotes a state in which the demand is close to or equal to the probable maximum number of vehicles that can be accommodated by the movement.
F	Control delay greater than 50 seconds per vehicle. Very constrained flow. Represents an intersection failure situation that is caused by geometry and/or operational constraints external to the intersection.

SUMMARY

The average control delay for signalized and unsignalized intersections is summarized in Table 3.

Table 3: Summary of Average Control Delay per Vehicle (in seconds) for Signalized and Unsignalized Intersections

LOS	Unsignalized Intersections	Signalized Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

APPENDIX 3: 2023 HCM ANALYSIS

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	151	20	10	260	30	5
Future Vol, veh/h	151	20	10	260	30	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	1	5	11	0	0	0
Mvmt Flow	184	24	12	317	37	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	208
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	1311
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1311
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.3	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	533	-	-	1311	-
HCM Lane V/C Ratio	0.08	-	-	0.009	-
HCM Ctrl Dly (s/v)	12.3	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.3	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 2 110 280 1 0 11

Future Vol, veh/h 2 110 280 1 0 11

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 68 68 68 68 68 68

Heavy Vehicles, % 0 2 0 0 0 0

Mvmt Flow 3 162 412 1 0 16

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 413 0 - 0 581 413

Stage 1 - - - - 413 -

Stage 2 - - - - 168 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 1157 - - - 479 643

Stage 1 - - - - 672 -

Stage 2 - - - - 867 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1157 - - - 478 643

Mov Cap-2 Maneuver - - - - 478 -

Stage 1 - - - - 670 -

Stage 2 - - - - 867 -

Approach EB WB SB

HCM Ctrl Dly, s/v 0.1 0 10.7

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1157 - - - 643

HCM Lane V/C Ratio 0.003 - - - 0.025

HCM Ctrl Dly (s/v) 8.1 0 - - 10.7

HCM Lane LOS A A - - B

HCM 95th %tile Q (veh) 0 - - - 0.1

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	104	6	2	30	5
Future Vol, veh/h	2	104	6	2	30	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	100	0	0
Mvmt Flow	2	112	6	2	32	5
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	6.8	7.3	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	86%	0%	75%
Vol Thru, %	0%	2%	25%
Vol Right, %	14%	98%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	35	106	8
LT Vol	30	0	6
Through Vol	0	2	2
RT Vol	5	104	0
Lane Flow Rate	38	114	9
Geometry Grp	1	1	1
Degree of Util (X)	0.044	0.107	0.01
Departure Headway (Hd)	4.198	3.383	4.201
Convergence, Y/N	Yes	Yes	Yes
Cap	855	1059	852
Service Time	2.214	1.406	2.228
HCM Lane V/C Ratio	0.044	0.108	0.011
HCM Control Delay, s/veh	7.4	6.8	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.4	0

Intersection

Int Delay, s/veh 1.5

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 7 11 2 22 69 2

Future Vol, veh/h 7 11 2 22 69 2

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 84 84 84 84 84 84

Heavy Vehicles, % 0 0 0 10 0 0

Mvmt Flow 8 13 2 26 82 2

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 113 83 84 0 - 0

Stage 1 83 - - - - -

Stage 2 30 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 888 982 1526 - - -

Stage 1 945 - - - - -

Stage 2 998 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 887 982 1526 - - -

Mov Cap-2 Maneuver 887 - - - - -

Stage 1 944 - - - - -

Stage 2 998 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 8.9 0.6 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1526 - 943 - -

HCM Lane V/C Ratio 0.002 - 0.023 - -

HCM Ctrl Dly (s/v) 7.4 0 8.9 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q (veh) 0 - 0.1 - -

Intersection												
Int Delay, s/veh	18.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↗		↕	
Traffic Vol, veh/h	2	5	27	150	0	62	16	128	150	108	236	1
Future Vol, veh/h	2	5	27	150	0	62	16	128	150	108	236	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	50	0	5	0	0	7	0	4	3	2	100
Mvmt Flow	3	6	35	195	0	81	21	166	195	140	306	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	933	991	307	816	796	167	307	0	0	362	0	0
Stage 1	587	587	-	209	209	-	-	-	-	-	-	-
Stage 2	346	404	-	607	587	-	-	-	-	-	-	-
Critical Hdwy	7.1	7	6.2	7.15	6.5	6.2	4.17	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.45	3.3	3.545	4	3.3	2.263	-	-	2.227	-	-
Pot Cap-1 Maneuver	248	204	738	292	322	882	1226	-	-	1191	-	-
Stage 1	499	428	-	786	733	-	-	-	-	-	-	-
Stage 2	674	524	-	478	500	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	197	171	738	237	270	881	1226	-	-	1190	-	-
Mov Cap-2 Maneuver	197	171	-	237	270	-	-	-	-	-	-	-
Stage 1	488	367	-	768	716	-	-	-	-	-	-	-
Stage 2	599	512	-	384	429	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.9	70.5	0.4	2.6
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1226	-	-	448	301	1190	-
HCM Lane V/C Ratio	0.017	-	-	0.099	0.915	0.118	-
HCM Ctrl Dly (s/v)	8	0	-	13.9	70.5	8.4	0
HCM Lane LOS	A	A	-	B	F	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0.3	8.7	0.4	-

Intersection

Int Delay, s/veh 1

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 280 35 14 158 17 18

Future Vol, veh/h 280 35 14 158 17 18

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 1 0 0 1 0 6

Mvmt Flow 295 37 15 166 18 19

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 332 0 510 314

Stage 1 - - - - 314 -

Stage 2 - - - - 196 -

Critical Hdwy - - 4.1 - 6.4 6.26

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy - - 2.2 - 3.5 3.354

Pot Cap-1 Maneuver - - 1239 - 527 717

Stage 1 - - - - 745 -

Stage 2 - - - - 842 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1239 - 520 717

Mov Cap-2 Maneuver - - - - 520 -

Stage 1 - - - - 745 -

Stage 2 - - - - 831 -

Approach EB WB NB

HCM Ctrl Dly, s/v 0 0.6 11.3

HCM LOS B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 606 - - 1239 -

HCM Lane V/C Ratio 0.061 - - 0.012 -

HCM Ctrl Dly (s/v) 11.3 - - 7.9 0

HCM Lane LOS B - - A A

HCM 95th %tile Q (veh) 0.2 - - 0 -

Intersection

Int Delay, s/veh 0.6

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 15 275 173 0 1 16

Future Vol, veh/h 15 275 173 0 1 16

Conflicting Peds, #/hr 0 0 0 0 1 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 91 91 91 91 91 91

Heavy Vehicles, % 14 2 4 0 0 7

Mvmt Flow 16 302 190 0 1 18

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 190 0 - 0 525 190

Stage 1 - - - - 190 -

Stage 2 - - - - 335 -

Critical Hdwy 4.24 - - - 6.4 6.27

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.326 - - - 3.5 3.363

Pot Cap-1 Maneuver 1315 - - - 516 839

Stage 1 - - - - 847 -

Stage 2 - - - - 729 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1315 - - - 508 839

Mov Cap-2 Maneuver - - - - 508 -

Stage 1 - - - - 834 -

Stage 2 - - - - 729 -

Approach EB WB SB

HCM Ctrl Dly, s/v 0.4 0 9.6

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1315 - - - 808

HCM Lane V/C Ratio 0.013 - - - 0.023

HCM Ctrl Dly (s/v) 7.8 0 - - 9.6

HCM Lane LOS A A - - A

HCM 95th %tile Q (veh) 0 - - - 0.1

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	50	10	1	105	16
Future Vol, veh/h	0	50	10	1	105	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	55	11	1	115	18
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	6.8	7.5	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	87%	0%	91%
Vol Thru, %	0%	0%	9%
Vol Right, %	13%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	121	50	11
LT Vol	105	0	10
Through Vol	0	0	1
RT Vol	16	50	0
Lane Flow Rate	133	55	12
Geometry Grp	1	1	1
Degree of Util (X)	0.152	0.054	0.015
Departure Headway (Hd)	4.111	3.541	4.358
Convergence, Y/N	Yes	Yes	Yes
Cap	874	998	813
Service Time	2.129	1.611	2.431
HCM Lane V/C Ratio	0.152	0.055	0.015
HCM Control Delay, s/veh	7.9	6.8	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.2	0

Intersection

Int Delay, s/veh 0.9

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 1 2 12 73 40 2

Future Vol, veh/h 1 2 12 73 40 2

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 1 2 14 86 47 2

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 162 48 49 0 - 0

Stage 1 48 - - - - -

Stage 2 114 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 834 1027 1571 - - -

Stage 1 980 - - - - -

Stage 2 916 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 826 1027 1571 - - -

Mov Cap-2 Maneuver 826 - - - - -

Stage 1 971 - - - - -

Stage 2 916 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 8.8 1 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1571 - 950 - -

HCM Lane V/C Ratio 0.009 - 0.004 - -

HCM Ctrl Dly (s/v) 7.3 0 8.8 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q (veh) 0 - 0 - -

Intersection												
Int Delay, s/veh	9.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	2	0	19	139	3	95	15	222	96	46	193	5
Future Vol, veh/h	2	0	19	139	3	95	15	222	96	46	193	5
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	4	33	4	0	2	4	7	2	0
Mvmt Flow	2	0	23	172	4	117	19	274	119	57	238	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	789	788	243	679	672	274	246	0	0	393	0	0
Stage 1	357	357	-	312	312	-	-	-	-	-	-	-
Stage 2	432	431	-	367	360	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.83	6.24	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4.297	3.336	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	311	326	801	363	340	760	1332	-	-	1139	-	-
Stage 1	665	632	-	694	605	-	-	-	-	-	-	-
Stage 2	606	586	-	648	575	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	245	301	800	332	313	760	1330	-	-	1139	-	-
Mov Cap-2 Maneuver	245	301	-	332	313	-	-	-	-	-	-	-
Stage 1	651	594	-	681	594	-	-	-	-	-	-	-
Stage 2	500	575	-	593	541	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.7		29.7		0.3		1.6	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1330	-	-	658 428	1139	-	-
HCM Lane V/C Ratio	0.014	-	-	0.039 0.684	0.05	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	10.7 29.7	8.3	0	-
HCM Lane LOS	A	A	-	B D	A A	-	-
HCM 95th %tile Q (veh)	0	-	-	0.1 5	0.2	-	-

APPENDIX 4:

2027 HCM ANALYSIS

Intersection

Int Delay, s/veh 1.6

Movement EBT EBR WBL WBT NBL NBRLane Configurations      

Traffic Vol, veh/h 298 24 36 445 38 16

Future Vol, veh/h 298 24 36 445 38 16

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 82 82 82 82 82 82

Heavy Vehicles, % 1 5 11 0 0 0

Mvmt Flow 363 29 44 543 46 20

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 392 0 1009 378

Stage 1 - - - - 378 -

Stage 2 - - - - 631 -

Critical Hdwy - - 4.21 - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy - - 2.299 - 3.5 3.3

Pot Cap-1 Maneuver - - 1119 - 269 673

Stage 1 - - - - 697 -

Stage 2 - - - - 534 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1119 - 254 673

Mov Cap-2 Maneuver - - - - 254 -

Stage 1 - - - - 697 -

Stage 2 - - - - 504 -

Approach EB WB NB

HCM Ctrl Dly, s/v 0 0.6 19.7

HCM LOS C

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 311 - - 1119 -

HCM Lane V/C Ratio 0.212 - - 0.039 -

HCM Ctrl Dly (s/v) 19.7 - - 8.3 0

HCM Lane LOS C - - A A

HCM 95th %tile Q (veh) 0.8 - - 0.1 -

Intersection

Int Delay, s/veh 0.3

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 5 274 416 7 0 11

Future Vol, veh/h 5 274 416 7 0 11

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 82 82 82 82 82 82

Heavy Vehicles, % 0 1 0 0 0 0

Mvmt Flow 6 334 507 9 0 13

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 516 0 - 0 858 512

Stage 1 - - - - 512 -

Stage 2 - - - - 346 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 1060 - - - 330 566

Stage 1 - - - - 606 -

Stage 2 - - - - 721 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1060 - - - 328 566

Mov Cap-2 Maneuver - - - - 328 -

Stage 1 - - - - 602 -

Stage 2 - - - - 721 -

Approach EB WB SB

HCM Ctrl Dly, s/v 0.2 0 11.5

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1060 - - - 566

HCM Lane V/C Ratio 0.006 - - - 0.024

HCM Ctrl Dly (s/v) 8.4 0 - - 11.5

HCM Lane LOS A A - - B

HCM 95th %tile Q (veh) 0 - - - 0.1

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	102	17	2	81	8
Future Vol, veh/h	7	102	17	2	81	8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	17	2	0	0	0	0
Mvmt Flow	9	126	21	2	100	10
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.6	7.6	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	91%	0%	89%
Vol Thru, %	0%	6%	11%
Vol Right, %	9%	94%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	89	109	19
LT Vol	81	0	17
Through Vol	0	7	2
RT Vol	8	102	0
Lane Flow Rate	110	135	23
Geometry Grp	1	1	1
Degree of Util (X)	0.131	0.144	0.029
Departure Headway (Hd)	4.302	3.839	4.378
Convergence, Y/N	Yes	Yes	Yes
Cap	826	923	806
Service Time	2.363	1.911	2.466
HCM Lane V/C Ratio	0.133	0.146	0.029
HCM Control Delay, s/veh	8	7.6	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.5	0.1

Intersection

Int Delay, s/veh 2.9

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 10 16 58 34 67 51

Future Vol, veh/h 10 16 58 34 67 51

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 86 86 86 86 86 86

Heavy Vehicles, % 0 0 0 0 4 0

Mvmt Flow 12 19 67 40 78 59

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 282 108 137 0 - 0

Stage 1 108 - - - - -

Stage 2 174 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 712 951 1459 - - -

Stage 1 921 - - - - -

Stage 2 861 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 679 951 1459 - - -

Mov Cap-2 Maneuver 679 - - - - -

Stage 1 878 - - - - -

Stage 2 861 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 9.5 4.8 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1459 - 824 - -

HCM Lane V/C Ratio 0.046 - 0.037 - -

HCM Ctrl Dly (s/v) 7.6 0 9.5 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q (veh) 0.1 - 0.1 - -

Intersection												
Int Delay, s/veh	600.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	5	12	57	285	0	128	27	234	278	156	371	14
Future Vol, veh/h	5	12	57	285	0	128	27	234	278	156	371	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	50	0	5	0	0	7	0	4	3	2	100
Mvmt Flow	6	16	74	370	0	166	35	304	361	203	482	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1535	1633	491	1317	1281	305	500	0	0	666	0	0
Stage 1	897	897	-	375	375	-	-	-	-	-	-	-
Stage 2	638	736	-	942	906	-	-	-	-	-	-	-
Critical Hdwy	7.1	7	6.2	7.15	6.5	6.2	4.17	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.45	3.3	3.545	4	3.3	2.263	-	-	2.227	-	-
Pot Cap-1 Maneuver	96	79	582	~ 133	167	740	1039	-	-	919	-	-
Stage 1	337	300	-	640	621	-	-	-	-	-	-	-
Stage 2	468	361	-	~ 312	358	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	54	52	582	~ 66	109	739	1039	-	-	918	-	-
Mov Cap-2 Maneuver	54	52	-	~ 66	109	-	-	-	-	-	-	-
Stage 1	318	208	-	603	585	-	-	-	-	-	-	-
Stage 2	342	340	-	~ 175	248	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	47.6	\$ 2263.9	0.4	2.9
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1039	-	-	176	92	918	-
HCM Lane V/C Ratio	0.034	-	-	0.546	5.83	0.221	-
HCM Ctrl Dly (s/v)	8.6	0	-	47.6	\$ 2263.9	10	0
HCM Lane LOS	A	A	-	E	F	B	A
HCM 95th %tile Q (veh)	0.1	-	-	2.8	59	0.8	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection

Int Delay, s/veh 1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	419	39	28	260	24	27
Future Vol, veh/h	419	39	28	260	24	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	0	6
Mvmt Flow	441	41	29	274	25	28

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	482
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1091
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1091
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.8	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	446	-	-	1091	-
HCM Lane V/C Ratio	0.12	-	-	0.027	-
HCM Ctrl Dly (s/v)	14.2	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.4	-	-	0.1	-

Intersection

Int Delay, s/veh 0.2

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 11 432 308 5 0 8

Future Vol, veh/h 11 432 308 5 0 8

Conflicting Peds, #/hr 0 0 0 0 1 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 0 1 1 0 0 0

Mvmt Flow 12 455 324 5 0 8

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 329 0 - 0 807 327

Stage 1 - - - - 327 -

Stage 2 - - - - 480 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 1242 - - - 354 719

Stage 1 - - - - 735 -

Stage 2 - - - - 627 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1242 - - - 349 719

Mov Cap-2 Maneuver - - - - 349 -

Stage 1 - - - - 725 -

Stage 2 - - - - 627 -

Approach EB WB SB

HCM Ctrl Dly, s/v 0.2 0 10.1

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1242 - - - 719

HCM Lane V/C Ratio 0.009 - - - 0.012

HCM Ctrl Dly (s/v) 7.9 0 - - 10.1

HCM Lane LOS A A - - B

HCM 95th %tile Q (veh) 0 - - - 0

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	81	13	4	141	11
Future Vol, veh/h	2	81	13	4	141	11
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	96	15	5	168	13
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.2	7.7	8.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	93%	0%	76%
Vol Thru, %	0%	2%	24%
Vol Right, %	7%	98%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	152	83	17
LT Vol	141	0	13
Through Vol	0	2	4
RT Vol	11	81	0
Lane Flow Rate	181	99	20
Geometry Grp	1	1	1
Degree of Util (X)	0.214	0.103	0.026
Departure Headway (Hd)	4.248	3.757	4.568
Convergence, Y/N	Yes	Yes	Yes
Cap	841	959	788
Service Time	2.293	1.758	2.571
HCM Lane V/C Ratio	0.215	0.103	0.025
HCM Control Delay, s/veh	8.5	7.2	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.3	0.1

Intersection

Int Delay, s/veh 2.6

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 5 6 66 86 57 18

Future Vol, veh/h 5 6 66 86 57 18

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 6 7 78 101 67 21

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 335 78 88 0 - 0

Stage 1 78 - - - - -

Stage 2 257 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 664 988 1520 - - -

Stage 1 950 - - - - -

Stage 2 791 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 628 988 1520 - - -

Mov Cap-2 Maneuver 628 - - - - -

Stage 1 899 - - - - -

Stage 2 791 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 9.7 3.3 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1520 - 784 - -

HCM Lane V/C Ratio 0.051 - 0.017 - -

HCM Ctrl Dly (s/v) 7.5 0 9.7 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q (veh) 0.2 - 0.1 - -

Intersection												
Int Delay, s/veh	122.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	18	0	28	184	5	74	43	422	42	26	303	7
Future Vol, veh/h	18	0	28	184	5	74	43	422	42	26	303	7
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	25	0	6	4	33	6	0	2	0	0	3	0
Mvmt Flow	24	0	38	249	7	100	58	570	57	35	409	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1254	1229	416	1189	1176	570	420	0	0	627	0	0
Stage 1	486	486	-	686	686	-	-	-	-	-	-	-
Stage 2	768	743	-	503	490	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.5	6.26	7.14	6.83	6.26	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4	3.354	3.536	4.297	3.354	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	133	179	628	~ 163	167	513	1150	-	-	965	-	-
Stage 1	522	554	-	434	404	-	-	-	-	-	-	-
Stage 2	361	425	-	547	500	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	94	157	627	~ 139	146	513	1148	-	-	965	-	-
Mov Cap-2 Maneuver	94	157	-	~ 139	146	-	-	-	-	-	-	-
Stage 1	480	527	-	400	372	-	-	-	-	-	-	-
Stage 2	263	392	-	490	476	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	31.9	\$ 527	0.7	0.7
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1148	-	-	195 175	965	-	-
HCM Lane V/C Ratio	0.051	-	-	0.319 2.031	0.036	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	31.9 \$ 527	8.9	0	-
HCM Lane LOS	A	A	-	D F	A	A	-
HCM 95th %tile Q (veh)	0.2	-	-	1.3 27.4	0.1	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

HCM 6th Signalized Intersection Summary

5: Wasilla-Fishhook Rd & Paradise Ln/Paradise Ln/Foxtrot Ave

07/02/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔		↔	
Traffic Volume (veh/h)	5	12	57	285	0	128	27	234	278	156	371	14
Future Volume (veh/h)	5	12	57	285	0	128	27	234	278	156	371	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1159	1900	1826	1900	1900	1796	1900	1841	1856	1870	418
Adj Flow Rate, veh/h	6	16	74	370	0	166	35	304	361	203	482	18
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	50	0	5	0	0	7	0	4	3	2	100
Cap, veh/h	67	78	288	449	0	159	110	852	815	231	459	16
Arrive On Green	0.35	0.35	0.35	0.35	0.00	0.35	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	22	219	814	1003	0	450	93	1629	1558	306	878	31
Grp Volume(v), veh/h	96	0	0	536	0	0	339	0	361	703	0	0
Grp Sat Flow(s),veh/h/ln	1055	0	0	1453	0	0	1722	0	1558	1215	0	0
Q Serve(g_s), s	0.0	0.0	0.0	18.6	0.0	0.0	0.0	0.0	9.3	27.3	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	0.0	23.0	0.0	0.0	6.7	0.0	9.3	34.0	0.0	0.0
Prop In Lane	0.06		0.77	0.69		0.31	0.10		1.00	0.29		0.03
Lane Grp Cap(c), veh/h	432	0	0	608	0	0	962	0	815	707	0	0
V/C Ratio(X)	0.22	0.00	0.00	0.88	0.00	0.00	0.35	0.00	0.44	0.99	0.00	0.00
Avail Cap(c_a), veh/h	432	0	0	608	0	0	962	0	815	707	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	21.2	0.0	0.0	9.0	0.0	9.6	18.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	14.2	0.0	0.0	1.0	0.0	1.7	32.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	9.8	0.0	0.0	2.6	0.0	3.1	16.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.2	0.0	0.0	35.4	0.0	0.0	10.0	0.0	11.4	50.5	0.0	0.0
LnGrp LOS	B			D			B		B	D		
Approach Vol, veh/h		96			536			700			703	
Approach Delay, s/veh		15.2			35.4			10.7			50.5	
Approach LOS		B			D			B			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		38.0		27.0		38.0		27.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		34.0		23.0		34.0		23.0				
Max Q Clear Time (g_c+I1), s		11.3		6.4		36.0		25.0				
Green Ext Time (p_c), s		3.5		0.4		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				31.2								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

5: Wasilla-Fishhook Rd & Paradise Ln/Paradise Ln/Foxtrot Ave

07/02/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	0	28	184	5	74	43	422	42	26	303	7
Future Volume (veh/h)	18	0	28	184	5	74	43	422	42	26	303	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1530	1900	1811	1841	1411	1811	1900	1870	1900	1900	1856	1900
Adj Flow Rate, veh/h	24	0	38	249	7	100	58	570	57	35	409	9
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	25	0	6	4	33	6	0	2	0	0	3	0
Cap, veh/h	307	51	369	414	28	113	140	740	696	115	608	13
Arrive On Green	0.37	0.00	0.37	0.37	0.37	0.37	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	497	140	1008	712	77	308	95	1706	1606	41	1402	29
Grp Volume(v), veh/h	62	0	0	356	0	0	628	0	57	453	0	0
Grp Sat Flow(s),veh/h/ln	1645	0	0	1097	0	0	1801	0	1606	1472	0	0
Q Serve(g_s), s	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.8	1.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	12.1	0.0	0.0	11.8	0.0	0.8	12.9	0.0	0.0
Prop In Lane	0.39		0.61	0.70		0.28	0.09		1.00	0.08		0.02
Lane Grp Cap(c), veh/h	727	0	0	555	0	0	880	0	696	736	0	0
V/C Ratio(X)	0.09	0.00	0.00	0.64	0.00	0.00	0.71	0.00	0.08	0.62	0.00	0.00
Avail Cap(c_a), veh/h	817	0	0	621	0	0	1214	0	1008	1061	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.3	0.0	0.0	11.7	0.0	0.0	9.7	0.0	6.6	8.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.9	0.0	0.0	1.2	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	2.4	0.0	0.0	3.5	0.0	0.2	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.4	0.0	0.0	13.6	0.0	0.0	10.9	0.0	6.7	9.5	0.0	0.0
LnGrp LOS	A			B			B		A	A		
Approach Vol, veh/h	62		356				685			453		
Approach Delay, s/veh	8.4		13.6				10.5			9.5		
Approach LOS	A		B				B			A		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.3		18.6		21.3		18.6					
Change Period (Y+Rc), s	4.0		4.0		4.0		4.0					
Max Green Setting (Gmax), s	25.0		17.0		25.0		17.0					
Max Q Clear Time (g_c+I1), s	13.8		3.0		14.9		14.1					
Green Ext Time (p_c), s	3.5		0.2		2.1		0.6					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			10.9									
HCM 6th LOS			B									

Intersection				
Intersection Delay, s/veh	16.7			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	96	536	700	703
Demand Flow Rate, veh/h	104	555	716	737
Vehicles Circulating, veh/h	1089	347	239	425
Vehicles Exiting, veh/h	73	608	955	476
Ped Vol Crossing Leg, #/h	0	1	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.3	11.7	13.1	24.7
Approach LOS	B	B	B	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	104	555	716	737
Cap Entry Lane, veh/h	454	969	1081	895
Entry HV Adj Factor	0.923	0.966	0.978	0.954
Flow Entry, veh/h	96	536	700	703
Cap Entry, veh/h	419	935	1057	854
V/C Ratio	0.229	0.573	0.662	0.824
Control Delay, s/veh	12.3	11.7	13.1	24.7
LOS	B	B	B	C
95th %tile Queue, veh	1	4	5	9

Intersection				
Intersection Delay, s/veh	10.1			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	62	356	685	453
Demand Flow Rate, veh/h	70	374	696	465
Vehicles Circulating, veh/h	715	669	65	326
Vehicles Exiting, veh/h	76	92	720	717
Ped Vol Crossing Leg, #/h	2	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.4	14.2	8.8	9.4
Approach LOS	A	B	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	70	374	696	465
Cap Entry Lane, veh/h	665	697	1291	990
Entry HV Adj Factor	0.886	0.951	0.984	0.974
Flow Entry, veh/h	62	356	685	453
Cap Entry, veh/h	589	663	1270	963
V/C Ratio	0.105	0.536	0.539	0.470
Control Delay, s/veh	7.4	14.2	8.8	9.4
LOS	A	B	A	A
95th %tile Queue, veh	0	3	3	3

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	274	0	156	260	7	0	0	128	0	0	11
Future Vol, veh/h	5	274	0	156	260	7	0	0	128	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	334	0	190	317	9	0	0	156	0	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	326	0	0	334	0	0	1054	1052	334	1126	1048	322
Stage 1	-	-	-	-	-	-	346	346	-	702	702	-
Stage 2	-	-	-	-	-	-	708	706	-	424	346	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1245	-	-	1237	-	-	206	228	712	184	230	724
Stage 1	-	-	-	-	-	-	674	639	-	432	443	-
Stage 2	-	-	-	-	-	-	429	442	-	612	639	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1245	-	-	1237	-	-	172	184	712	122	186	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	184	-	122	186	-
Stage 1	-	-	-	-	-	-	670	635	-	429	360	-
Stage 2	-	-	-	-	-	-	342	359	-	475	635	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.1			3.1			11.5			10.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	712	1245	-	-	1237	-	-	724
HCM Lane V/C Ratio	0.219	0.005	-	-	0.154	-	-	0.019
HCM Ctrl Dly (s/v)	11.5	7.9	0	-	8.4	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.8	0	-	-	0.5	-	-	0.1

Intersection

Int Delay, s/veh 107.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	5	12	57	285	0	0	27	234	278	0	371	14
Future Vol, veh/h	5	12	57	285	0	0	27	234	278	0	371	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	50	0	5	0	0	7	0	4	3	2	100
Mvmt Flow	6	16	74	370	0	0	35	304	361	0	482	18

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1046	1227	491	911	875	305	500	0	0	666	0	0
Stage 1	491	491	-	375	375	-	-	-	-	-	-	-
Stage 2	555	736	-	536	500	-	-	-	-	-	-	-
Critical Hdwy	7.1	7	6.2	7.15	6.5	6.2	4.17	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.45	3.3	3.545	4	3.3	2.263	-	-	2.227	-	-
Pot Cap-1 Maneuver	208	145	582	~ 252	290	740	1039	-	-	919	-	-
Stage 1	563	476	-	640	621	-	-	-	-	-	-	-
Stage 2	520	361	-	523	546	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	199	137	582	~ 192	273	739	1039	-	-	918	-	-
Mov Cap-2 Maneuver	199	137	-	~ 192	273	-	-	-	-	-	-	-
Stage 1	531	476	-	603	585	-	-	-	-	-	-	-
Stage 2	490	340	-	442	546	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.1	\$ 477.1	0.4	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1039	-	-	351 192	918	-	-
HCM Lane V/C Ratio	0.034	-	-	0.274 1.928	-	-	-
HCM Ctrl Dly (s/v)	8.6	0	-	19.1\$ 477.1	0	-	-
HCM Lane LOS	A	A	-	C F	A	-	-
HCM 95th %tile Q (veh)	0.1	-	-	1.1 27.3	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	432	0	26	283	5	0	0	74	0	0	8
Future Vol, veh/h	11	432	0	26	283	5	0	0	74	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	12	455	0	27	298	5	0	0	78	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	303	0	0	455	0	0	838	836	456	874	834	301
Stage 1	-	-	-	-	-	-	479	479	-	355	355	-
Stage 2	-	-	-	-	-	-	359	357	-	519	479	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1269	-	-	1116	-	-	288	305	609	272	306	743
Stage 1	-	-	-	-	-	-	571	558	-	666	633	-
Stage 2	-	-	-	-	-	-	663	632	-	544	558	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1269	-	-	1116	-	-	276	292	608	229	293	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	292	-	229	293	-
Stage 1	-	-	-	-	-	-	564	551	-	657	615	-
Stage 2	-	-	-	-	-	-	636	614	-	468	551	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.2			0.7			11.8			9.9		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	608	1269	-	-	1116	-	-	743
HCM Lane V/C Ratio	0.128	0.009	-	-	0.025	-	-	0.011
HCM Ctrl Dly (s/v)	11.8	7.9	0	-	8.3	0	-	9.9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q (veh)	0.4	0	-	-	0.1	-	-	0

Intersection

Int Delay, s/veh 62.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	18	0	28	184	5	0	43	422	42	0	303	7
Future Vol, veh/h	18	0	28	184	5	0	43	422	42	0	303	7
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	25	0	6	4	33	6	0	2	0	0	3	0
Mvmt Flow	24	0	38	249	7	0	58	570	57	0	409	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1134	1159	416	1119	1106	570	420	0	0	627	0	0
Stage 1	416	416	-	686	686	-	-	-	-	-	-	-
Stage 2	718	743	-	433	420	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.5	6.26	7.14	6.83	6.26	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4	3.354	3.536	4.297	3.354	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	162	197	628	~ 182	185	513	1150	-	-	965	-	-
Stage 1	571	595	-	434	404	-	-	-	-	-	-	-
Stage 2	386	425	-	597	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	148	181	627	~ 161	170	513	1148	-	-	965	-	-
Mov Cap-2 Maneuver	148	181	-	~ 161	170	-	-	-	-	-	-	-
Stage 1	525	594	-	400	372	-	-	-	-	-	-	-
Stage 2	349	392	-	561	539	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.7	\$ 342	0.7	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1148	-	-	277 161	965	-	-
HCM Lane V/C Ratio	0.051	-	-	0.224 1.586	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	21.7 \$ 342	0	-	-
HCM Lane LOS	A	A	-	C F	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	0.8 17.3	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

APPENDIX 5:

2037 HCM ANALYSIS

Intersection

Int Delay, s/veh 1.5

Movement EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 317 29 25 492 47 16

Future Vol, veh/h 317 29 25 492 47 16

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 1 5 11 0 0 0

Mvmt Flow 352 32 28 547 52 18

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 384 0 971 368

Stage 1 - - - - 368 -

Stage 2 - - - - 603 -

Critical Hdwy - - 4.21 - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy - - 2.299 - 3.5 3.3

Pot Cap-1 Maneuver - - 1127 - 283 682

Stage 1 - - - - 704 -

Stage 2 - - - - 550 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1127 - 273 682

Mov Cap-2 Maneuver - - - - 273 -

Stage 1 - - - - 704 -

Stage 2 - - - - 530 -

Approach EB WB NB

HCM Ctrl Dly, s/v 0 0.4 19.3

HCM LOS C

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 322 - - 1127 -

HCM Lane V/C Ratio 0.217 - - 0.025 -

HCM Ctrl Dly (s/v) 19.3 - - 8.3 0

HCM Lane LOS C - - A A

HCM 95th %tile Q (veh) 0.8 - - 0.1 -

Intersection

Int Delay, s/veh 0.3

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 7 288 456 8 0 13

Future Vol, veh/h 7 288 456 8 0 13

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 0 2 0 0 0 0

Mvmt Flow 8 320 507 9 0 14

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 516 0 - 0 848 512

Stage 1 - - - - 512 -

Stage 2 - - - - 336 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 1060 - - - 334 566

Stage 1 - - - - 606 -

Stage 2 - - - - 728 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1060 - - - 331 566

Mov Cap-2 Maneuver - - - - 331 -

Stage 1 - - - - 601 -

Stage 2 - - - - 728 -

Approach EB WB SB

HCM Ctrl Dly, s/v 0.2 0 11.5

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1060 - - - 566

HCM Lane V/C Ratio 0.007 - - - 0.026

HCM Ctrl Dly (s/v) 8.4 0 - - 11.5

HCM Lane LOS A A - - B

HCM 95th %tile Q (veh) 0 - - - 0.1

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	119	21	3	79	9
Future Vol, veh/h	8	119	21	3	79	9
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	100	0	0
Mvmt Flow	9	132	23	3	88	10
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.2	7.6	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	90%	0%	88%
Vol Thru, %	0%	6%	13%
Vol Right, %	10%	94%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	88	127	24
LT Vol	79	0	21
Through Vol	0	8	3
RT Vol	9	119	0
Lane Flow Rate	98	141	27
Geometry Grp	1	1	1
Degree of Util (X)	0.117	0.138	0.032
Departure Headway (Hd)	4.307	3.529	4.356
Convergence, Y/N	Yes	Yes	Yes
Cap	829	1003	813
Service Time	2.348	1.595	2.428
HCM Lane V/C Ratio	0.118	0.141	0.033
HCM Control Delay, s/veh	7.9	7.2	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.5	0.1

Intersection

Int Delay, s/veh 2.4

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 8 13 51 41 83 44

Future Vol, veh/h 8 13 51 41 83 44

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 0 0 0 10 0 0

Mvmt Flow 9 14 57 46 92 49

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 277 117 141 0 - 0

Stage 1 117 - - - - -

Stage 2 160 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 717 941 1455 - - -

Stage 1 913 - - - - -

Stage 2 874 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 688 941 1455 - - -

Mov Cap-2 Maneuver 688 - - - - -

Stage 1 876 - - - - -

Stage 2 874 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 9.5 4.2 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1455 - 825 - -

HCM Lane V/C Ratio 0.039 - 0.028 - -

HCM Ctrl Dly (s/v) 7.6 0 9.5 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q (veh) 0.1 - 0.1 - -

Intersection

Int Delay, s/veh 241.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	7	11	70	242	0	108	33	288	243	136	456	17
Future Vol, veh/h	7	11	70	242	0	108	33	288	243	136	456	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	50	0	5	0	0	7	0	4	3	2	100
Mvmt Flow	8	12	78	269	0	120	37	320	270	151	507	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1408	1484	517	1259	1223	321	526	0	0	591	0	0
Stage 1	819	819	-	395	395	-	-	-	-	-	-	-
Stage 2	589	665	-	864	828	-	-	-	-	-	-	-
Critical Hdwy	7.1	7	6.2	7.15	6.5	6.2	4.17	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.45	3.3	3.545	4	3.3	2.263	-	-	2.227	-	-
Pot Cap-1 Maneuver	118	99	562	~ 145	181	724	1016	-	-	980	-	-
Stage 1	372	329	-	624	608	-	-	-	-	-	-	-
Stage 2	498	392	-	345	389	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	78	73	562	~ 87	133	723	1016	-	-	979	-	-
Mov Cap-2 Maneuver	78	73	-	~ 87	133	-	-	-	-	-	-	-
Stage 1	351	257	-	588	573	-	-	-	-	-	-	-
Stage 2	392	369	-	~ 221	304	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	29.8	\$ 1097.7	0.5	2.1
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1016	-	-	241 119	979	-	-
HCM Lane V/C Ratio	0.036	-	-	0.406 3.268	0.154	-	-
HCM Ctrl Dly (s/v)	8.7	0	-	29.8 \$ 1097.7	9.3	0	-
HCM Lane LOS	A	A	-	D F	A A	-	-
HCM 95th %tile Q (veh)	0.1	-	-	1.9 37.6	0.5	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	503	48	28	314	29	32
Future Vol, veh/h	503	48	28	314	29	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	1	0	6
Mvmt Flow	559	53	31	349	32	36

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	612
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	977
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	977
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.7	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	350	-	-	977	-
HCM Lane V/C Ratio	0.194	-	-	0.032	-
HCM Ctrl Dly (s/v)	17.7	-	-	8.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q (veh)	0.7	-	-	0.1	-

Intersection

Int Delay, s/veh 0.2

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 13 519 373 7 0 9

Future Vol, veh/h 13 519 373 7 0 9

Conflicting Peds, #/hr 0 0 0 0 1 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 0 1 1 0 0 0

Mvmt Flow 14 577 414 8 0 10

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 422 0 - 0 1024 418

Stage 1 - - - - 418 -

Stage 2 - - - - 606 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 1148 - - - 263 639

Stage 1 - - - - 669 -

Stage 2 - - - - 548 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1148 - - - 258 639

Mov Cap-2 Maneuver - - - - 258 -

Stage 1 - - - - 657 -

Stage 2 - - - - 548 -

Approach EB WB SB

HCM Ctrl Dly, s/v 0.2 0 10.7

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1148 - - - 639

HCM Lane V/C Ratio 0.013 - - - 0.016

HCM Ctrl Dly (s/v) 8.2 0 - - 10.7

HCM Lane LOS A A - - B

HCM 95th %tile Q (veh) 0 - - - 0

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	99	16	5	161	13
Future Vol, veh/h	3	99	16	5	161	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	110	18	6	179	14
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.3	7.8	8.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	93%	0%	76%
Vol Thru, %	0%	3%	24%
Vol Right, %	7%	97%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	174	102	21
LT Vol	161	0	16
Through Vol	0	3	5
RT Vol	13	99	0
Lane Flow Rate	193	113	23
Geometry Grp	1	1	1
Degree of Util (X)	0.23	0.12	0.03
Departure Headway (Hd)	4.277	3.796	4.615
Convergence, Y/N	Yes	Yes	Yes
Cap	833	950	780
Service Time	2.331	1.796	2.619
HCM Lane V/C Ratio	0.232	0.119	0.029
HCM Control Delay, s/veh	8.6	7.3	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.9	0.4	0.1

Intersection

Int Delay, s/veh 2.3

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 5 7 68 106 70 16

Future Vol, veh/h 5 7 68 106 70 16

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 6 8 76 118 78 18

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 357 87 96 0 - 0

Stage 1 87 - - - - -

Stage 2 270 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 645 977 1510 - - -

Stage 1 941 - - - - -

Stage 2 780 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 610 977 1510 - - -

Mov Cap-2 Maneuver 610 - - - - -

Stage 1 890 - - - - -

Stage 2 780 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 9.7 2.9 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1510 - 781 - -

HCM Lane V/C Ratio 0.05 - 0.017 - -

HCM Ctrl Dly (s/v) 7.5 0 9.7 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q (veh) 0.2 - 0.1 - -

Intersection

Int Delay, s/veh 91.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	23	0	35	198	7	79	54	519	41	25	373	8
Future Vol, veh/h	23	0	35	198	7	79	54	519	41	25	373	8
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	25	0	6	4	33	6	0	2	0	0	3	0
Mvmt Flow	26	0	39	220	8	88	60	577	46	28	414	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1245	1220	421	1191	1178	577	425	0	0	623	0	0
Stage 1	477	477	-	697	697	-	-	-	-	-	-	-
Stage 2	768	743	-	494	481	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.5	6.26	7.14	6.83	6.26	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4	3.354	3.536	4.297	3.354	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	135	182	624	~ 163	167	509	1145	-	-	968	-	-
Stage 1	528	559	-	428	399	-	-	-	-	-	-	-
Stage 2	361	425	-	553	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	98	161	623	~ 139	147	509	1143	-	-	968	-	-
Mov Cap-2 Maneuver	98	161	-	~ 139	147	-	-	-	-	-	-	-
Stage 1	484	537	-	393	367	-	-	-	-	-	-	-
Stage 2	269	391	-	499	485	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	31.5	\$ 428.4	0.7	0.5
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1143	-	-	199 175	968	-	-
HCM Lane V/C Ratio	0.052	-	-	0.324 1.803	0.029	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	31.5\$ 428.4	8.8	0	-
HCM Lane LOS	A	A	-	D F	A A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	1.3 22.8	0.1	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 1.8

Movement EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 357 29 40 537 47 19

Future Vol, veh/h 357 29 40 537 47 19

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 1 5 11 0 0 0

Mvmt Flow 397 32 44 597 52 21

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 429 0 1098 413

Stage 1 - - - - 413 -

Stage 2 - - - - 685 -

Critical Hdwy - - 4.21 - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy - - 2.299 - 3.5 3.3

Pot Cap-1 Maneuver - - 1084 - 238 643

Stage 1 - - - - 672 -

Stage 2 - - - - 504 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1084 - 223 643

Mov Cap-2 Maneuver - - - - 223 -

Stage 1 - - - - 672 -

Stage 2 - - - - 473 -

Approach EB WB NB

HCM Ctrl Dly, s/v 0 0.6 22.8

HCM LOS C

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 275 - - 1084 -

HCM Lane V/C Ratio 0.267 - - 0.041 -

HCM Ctrl Dly (s/v) 22.8 - - 8.5 0

HCM Lane LOS C - - A A

HCM 95th %tile Q (veh) 1 - - 0.1 -

Intersection

Int Delay, s/veh 0.3

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 7 328 501 8 0 13

Future Vol, veh/h 7 328 501 8 0 13

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 0 1 0 0 0 0

Mvmt Flow 8 364 557 9 0 14

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 566 0 - 0 942 562

Stage 1 - - - - 562 -

Stage 2 - - - - 380 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 1016 - - - 294 530

Stage 1 - - - - 575 -

Stage 2 - - - - 696 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1016 - - - 291 530

Mov Cap-2 Maneuver - - - - 291 -

Stage 1 - - - - 569 -

Stage 2 - - - - 696 -

Approach EB WB SB

HCM Ctrl Dly, s/v 0.2 0 12

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1016 - - - 530

HCM Lane V/C Ratio 0.008 - - - 0.027

HCM Ctrl Dly (s/v) 8.6 0 - - 12

HCM Lane LOS A A - - B

HCM 95th %tile Q (veh) 0 - - - 0.1

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	124	21	3	96	9
Future Vol, veh/h	8	124	21	3	96	9
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	17	2	0	0	0	0
Mvmt Flow	9	138	23	3	107	10
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.7	7.6	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	91%	0%	88%
Vol Thru, %	0%	6%	13%
Vol Right, %	9%	94%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	105	132	24
LT Vol	96	0	21
Through Vol	0	8	3
RT Vol	9	124	0
Lane Flow Rate	117	147	27
Geometry Grp	1	1	1
Degree of Util (X)	0.14	0.157	0.033
Departure Headway (Hd)	4.33	3.851	4.395
Convergence, Y/N	Yes	Yes	Yes
Cap	820	918	802
Service Time	2.399	1.93	2.492
HCM Lane V/C Ratio	0.143	0.16	0.034
HCM Control Delay, s/veh	8.1	7.7	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.6	0.1

Intersection

Int Delay, s/veh 2.9

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 11 18 68 41 83 59

Future Vol, veh/h 11 18 68 41 83 59

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 0 0 0 0 4 0

Mvmt Flow 12 20 76 46 92 66

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 323 125 158 0 - 0

Stage 1 125 - - - - -

Stage 2 198 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 675 931 1434 - - -

Stage 1 906 - - - - -

Stage 2 840 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 639 931 1434 - - -

Mov Cap-2 Maneuver 639 - - - - -

Stage 1 857 - - - - -

Stage 2 840 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 9.7 4.8 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1434 - 793 - -

HCM Lane V/C Ratio 0.053 - 0.041 - -

HCM Ctrl Dly (s/v) 7.7 0 9.7 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q (veh) 0.2 - 0.1 - -

Intersection												
Int Delay, s/veh	660.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	7	14	70	330	0	148	33	288	323	181	456	17
Future Vol, veh/h	7	14	70	330	0	148	33	288	323	181	456	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	50	0	5	0	0	7	0	4	3	2	100
Mvmt Flow	8	16	78	367	0	164	37	320	359	201	507	19

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1575	1673	517	1361	1323	321	526	0	0	680	0	0
Stage 1	919	919	-	395	395	-	-	-	-	-	-	-
Stage 2	656	754	-	966	928	-	-	-	-	-	-	-
Critical Hdwy	7.1	7	6.2	7.15	6.5	6.2	4.17	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.45	3.3	3.545	4	3.3	2.263	-	-	2.227	-	-
Pot Cap-1 Maneuver	90	74	562	~ 124	158	724	1016	-	-	908	-	-
Stage 1	328	293	-	624	608	-	-	-	-	-	-	-
Stage 2	458	354	-	~ 302	349	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	50	48	562	~ 59	102	723	1016	-	-	907	-	-
Mov Cap-2 Maneuver	50	48	-	~ 59	102	-	-	-	-	-	-	-
Stage 1	308	201	-	585	570	-	-	-	-	-	-	-
Stage 2	332	332	-	~ 165	239	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	57	\$ 2564.4	0.4	2.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1016	-	-	164 82	907	-	-
HCM Lane V/C Ratio	0.036	-	-	0.617 6.477	0.222	-	-
HCM Ctrl Dly (s/v)	8.7	0	-	\$ 2564.4	10.1	0	-
HCM Lane LOS	A	A	-	F F	B	A	-
HCM 95th %tile Q (veh)	0.1	-	-	3.4 59.5	0.8	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection

Int Delay, s/veh 1.5

Movement EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 513 48 33 319 29 33

Future Vol, veh/h 513 48 33 319 29 33

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 1 0 0 1 0 6

Mvmt Flow 570 53 37 354 32 37

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 623 0 1025 597

Stage 1 - - - - 597 -

Stage 2 - - - - 428 -

Critical Hdwy - - 4.1 - 6.4 6.26

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy - - 2.2 - 3.5 3.354

Pot Cap-1 Maneuver - - 968 - 263 496

Stage 1 - - - - 554 -

Stage 2 - - - - 662 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 968 - 250 496

Mov Cap-2 Maneuver - - - - 250 -

Stage 1 - - - - 554 -

Stage 2 - - - - 630 -

Approach EB WB NB

HCM Ctrl Dly, s/v 0 0.8 18.3

HCM LOS C

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 340 - - 968 -

HCM Lane V/C Ratio 0.203 - - 0.038 -

HCM Ctrl Dly (s/v) 18.3 - - 8.9 0

HCM Lane LOS C - - A A

HCM 95th %tile Q (veh) 0.7 - - 0.1 -

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	529	378	7	0	9
Future Vol, veh/h	13	529	378	7	0	9
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	14	588	420	8	0	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	428	0	0 1041 424
Stage 1	-	-	- 424 -
Stage 2	-	-	- 617 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1142	-	- 257 634
Stage 1	-	-	- 664 -
Stage 2	-	-	- 542 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1142	-	- 252 634
Mov Cap-2 Maneuver	-	-	- 252 -
Stage 1	-	-	- 652 -
Stage 2	-	-	- 542 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1142	-	-	-	634
HCM Lane V/C Ratio	0.013	-	-	-	0.016
HCM Ctrl Dly (s/v)	8.2	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	100	16	5	172	13
Future Vol, veh/h	3	100	16	5	172	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	111	18	6	191	14
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.4	7.8	8.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	93%	0%	76%
Vol Thru, %	0%	3%	24%
Vol Right, %	7%	97%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	185	103	21
LT Vol	172	0	16
Through Vol	0	3	5
RT Vol	13	100	0
Lane Flow Rate	206	114	23
Geometry Grp	1	1	1
Degree of Util (X)	0.245	0.122	0.03
Departure Headway (Hd)	4.283	3.825	4.646
Convergence, Y/N	Yes	Yes	Yes
Cap	832	943	774
Service Time	2.339	1.826	2.651
HCM Lane V/C Ratio	0.248	0.121	0.03
HCM Control Delay, s/veh	8.7	7.4	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.4	0.1

Intersection

Int Delay, s/veh 2.5

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 6 8 79 106 70 21

Future Vol, veh/h 6 8 79 106 70 21

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 7 9 88 118 78 23

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 384 90 101 0 - 0

Stage 1 90 - - - - -

Stage 2 294 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 623 973 1504 - - -

Stage 1 939 - - - - -

Stage 2 761 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 584 973 1504 - - -

Mov Cap-2 Maneuver 584 - - - - -

Stage 1 880 - - - - -

Stage 2 761 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 9.9 3.2 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1504 - 757 - -

HCM Lane V/C Ratio 0.058 - 0.021 - -

HCM Ctrl Dly (s/v) 7.5 0 9.9 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q (veh) 0.2 - 0.1 - -

Intersection

Int Delay, s/veh 123.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	23	0	35	221	7	89	54	519	49	30	373	8
Future Vol, veh/h	23	0	35	221	7	89	54	519	49	30	373	8
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	25	0	6	4	33	6	0	2	0	0	3	0
Mvmt Flow	26	0	39	246	8	99	60	577	54	33	414	9

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1265	1238	421	1201	1188	577	425	0	0	631	0	0
Stage 1	487	487	-	697	697	-	-	-	-	-	-	-
Stage 2	778	751	-	504	491	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.5	6.26	7.14	6.83	6.26	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4	3.354	3.536	4.297	3.354	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	131	177	624	~ 160	165	509	1145	-	-	961	-	-
Stage 1	521	554	-	428	399	-	-	-	-	-	-	-
Stage 2	357	421	-	546	500	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	92	155	623	~ 136	144	509	1143	-	-	961	-	-
Mov Cap-2 Maneuver	92	155	-	~ 136	144	-	-	-	-	-	-	-
Stage 1	477	528	-	393	366	-	-	-	-	-	-	-
Stage 2	258	386	-	489	477	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	33.6	\$ 540.9	0.7	0.6
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1143	-	-	189 171	961	-	-
HCM Lane V/C Ratio	0.052	-	-	0.341 2.06	0.035	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	33.6\$ 540.9	8.9	0	-
HCM Lane LOS	A	A	-	D F	A A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	1.4 27.5	0.1	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

HCM 6th Signalized Intersection Summary

5: Wasilla-Fishhook Rd & Paradise Ln/Paradise Ln/Foxtrot Ave

07/02/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	14	70	330	0	148	33	288	323	181	456	17
Future Volume (veh/h)	7	14	70	330	0	148	33	288	323	181	456	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1159	1900	1826	1900	1900	1796	1900	1841	1856	1870	418
Adj Flow Rate, veh/h	8	16	78	367	0	164	37	320	359	201	507	19
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	50	0	5	0	0	7	0	4	3	2	100
Cap, veh/h	64	74	281	418	0	150	107	862	852	224	480	17
Arrive On Green	0.35	0.35	0.35	0.35	0.00	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	36	214	812	971	0	434	99	1577	1559	297	878	32
Grp Volume(v), veh/h	102	0	0	531	0	0	357	0	359	727	0	0
Grp Sat Flow(s),veh/h/ln	1062	0	0	1405	0	0	1676	0	1559	1207	0	0
Q Serve(g_s), s	0.0	0.0	0.0	20.5	0.0	0.0	0.0	0.0	10.2	33.1	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	0.0	26.0	0.0	0.0	7.9	0.0	10.2	41.0	0.0	0.0
Prop In Lane	0.08		0.76	0.69		0.31	0.10		1.00	0.28		0.03
Lane Grp Cap(c), veh/h	420	0	0	568	0	0	969	0	852	721	0	0
V/C Ratio(X)	0.24	0.00	0.00	0.93	0.00	0.00	0.37	0.00	0.42	1.01	0.00	0.00
Avail Cap(c_a), veh/h	420	0	0	568	0	0	969	0	852	721	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.8	0.0	0.0	25.5	0.0	0.0	9.5	0.0	10.0	20.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	22.8	0.0	0.0	0.2	0.0	0.3	35.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	12.8	0.0	0.0	2.9	0.0	3.1	19.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.1	0.0	0.0	48.4	0.0	0.0	9.7	0.0	10.3	55.6	0.0	0.0
LnGrp LOS	B			D			A			B		
Approach Vol, veh/h	102			531			716			727		
Approach Delay, s/veh	18.1			48.4			10.0			55.6		
Approach LOS	B			D			B			E		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	45.0			30.0			45.0			30.0		
Change Period (Y+Rc), s	4.0			4.0			4.0			4.0		
Max Green Setting (Gmax), s	41.0			26.0			41.0			26.0		
Max Q Clear Time (g_c+I1), s	12.2			7.5			43.0			28.0		
Green Ext Time (p_c), s	3.9			0.5			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	36.2											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary

5: Wasilla-Fishhook Rd & Paradise Ln/Paradise Ln/Foxtrot Ave

07/02/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	0	35	221	7	89	54	519	49	30	373	8
Future Volume (veh/h)	23	0	35	221	7	89	54	519	49	30	373	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1530	1900	1811	1841	1411	1811	1900	1870	1900	1900	1856	1900
Adj Flow Rate, veh/h	26	0	39	246	8	99	60	577	54	33	414	9
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	25	0	6	4	33	6	0	2	0	0	3	0
Cap, veh/h	313	50	356	409	29	112	141	744	704	113	622	13
Arrive On Green	0.36	0.00	0.36	0.36	0.36	0.36	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	517	138	983	710	81	308	98	1696	1606	38	1419	29
Grp Volume(v), veh/h	65	0	0	353	0	0	637	0	54	456	0	0
Grp Sat Flow(s),veh/h/ln	1638	0	0	1099	0	0	1795	0	1606	1486	0	0
Q Serve(g_s), s	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.8	1.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	12.1	0.0	0.0	12.1	0.0	0.8	13.2	0.0	0.0
Prop In Lane	0.40		0.60	0.70		0.28	0.09		1.00	0.07		0.02
Lane Grp Cap(c), veh/h	719	0	0	550	0	0	885	0	704	747	0	0
V/C Ratio(X)	0.09	0.00	0.00	0.64	0.00	0.00	0.72	0.00	0.08	0.61	0.00	0.00
Avail Cap(c_a), veh/h	809	0	0	616	0	0	1202	0	1001	1058	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	0.0	11.9	0.0	0.0	9.7	0.0	6.6	8.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.9	0.0	0.0	1.4	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	2.5	0.0	0.0	3.6	0.0	0.2	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.5	0.0	0.0	13.8	0.0	0.0	11.0	0.0	6.6	9.4	0.0	0.0
LnGrp LOS	A			B			B		A	A		
Approach Vol, veh/h	65			353			691			456		
Approach Delay, s/veh	8.5			13.8			10.7			9.4		
Approach LOS	A			B			B			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	21.6			18.5			21.6			18.5		
Change Period (Y+Rc), s	4.0			4.0			4.0			4.0		
Max Green Setting (Gmax), s	25.0			17.0			25.0			17.0		
Max Q Clear Time (g_c+I1), s	14.1			3.0			15.2			14.1		
Green Ext Time (p_c), s	3.5			0.2			2.1			0.6		
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				10.9								
HCM 6th LOS				B								

HCM 6th Roundabout

5: Wasilla-Fishhook Rd & Paradise Ln/Paradise Ln/Foxtrot Ave

07/02/2025

Intersection				
Intersection Delay, s/veh	18.0			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	102	531	716	727
Demand Flow Rate, veh/h	110	549	733	762
Vehicles Circulating, veh/h	1109	368	239	425
Vehicles Exiting, veh/h	78	604	980	492
Ped Vol Crossing Leg, #/h	0	1	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.8	12.1	13.6	27.4
Approach LOS	B	B	B	D
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	110	549	733	762
Cap Entry Lane, veh/h	445	948	1081	895
Entry HV Adj Factor	0.927	0.967	0.977	0.954
Flow Entry, veh/h	102	531	716	727
Cap Entry, veh/h	413	917	1056	853
V/C Ratio	0.247	0.579	0.678	0.852
Control Delay, s/veh	12.8	12.1	13.6	27.4
LOS	B	B	B	D
95th %tile Queue, veh	1	4	6	10

Intersection				
Intersection Delay, s/veh	10.2			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	65	353	691	456
Demand Flow Rate, veh/h	74	372	703	468
Vehicles Circulating, veh/h	715	681	65	327
Vehicles Exiting, veh/h	80	87	723	727
Ped Vol Crossing Leg, #/h	2	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.5	14.5	8.9	9.4
Approach LOS	A	B	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	74	372	703	468
Cap Entry Lane, veh/h	665	689	1291	989
Entry HV Adj Factor	0.878	0.950	0.984	0.973
Flow Entry, veh/h	65	353	691	456
Cap Entry, veh/h	584	654	1270	962
V/C Ratio	0.111	0.540	0.544	0.473
Control Delay, s/veh	7.5	14.5	8.9	9.4
LOS	A	B	A	A
95th %tile Queue, veh	0	3	3	3

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	328	0	181	320	8	0	0	148	0	0	13
Future Vol, veh/h	7	328	0	181	320	8	0	0	148	0	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	364	0	201	356	9	0	0	164	0	0	14
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	365	0	0	364	0	0	1150	1147	364	1225	1143	361
Stage 1	-	-	-	-	-	-	380	380	-	763	763	-
Stage 2	-	-	-	-	-	-	770	767	-	462	380	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1205	-	-	1206	-	-	177	201	685	157	202	688
Stage 1	-	-	-	-	-	-	646	617	-	400	416	-
Stage 2	-	-	-	-	-	-	396	414	-	584	617	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1205	-	-	1206	-	-	145	158	685	100	159	688
Mov Cap-2 Maneuver	-	-	-	-	-	-	145	158	-	100	159	-
Stage 1	-	-	-	-	-	-	641	612	-	397	329	-
Stage 2	-	-	-	-	-	-	307	327	-	440	612	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.2			3.1			11.9			10.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	685	1205	-	-	1206	-	-	688				
HCM Lane V/C Ratio	0.24	0.006	-	-	0.167	-	-	0.021				
HCM Ctrl Dly (s/v)	11.9	8	0	-	8.6	0	-	10.3				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q (veh)	0.9	0	-	-	0.6	-	-	0.1				

Intersection												
Int Delay, s/veh	121.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	7	14	70	330	0	0	33	288	323	0	456	17
Future Vol, veh/h	7	14	70	330	0	0	33	288	323	0	456	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	50	0	5	0	0	7	0	4	3	2	100
Mvmt Flow	8	16	78	367	0	0	37	320	359	0	507	19

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1091	1271	517	959	921	321	526	0	0	680	0	0
Stage 1	517	517	-	395	395	-	-	-	-	-	-	-
Stage 2	574	754	-	564	526	-	-	-	-	-	-	-
Critical Hdwy	7.1	7	6.2	7.15	6.5	6.2	4.17	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.45	3.3	3.545	4	3.3	2.263	-	-	2.227	-	-
Pot Cap-1 Maneuver	194	136	562	~ 234	273	724	1016	-	-	908	-	-
Stage 1	545	463	-	624	608	-	-	-	-	-	-	-
Stage 2	507	354	-	505	532	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	185	127	562	~ 174	256	723	1016	-	-	907	-	-
Mov Cap-2 Maneuver	185	127	-	~ 174	256	-	-	-	-	-	-	-
Stage 1	511	463	-	585	570	-	-	-	-	-	-	-
Stage 2	476	332	-	420	532	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.4	\$ 560.6	0.4	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1016	-	-	334 174	907	-	-
HCM Lane V/C Ratio	0.036	-	-	0.303 2.107	-	-	-
HCM Ctrl Dly (s/v)	8.7	0	-	20.4\$ 560.6	0	-	-
HCM Lane LOS	A	A	-	C F	A	-	-
HCM 95th %tile Q (veh)	0.1	-	-	1.2 28.8	0	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	529	0	30	348	7	0	0	89	0	0	9
Future Vol, veh/h	13	529	0	30	348	7	0	0	89	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	14	588	0	33	387	8	0	0	99	0	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	395	0	0	588	0	0	1078	1077	589	1124	1073	391
Stage 1	-	-	-	-	-	-	616	616	-	457	457	-
Stage 2	-	-	-	-	-	-	462	461	-	667	616	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1175	-	-	997	-	-	198	221	512	184	222	662
Stage 1	-	-	-	-	-	-	481	485	-	587	571	-
Stage 2	-	-	-	-	-	-	584	569	-	451	485	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1175	-	-	997	-	-	186	208	512	142	209	662
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	208	-	142	209	-
Stage 1	-	-	-	-	-	-	472	476	-	576	547	-
Stage 2	-	-	-	-	-	-	551	545	-	357	476	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.2			0.7			13.7			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	512	1175	-	-	997	-	-	662
HCM Lane V/C Ratio	0.193	0.012	-	-	0.033	-	-	0.015
HCM Ctrl Dly (s/v)	13.7	8.1	0	-	8.7	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.7	0	-	-	0.1	-	-	0

Intersection												
Int Delay, s/veh	65											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	23	0	35	221	7	0	54	519	49	0	373	8
Future Vol, veh/h	23	0	35	221	7	0	54	519	49	0	373	8
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	25	0	6	4	33	6	0	2	0	0	3	0
Mvmt Flow	26	0	39	246	8	0	60	577	54	0	414	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1149	1172	421	1135	1122	577	425	0	0	631	0	0
Stage 1	421	421	-	697	697	-	-	-	-	-	-	-
Stage 2	728	751	-	438	425	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.5	6.26	7.14	6.83	6.26	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4	3.354	3.536	4.297	3.354	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	158	194	624	~ 178	181	509	1145	-	-	961	-	-
Stage 1	567	592	-	428	399	-	-	-	-	-	-	-
Stage 2	381	421	-	594	537	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	143	178	623	~ 156	166	509	1143	-	-	961	-	-
Mov Cap-2 Maneuver	143	178	-	~ 156	166	-	-	-	-	-	-	-
Stage 1	519	591	-	393	366	-	-	-	-	-	-	-
Stage 2	342	386	-	557	536	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	22.7	\$ 359.7	0.7	0
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1143	-	-	267 156	961	-	-
HCM Lane V/C Ratio	0.052	-	-	0.241 1.624	-	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	22.7\$ 359.7	0	-	-
HCM Lane LOS	A	A	-	C F	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	0.9 17.6	0	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

APPENDIX 6:

2047 HCM ANALYSIS

Intersection

Int Delay, s/veh 2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	400	35	45	605	55	23
Future Vol, veh/h	400	35	45	605	55	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	5	11	0	0	0
Mvmt Flow	444	39	50	672	61	26

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	483
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.299
Pot Cap-1 Maneuver	-	-	1034
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1034
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.6	30.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	228	-	-	1034	-
HCM Lane V/C Ratio	0.38	-	-	0.048	-
HCM Ctrl Dly (s/v)	30.2	-	-	8.7	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q (veh)	1.7	-	-	0.2	-

Intersection

Int Delay, s/veh 0.3

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 10 370 565 10 0 20

Future Vol, veh/h 10 370 565 10 0 20

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 0 2 0 0 0 0

Mvmt Flow 11 411 628 11 0 22

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 639 0 - 0 1067 634

Stage 1 - - - - 634 -

Stage 2 - - - - 433 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 955 - - - 248 483

Stage 1 - - - - 532 -

Stage 2 - - - - 658 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 955 - - - 244 483

Mov Cap-2 Maneuver - - - - 244 -

Stage 1 - - - - 524 -

Stage 2 - - - - 658 -

Approach EB WB SB

HCM Ctrl Dly, s/v 0.2 0 12.8

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 955 - - - 483

HCM Lane V/C Ratio 0.012 - - - 0.046

HCM Ctrl Dly (s/v) 8.8 0 - - 12.8

HCM Lane LOS A A - - B

HCM 95th %tile Q (veh) 0 - - - 0.1

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	140	25	5	107	15
Future Vol, veh/h	10	140	25	5	107	15
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	100	0	0
Mvmt Flow	11	156	28	6	119	17
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.4	7.7	8.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	88%	0%	83%
Vol Thru, %	0%	7%	17%
Vol Right, %	12%	93%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	122	150	30
LT Vol	107	0	25
Through Vol	0	10	5
RT Vol	15	140	0
Lane Flow Rate	136	167	33
Geometry Grp	1	1	1
Degree of Util (X)	0.164	0.167	0.042
Departure Headway (Hd)	4.347	3.602	4.542
Convergence, Y/N	Yes	Yes	Yes
Cap	819	975	793
Service Time	2.405	1.699	2.542
HCM Lane V/C Ratio	0.166	0.171	0.042
HCM Control Delay, s/veh	8.3	7.4	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.6	0.1

Intersection

Int Delay, s/veh 3

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 13 25 77 50 95 70

Future Vol, veh/h 13 25 77 50 95 70

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 0 0 0 10 0 0

Mvmt Flow 14 28 86 56 106 78

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 373 145 184 0 - 0

Stage 1 145 - - - - -

Stage 2 228 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 632 908 1403 - - -

Stage 1 887 - - - - -

Stage 2 815 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 592 908 1403 - - -

Mov Cap-2 Maneuver 592 - - - - -

Stage 1 831 - - - - -

Stage 2 815 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 10 4.7 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1403 - 768 - -

HCM Lane V/C Ratio 0.061 - 0.055 - -

HCM Ctrl Dly (s/v) 7.7 0 10 - -

HCM Lane LOS A A B - -

HCM 95th %tile Q (veh) 0.2 - 0.2 - -

Intersection

Int Delay, s/veh 1963.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	10	18	80	363	0	165	40	330	360	200	520	20
Future Vol, veh/h	10	18	80	363	0	165	40	330	360	200	520	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	50	0	5	0	0	7	0	4	3	2	100
Mvmt Flow	11	20	89	403	0	183	44	367	400	222	578	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1780	1889	589	1544	1500	368	600	0	0	768	0	0
Stage 1	1033	1033	-	456	456	-	-	-	-	-	-	-
Stage 2	747	856	-	1088	1044	-	-	-	-	-	-	-
Critical Hdwy	7.1	7	6.2	7.15	6.5	6.2	4.17	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.45	3.3	3.545	4	3.3	2.263	-	-	2.227	-	-
Pot Cap-1 Maneuver	65	53	512	~ 92	123	682	953	-	-	841	-	-
Stage 1	283	256	-	578	572	-	-	-	-	-	-	-
Stage 2	408	315	-	~ 258	309	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	31	29	512	~ 23	68	681	953	-	-	840	-	-
Mov Cap-2 Maneuver	31	29	-	~ 23	68	-	-	-	-	-	-	-
Stage 1	258	154	-	527	522	-	-	-	-	-	-	-
Stage 2	272	287	-	~ 112	186	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	243.2	\$ 7778	0.5	2.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	98 33	840	-	-
HCM Lane V/C Ratio	0.047	-	-	1.224 17.778	0.265	-	-
HCM Ctrl Dly (s/v)	9	0	-	243.2 \$ 7778	10.8	0	-
HCM Lane LOS	A	A	-	F F	B	A	-
HCM 95th %tile Q (veh)	0.1	-	-	8.2 72.3	1.1	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	580	55	40	365	35	41
Future Vol, veh/h	580	55	40	365	35	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	0	1	0	6
Mvmt Flow	644	61	44	406	39	46

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	705
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	902
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	902
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.9	22.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	286	-	-	902	-
HCM Lane V/C Ratio	0.295	-	-	0.049	-
HCM Ctrl Dly (s/v)	22.8	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q (veh)	1.2	-	-	0.2	-

Intersection

Int Delay, s/veh 0.3

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 20 600 430 10 0 15

Future Vol, veh/h 20 600 430 10 0 15

Conflicting Peds, #/hr 0 0 0 0 1 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 0 1 1 0 0 0

Mvmt Flow 22 667 478 11 0 17

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 489 0 - 0 1196 484

Stage 1 - - - - 484 -

Stage 2 - - - - 712 -

Critical Hdwy 4.1 - - - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy 2.2 - - - 3.5 3.3

Pot Cap-1 Maneuver 1085 - - - 208 587

Stage 1 - - - - 624 -

Stage 2 - - - - 490 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1085 - - - 201 587

Mov Cap-2 Maneuver - - - - 201 -

Stage 1 - - - - 604 -

Stage 2 - - - - 490 -

Approach EB WB SB

HCM Ctrl Dly, s/v 0.3 0 11.3

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1085 - - - 587

HCM Lane V/C Ratio 0.02 - - - 0.028

HCM Ctrl Dly (s/v) 8.4 0 - - 11.3

HCM Lane LOS A A - - B

HCM 95th %tile Q (veh) 0.1 - - - 0.1

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	116	20	10	196	20
Future Vol, veh/h	5	116	20	10	196	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	129	22	11	218	22
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.6	8	9.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	91%	0%	67%
Vol Thru, %	0%	4%	33%
Vol Right, %	9%	96%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	216	121	30
LT Vol	196	0	20
Through Vol	0	5	10
RT Vol	20	116	0
Lane Flow Rate	240	134	33
Geometry Grp	1	1	1
Degree of Util (X)	0.288	0.147	0.044
Departure Headway (Hd)	4.317	3.929	4.737
Convergence, Y/N	Yes	Yes	Yes
Cap	823	918	760
Service Time	2.395	1.931	2.743
HCM Lane V/C Ratio	0.292	0.146	0.043
HCM Control Delay, s/veh	9.2	7.6	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.2	0.5	0.1

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	11	91	120	80	25
Future Vol, veh/h	11	11	91	120	80	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	12	101	133	89	28

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	438	103	117
Stage 1	103	-	-
Stage 2	335	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	580	957	1484
Stage 1	926	-	-
Stage 2	729	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	537	957	1484
Mov Cap-2 Maneuver	537	-	-
Stage 1	857	-	-
Stage 2	729	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.4	3.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	688	-	-
HCM Lane V/C Ratio	0.068	-	0.036	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.2	-	0.1	-	-

Intersection												
Int Delay, s/veh	236											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	30	0	40	248	10	100	65	590	58	35	425	10
Future Vol, veh/h	30	0	40	248	10	100	65	590	58	35	425	10
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	25	0	6	4	33	6	0	2	0	0	3	0
Mvmt Flow	33	0	44	276	11	111	72	656	64	39	472	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1451	1422	480	1378	1363	656	485	0	0	720	0	0
Stage 1	558	558	-	800	800	-	-	-	-	-	-	-
Stage 2	893	864	-	578	563	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.5	6.26	7.14	6.83	6.26	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4	3.354	3.536	4.297	3.354	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	97	137	578	~ 121	128	458	1088	-	-	891	-	-
Stage 1	475	515	-	376	356	-	-	-	-	-	-	-
Stage 2	306	374	-	498	462	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	59	114	577	~ 98	107	458	1086	-	-	891	-	-
Mov Cap-2 Maneuver	59	114	-	~ 98	107	-	-	-	-	-	-	-
Stage 1	421	483	-	334	316	-	-	-	-	-	-	-
Stage 2	199	332	-	432	433	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	77.1	\$ 1044.4	0.8	0.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1086	-	-	121 126	891	-	-
HCM Lane V/C Ratio	0.067	-	-	0.643 3.157	0.044	-	-
HCM Ctrl Dly (s/v)	8.6	0	-	77.\$ 1044.4	9.2	0	-
HCM Lane LOS	A	A	-	F F	A A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	3.3 37.9	0.1	-	-

Notes	
~: Volume exceeds capacity	\$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

HCM 6th Signalized Intersection Summary

5: Wasilla-Fishhook Rd & Paradise Ln/Paradise Ln/Foxtrot Ave

07/02/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	18	80	363	0	165	40	330	360	200	520	20
Future Volume (veh/h)	10	18	80	363	0	165	40	330	360	200	520	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1159	1900	1826	1900	1900	1796	1900	1841	1856	1870	418
Adj Flow Rate, veh/h	11	20	89	403	0	183	44	367	400	222	578	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	50	0	5	0	0	7	0	4	3	2	100
Cap, veh/h	74	75	255	400	0	139	116	881	863	220	461	17
Arrive On Green	0.32	0.32	0.32	0.32	0.00	0.32	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	41	233	788	949	0	431	99	1590	1559	270	833	30
Grp Volume(v), veh/h	120	0	0	586	0	0	411	0	400	822	0	0
Grp Sat Flow(s),veh/h/ln	1062	0	0	1379	0	0	1689	0	1559	1133	0	0
Q Serve(g_s), s	0.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0	10.0	28.0	0.0	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	21.0	0.0	0.0	8.0	0.0	10.0	36.0	0.0	0.0
Prop In Lane	0.09		0.74	0.69		0.31	0.11		1.00	0.27		0.03
Lane Grp Cap(c), veh/h	404	0	0	539	0	0	997	0	863	698	0	0
V/C Ratio(X)	0.30	0.00	0.00	1.09	0.00	0.00	0.41	0.00	0.46	1.18	0.00	0.00
Avail Cap(c_a), veh/h	404	0	0	539	0	0	997	0	863	698	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.9	0.0	0.0	23.9	0.0	0.0	8.3	0.0	8.7	17.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	64.5	0.0	0.0	0.3	0.0	0.4	94.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	17.8	0.0	0.0	2.8	0.0	2.9	28.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.3	0.0	0.0	88.3	0.0	0.0	8.5	0.0	9.1	112.1	0.0	0.0
LnGrp LOS	B			F			A		A	F		
Approach Vol, veh/h	120		586				811		822			
Approach Delay, s/veh	17.3		88.3				8.8		112.1			
Approach LOS	B		F				A		F			
Timer - Assigned Phs	2		4				6		8			
Phs Duration (G+Y+Rc), s	40.0		25.0				40.0		25.0			
Change Period (Y+Rc), s	4.0		4.0				4.0		4.0			
Max Green Setting (Gmax), s	36.0		21.0				36.0		21.0			
Max Q Clear Time (g_c+I1), s	12.0		7.9				38.0		23.0			
Green Ext Time (p_c), s	4.4		0.5				0.0		0.0			
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	65.5											
HCM 6th LOS	E											

HCM 6th Signalized Intersection Summary

5: Wasilla-Fishhook Rd & Paradise Ln/Paradise Ln/Foxtrot Ave

07/02/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	0	40	248	10	100	65	590	58	35	425	10
Future Volume (veh/h)	30	0	40	248	10	100	65	590	58	35	425	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1530	1900	1811	1841	1411	1811	1900	1870	1900	1900	1856	1900
Adj Flow Rate, veh/h	33	0	44	276	11	111	72	656	64	39	472	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	25	0	6	4	33	6	0	2	0	0	3	0
Cap, veh/h	297	40	308	375	15	102	133	785	808	95	623	14
Arrive On Green	0.33	0.00	0.33	0.33	0.33	0.33	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	576	122	930	751	45	308	101	1561	1607	30	1239	27
Grp Volume(v), veh/h	77	0	0	398	0	0	728	0	64	522	0	0
Grp Sat Flow(s),veh/h/ln	1627	0	0	1105	0	0	1662	0	1607	1296	0	0
Q Serve(g_s), s	0.0	0.0	0.0	14.5	0.0	0.0	0.0	0.0	1.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	16.0	0.0	0.0	18.4	0.0	1.0	21.4	0.0	0.0
Prop In Lane	0.43		0.57	0.69		0.28	0.10		1.00	0.07		0.02
Lane Grp Cap(c), veh/h	645	0	0	492	0	0	918	0	808	732	0	0
V/C Ratio(X)	0.12	0.00	0.00	0.81	0.00	0.00	0.79	0.00	0.08	0.71	0.00	0.00
Avail Cap(c_a), veh/h	645	0	0	492	0	0	978	0	865	791	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	16.6	0.0	0.0	10.1	0.0	6.2	9.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	9.7	0.0	0.0	4.3	0.0	0.0	2.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	5.1	0.0	0.0	5.6	0.0	0.3	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.4	0.0	0.0	26.4	0.0	0.0	14.4	0.0	6.3	11.8	0.0	0.0
LnGrp LOS	B			C			B		A	B		
Approach Vol, veh/h		77			398			792			522	
Approach Delay, s/veh		11.4			26.4			13.8			11.8	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.3		20.0		28.3		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		26.0		16.0		26.0		16.0				
Max Q Clear Time (g_c+I1), s		20.4		3.5		23.4		18.0				
Green Ext Time (p_c), s		2.6		0.2		0.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				15.9								
HCM 6th LOS				B								

Intersection				
Intersection Delay, s/veh	31.4			
Intersection LOS	D			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	120	586	811	822
Demand Flow Rate, veh/h	130	606	830	863
Vehicles Circulating, veh/h	1242	425	270	470
Vehicles Exiting, veh/h	91	675	1102	561
Ped Vol Crossing Leg, #/h	0	1	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	16.7	15.8	19.4	56.6
Approach LOS	C	C	C	F
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	130	606	830	863
Cap Entry Lane, veh/h	389	895	1048	854
Entry HV Adj Factor	0.923	0.967	0.977	0.953
Flow Entry, veh/h	120	586	811	822
Cap Entry, veh/h	359	865	1024	814
V/C Ratio	0.334	0.678	0.792	1.010
Control Delay, s/veh	16.7	15.8	19.4	56.6
LOS	C	C	C	F
95th %tile Queue, veh	1	5	9	18

Intersection				
Intersection Delay, s/veh	13.4			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	77	398	792	522
Demand Flow Rate, veh/h	88	420	805	536
Vehicles Circulating, veh/h	812	782	80	374
Vehicles Exiting, veh/h	98	103	820	828
Ped Vol Crossing Leg, #/h	2	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.7	21.3	10.9	11.8
Approach LOS	A	C	B	B
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	88	420	805	536
Cap Entry Lane, veh/h	603	622	1272	942
Entry HV Adj Factor	0.875	0.948	0.984	0.974
Flow Entry, veh/h	77	398	792	522
Cap Entry, veh/h	527	589	1251	917
V/C Ratio	0.146	0.676	0.633	0.569
Control Delay, s/veh	8.7	21.3	10.9	11.8
LOS	A	C	B	B
95th %tile Queue, veh	1	5	5	4

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	370	0	200	365	10	0	0	165	0	0	20
Future Vol, veh/h	10	370	0	200	365	10	0	0	165	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	411	0	222	406	11	0	0	183	0	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	417	0	0	411	0	0	1300	1294	411	1381	1289	412
Stage 1	-	-	-	-	-	-	433	433	-	856	856	-
Stage 2	-	-	-	-	-	-	867	861	-	525	433	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1153	-	-	1159	-	-	140	164	645	123	165	644
Stage 1	-	-	-	-	-	-	605	585	-	355	377	-
Stage 2	-	-	-	-	-	-	350	375	-	540	585	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1153	-	-	1159	-	-	108	122	645	70	122	644
Mov Cap-2 Maneuver	-	-	-	-	-	-	108	122	-	70	122	-
Stage 1	-	-	-	-	-	-	598	578	-	351	283	-
Stage 2	-	-	-	-	-	-	253	281	-	382	578	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	3.1	12.8	10.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	645	1153	-	-	1159	-	-	644
HCM Lane V/C Ratio	0.284	0.01	-	-	0.192	-	-	0.035
HCM Ctrl Dly (s/v)	12.8	8.2	0	-	8.8	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	1.2	0	-	-	0.7	-	-	0.1

Intersection

Int Delay, s/veh 236.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	10	18	80	363	0	0	40	330	360	0	520	20
Future Vol, veh/h	10	18	80	363	0	0	40	330	360	0	520	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	50	0	5	0	0	7	0	4	3	2	100
Mvmt Flow	11	20	89	403	0	0	44	367	400	0	578	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1244	1445	589	1100	1056	368	600	0	0	768	0	0
Stage 1	589	589	-	456	456	-	-	-	-	-	-	-
Stage 2	655	856	-	644	600	-	-	-	-	-	-	-
Critical Hdwy	7.1	7	6.2	7.15	6.5	6.2	4.17	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6	-	6.15	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.45	3.3	3.545	4	3.3	2.263	-	-	2.227	-	-
Pot Cap-1 Maneuver	152	105	512	~ 187	227	682	953	-	-	841	-	-
Stage 1	498	427	-	578	572	-	-	-	-	-	-	-
Stage 2	458	315	-	456	493	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	142	96	512	~ 121	207	681	953	-	-	840	-	-
Mov Cap-2 Maneuver	142	96	-	~ 121	207	-	-	-	-	-	-	-
Stage 1	455	427	-	527	522	-	-	-	-	-	-	-
Stage 2	418	287	-	~ 359	493	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	30	\$ 1125.7	0.5	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	261 121	840	-	-
HCM Lane V/C Ratio	0.047	-	-	0.46 3.333	-	-	-
HCM Ctrl Dly (s/v)	9	0	-	\$ 1125.7	0	-	-
HCM Lane LOS	A	A	-	D F	A	-	-
HCM 95th %tile Q (veh)	0.1	-	-	2.3 39.2	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	600	0	35	395	10	0	0	100	0	0	15
Future Vol, veh/h	20	600	0	35	395	10	0	0	100	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	22	667	0	39	439	11	0	0	111	0	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	450	0	0	667	0	0	1242	1239	668	1291	1234	445
Stage 1	-	-	-	-	-	-	711	711	-	523	523	-
Stage 2	-	-	-	-	-	-	531	528	-	768	711	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1121	-	-	932	-	-	153	177	462	142	178	617
Stage 1	-	-	-	-	-	-	427	439	-	541	534	-
Stage 2	-	-	-	-	-	-	536	531	-	397	439	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1121	-	-	932	-	-	139	162	462	101	163	617
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	162	-	101	163	-
Stage 1	-	-	-	-	-	-	414	425	-	524	504	-
Stage 2	-	-	-	-	-	-	492	501	-	292	425	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.3			0.7			15.2			11		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	462	1121	-	-	932	-	-	617
HCM Lane V/C Ratio	0.241	0.02	-	-	0.042	-	-	0.027
HCM Ctrl Dly (s/v)	15.2	8.3	0	-	9	0	-	11
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.9	0.1	-	-	0.1	-	-	0.1

Intersection

Int Delay, s/veh 132.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	30	0	40	248	10	0	65	590	58	0	425	10
Future Vol, veh/h	30	0	40	248	10	0	65	590	58	0	425	10
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	25	0	6	4	33	6	0	2	0	0	3	0
Mvmt Flow	33	0	44	276	11	0	72	656	64	0	472	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1318	1344	480	1300	1285	656	485	0	0	720	0	0
Stage 1	480	480	-	800	800	-	-	-	-	-	-	-
Stage 2	838	864	-	500	485	-	-	-	-	-	-	-
Critical Hdwy	7.35	6.5	6.26	7.14	6.83	6.26	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	5.5	-	6.14	5.83	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4	3.354	3.536	4.297	3.354	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	120	153	578	~ 137	143	458	1088	-	-	891	-	-
Stage 1	526	558	-	376	356	-	-	-	-	-	-	-
Stage 2	330	374	-	549	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	102	136	577	~ 116	127	458	1086	-	-	891	-	-
Mov Cap-2 Maneuver	102	136	-	~ 116	127	-	-	-	-	-	-	-
Stage 1	467	557	-	334	316	-	-	-	-	-	-	-
Stage 2	283	332	-	507	502	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	35.7	\$ 746.7	0.8	0
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1086	-	-	193 116	891	-	-
HCM Lane V/C Ratio	0.067	-	-	0.403 2.471	-	-	-
HCM Ctrl Dly (s/v)	8.6	0	-	35.7\$ 746.7	0	-	-
HCM Lane LOS	A	A	-	E F	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	1.8 25.5	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s
 +: Computation Not Defined *: All major volume in platoon

APPENDIX 7: PRIORITIZATION WEIGHTING

Metric	Stakeholder						
	#1	#2	#3	#4	#5	#6	#7
Traffic Delay (LOS, seconds of delay)	1	2	1	2	2	2	8
School ease of access	3	1	3	1	5	3	2
Capital Cost (\$)	2	4	2	3	3	7	3
Time to Implement	6	3	4	4	4	10	9
Ped/Bike Connectivity (SRTS)	7	6	5	6	8	11	7
Annual Maintenance (\$)	5	7	7	7	10	5	5
ROW Impact	4	8	6	8	9	4	10
Safety	9	5	9	5	1	1	1
Change in ADT	8	11	8	11	6	8	11
Neighborhood access	11	9	10	9	7	9	4
Environmental Impact	10	10	11	10	11	6	6

PRICE PER TASK SUMMARY									
FIRM: DOWL			PROJECT TITLE: MSB PH2A Shaw Roundabout				DATE: 8.14.25		
Group	TASK	Task Description	LABOR (or FP)	INDIRECT COST	EXPENSES	TOTAL COST	*SUB- CONTRACTS	*SUB- CONTRACTS MARKUP	PRICE PLUS SUBS
Basic Services (Assume initial NTP)									
	2	Environmental Support (T&E)	\$20,073	\$0	\$305	\$20,378	\$0	\$0	\$20,378
	3	Surveying (FP)	\$3,360	\$0	\$0	\$3,360	\$32,810	\$3,281	\$39,451
	4	Right of Way Mapping (FP)	\$1,828	\$0	\$0	\$1,828	\$85,835	\$8,584	\$96,247
	7	Electrical Design (FP)	\$3,602	\$0	\$0	\$3,602	\$3,602	\$360	\$7,564
	11	Design Study Report (FP)	\$80,777	\$0	\$0	\$80,777	\$0	\$0	\$80,777
	12	Public Involvement (T&E)	\$23,343	\$0	\$0	\$23,343	\$0	\$0	\$23,343
	13	Erosion and Sediment Control Plan (FP)	\$4,616	\$0	\$0	\$4,616	\$0	\$0	\$4,616
	14	Plans, Specifications and Estimates (FP)	\$399,096	\$0	\$0	\$399,096	\$0	\$0	\$399,096
	16	Right of Way Acquisition and Relocation Services (T&E)	\$57,652	\$0	\$900	\$58,552	\$0	\$0	\$58,552
		Fixed Price Total	\$594,347	\$0	\$1,205	\$595,552	\$122,247	\$12,225	\$730,024
Additional Services (Assume future NTP)									
	17	Additional Design Support	\$40,514	\$0	\$0	\$40,514	\$0	\$0	\$40,514
	18	Assistance During Bidding (T&E)	\$11,280	\$0	\$0	\$11,280	\$0	\$0	\$11,280
	19	Assistance with Design Project Closeout	\$8,804	\$0	\$0	\$8,804	\$0	\$0	\$8,804
		T&E Total	\$60,598	\$0	\$0	\$60,598	\$0	\$0	\$60,598
*Subcontractors for negotiated professional or technical services, products, etc. (Commodity items available to the general public at market prices, equipment use, and unit priced items are generally included in estimate as expenses.)									
ESTIMATED TOTALS			LABOR (or FP)	INDIRECT COST	EXPENSES	TOTAL COST	FEE DISTRIBUTION	*SUB- CONTRACTS	PRICE PLUS SUBS
FOR FIRM:			\$654,945	\$0	\$1,205	\$656,150	\$122,247	\$12,225	\$790,622

FIRM: DOWL				COST ESTIMATE PER TASK								
TASK NO: 1		PROJECT TITLE: MSB PH2A Shaw Roundabout									DATE: 8.14.25	
TASK DESCRIPTION: Environmental Support (T&E)		METHOD OF PAYMENT: FP ☐ FPFE ☐ T&E ☒ CPFF ☐									PREPARED BY: D. Webb/L. O'Quinn	
SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION										
		Contract Manager	Project Manager	CR Manager	SOI Archaeologis	Junior Archaeologist	GIS	Tech Edit	Controller			
		A. Christie	S. Tyler	D. Webb	J. Rapoza	D. Fenton	T. Jameson	C. Wright	L. Brandau			
	Coordination & Permit			2	8	8	2					20
	Cultural Resources Desktop Review			6	4	16	4	4				34
	Mobilization											0
	Fieldwork											0
	Prepare Draft Report				12	12	6					30
	QAQC Tech Editor							5				5
	QAQC Sr Review			4								4
	Prepare Draft Final Report and Submit to Client				3		1					4
	Respond to Client Comments and Submit Final			3	3		2					8
	Management	1	4	6					2			13
TOTAL LABOR HOURS		1	4	21	30	36	15	9	2	0	0	118
* LABOR RATES (\$/HR)		\$294.00	\$242.00	\$225.00	\$152.00	\$126.00	\$184.00	\$200.00	\$215.00	\$0.00	\$0.00	
LABOR COSTS (\$)		\$294.00	\$968.00	\$4,725.00	\$4,560.00	\$4,536.00	\$2,760.00	\$1,800.00	\$430.00	\$0.00	\$0.00	\$20,073.00
EXPENSES												
SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE	COMMENTS: <i>See Scope Summary</i>							
	Vehicle Milage Reimbursement	150	\$0.70	\$105.00								
	Misc Supplies	1	\$200.00	\$200.00								
				FIRM'S TOTAL COST OF LABOR (or Fixed Price):		\$20,073						
				IF CPFF, TOTAL INDIRECT COST @		\$0						
				TOTAL EXPENSES:		\$305		FIRM'S TOTAL EXPENSES				\$305
SUB-CONTRACTORS: Firm Initials and Price Per Task						FIRM'S TOTAL COST (no Subcontracts or Fee)				\$20,378		
FIRM:												
AMOUNT:						TOTAL SUBCONTRACTOR PRICES:						\$0

COST ESTIMATE PER TASK

[illegible]

COST ESTIMATE PER TASK

FIRM: Lounsbury and Associates				PROJECT TITLE: MSB PH2A Shaw Roundabout									
TASK NO: 3		TASK DESCRIPTION: Design / Topo								DATE: 8/8/2025			
GROUP:		METHOD OF PAYMENT: FP ☒ FPPE ☐ T&E ☐ CPFF ☐				PREPARED BY:							
SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION											
		Senior Survey Manager	Senior Project Manager	Professional Land Surveyor	2-Man Survey Crew (ST)	2-Man Survey Crew (OT)	Survey Tech VI	Survey Tech IV					
	Management											0	
	Project Initiation / Fee Response	2										2	
												0	
	Field											0	
	Set Horizontal / Vertical Control		1		8	4						13	
	Static / Level Control		1		8	4						13	
	Utility Locates		2		8	2						12	
	Topo Survey		4		24	6						34	
												0	
	LIDAR Mapping											0	
	Logistics / Coordination	1										1	
	Pre Packing / Prep Gear	1										1	
	LiDAR Collection, Control & QC	6										6	
	Imagery Collection	6										6	
	Office											0	
	Data Reduction			1			6					7	
	Process LiDAR/Imagery	2					16					18	
	Topo Basemap						24					24	
	QA/QC	4	4									8	
												0	
TOTAL LABOR HOURS		22	12	1	48	16	46	0	0	0	0	0	145
* LABOR RATES (\$/HR)		\$200.00	\$175.00	\$150.00	\$260.00	\$300.00	\$130.00	\$110.00					
LABOR COSTS (\$)		\$4,400.00	\$2,100.00	\$150.00	\$12,480.00	\$4,800.00	\$5,980.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$29,910.00
EXPENSES													
SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE	COMMENTS: 1. 11.61 acres 2. 5x10 hr shifts 3. Work covered on this task includes limits shown on attached Sheet F2, Scoping Figures, Roundabout Scoping Plan. <i>See Scope Summary</i>								
	Misc Survey Supplies	1.00	\$200.00	\$200.00									
	GPS (\$100 / day / unit)	4.00	\$300.00	\$1,200.00									
	Trinity w/Qube240 (1x500)	1.00	\$1,500.00	\$1,500.00									
			\$0.00	\$0.00									
					FIRM'S TOTAL COST OF LABOR (or Fixed Price): \$29,910 IF CPFF, TOTAL INDIRECT COST @ \$0 FIRM'S TOTAL EXPENSES \$2,900 FIRM'S TOTAL COST (no Subcontracts or Fee) \$32,810								
TOTAL EXPENSES: \$2,900													
SUB-CONTRACTORS: Firm Initials and Price Per Task													
FIRM:													
AMOUNT:													
TOTAL SUBCONTRACTOR PRICES:											\$0		

COST ESTIMATE PER TASK

FIRM: DOWL				PROJECT TITLE: MSB PH2A Shaw Roundabout							
TASK NO: 4		TASK DESCRIPTION: Right of Way Mapping (FP)							DATE: 8.14.25		
GROUP:		METHOD OF PAYMENT: ☐ FP ☐ FPPE ☒ T&E ☐ CPFF							PREPARED BY:		
SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION									
		Project Manager S. Tyler	Project Engineer J Miranda								
	Project Management/Coordination	4	4								8
											0
											0
											0
											0
											0
											0
											0
											0
											0
											0
											0
											0
											0
											0
TOTAL LABOR HOURS		4	4	0	0	0	0	0	0	0	8
* LABOR RATES (\$/HR)		\$242.00	\$215.00								
LABOR COSTS (\$)		\$968.00	\$860.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,828.00
EXPENSES											COMMENTS: <i>See Scope Summary</i>
SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE							
			\$0.00	\$0.00							
			\$0.00	\$0.00							
			\$0.00	\$0.00							
			\$0.00	\$0.00							
					FIRM'S TOTAL COST OF LABOR (or Fixed Price):		\$1,828				
					IF CPFF, TOTAL INDIRECT COST @		\$0				
					TOTAL EXPENSES:		\$0		FIRM'S TOTAL EXPENSES		
									FIRM'S TOTAL COST (no Subcontracts or Fee)		
									\$1,828		
SUB-CONTRACTORS: Firm Initials and Price Per Task											
FIRM:		LAI									
AMOUNT:		\$85,835									
										TOTAL SUBCONTRACTOR PRICES:	\$85,835

COST ESTIMATE PER TASK

FIRM: Lounsberry and Associates			PROJECT TITLE: MSB PH2A Shaw Roundabout									
TASK NO: 4		TASK DESCRIPTION: Right-of-Way Mapping								DATE: 8/8/2025		
GROUP:		METHOD OF PAYMENT: FF ☐ FPPE ☐ T&E ☐ CPFF ☐			PREPARED BY:							
SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION										
		Senior Survey Manager	Senior Project Manager	Professional Land Surveyor	2-Man Survey Crew (ST)	2-Man Survey Crew (OT)	Survey Tech VI	Survey Tech IV				
	Management											0
	Project Initiation / Fee Response	2										2
												0
												0
												0
	Field											0
	ROW Survey		3		24	6						33
	Set 1/4 Corner				8	2						10
												0
	Office											0
	Comps for ROW			2			2					4
	Data Reduction			1			6					7
	Meetings and Coordination	2		8								10
	Research - Plats, Acquisition Docs			20								20
	Base maps	2		100			40					142
	ROW Acquisition Map			80			100					180
	Parcel Plats (4)			12			32					44
	ROW Negotiations (11.8)	2		6			4					12
	Reviews and Schedules (11.7)	2		12			12					26
	Deliverables			8			12					20
												0
	Draft Record of Survey (1/4 Corner)		2				16					18
	Draft Survey Control Sheet		2				24					26
	QA/QC	2	4									6
												0
												0
TOTAL LABOR HOURS		12	11	249	32	8	248	0	0	0	0	560
* LABOR RATES (\$/HR)		\$200.00	\$175.00	\$150.00	\$260.00	\$300.00	\$130.00	\$110.00				
LABOR COSTS (\$)		\$2,400.00	\$1,925.00	\$37,350.00	\$8,320.00	\$2,400.00	\$32,240.00	\$0.00	\$0.00	\$0.00	\$0.00	\$84,635.00
EXPENSES												
SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE	COMMENTS: 1. 30 ROW & back lot monuments to recover 2. 5x10 hr shifts 3. Assumes (4) Parcel Plats 4. ROW Acquisition Map will be created (Map Scale will be 1" = 50' (8 sheets) 5. MSB to provide Title Reports for each acquisition parcel. 6. 3. If any work is required to expand limits along E. Foxtrot Ave, additional survey and ROW							
	GPS (\$100 / day / unit)	4.00	\$300.00	\$1,200.00								
			\$0.00	\$0.00								
			\$0.00	\$0.00								
			\$0.00	\$0.00								
					FIRM'S TOTAL COST OF LABOR (or Fixed Price): \$84,635 IF CPFF, TOTAL INDIRECT COST @ \$0 FIRM'S TOTAL EXPENSES \$1,200 FIRM'S TOTAL COST (no Subcontracts or Fee) \$85,835							
TOTAL EXPENSES:					\$1,200							
SUB-CONTRACTORS: Firm Initials and Price Per Task					FIRM'S TOTAL COST (no Subcontracts or Fee)							
FIRM:					\$85,835							
AMOUNT:					TOTAL SUBCONTRACTOR PRICES:							
					\$0							

COST ESTIMATE PER TASK

FIRM: DOWL				PROJECT TITLE: MSB PH2A Shaw Roundabout							
TASK NO: 7		TASK DESCRIPTION: Electrical Design (FP)							DATE: 8.14.25		
GROUP:		METHOD OF PAYMENT: ☐ FP ☐ FPPE ☒ T&E ☐ CPFF							PREPARED BY: S. Tyler		
SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION									
		Project Manager S. Tyler	Project Engineer J Miranda								
	Project Management	4	2								6
	Design Coordination	2	4								6
	Review		4								4
											0
											0
											0
											0
											0
											0
											0
											0
											0
											0
											0
											0
											0
TOTAL LABOR HOURS		6	10	0	0	0	0	0	0	0	16
* LABOR RATES (\$/HR)		\$242.00	\$215.00								
LABOR COSTS (\$)		\$1,452.00	\$2,150.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,602.00
EXPENSES											
SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE	COMMENTS: <i>See Scope Summary</i>						
			\$0.00	\$0.00							
			\$0.00	\$0.00							
			\$0.00	\$0.00							
			\$0.00	\$0.00							
					FIRM'S TOTAL COST OF LABOR (or Fixed Price): \$3,602 IF CPFF, TOTAL INDIRECT COST @ \$0 FIRM'S TOTAL EXPENSES \$0						
					FIRM'S TOTAL COST (no Subcontracts or Fee) \$3,602						
SUB-CONTRACTORS: Firm Initials and Price Per Task											
FIRM:		EDC									
AMOUNT:		\$10,815									\$10,815
TOTAL SUBCONTRACTOR PRICES:										\$10,815	

COST ESTIMATE PER TASK

FIRM: DOWL				PROJECT TITLE: MSB PH2A Shaw Roundabout							
TASK NO: 7		TASK DESCRIPTION: Electrical Design							DATE: 8.14.25		
GROUP:		METHOD OF PAYMENT: FP ☐ FPPE ☐ T&E ☒ CPFF ☐ PREPARED BY: R. Pace									
SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION									
		Project Manager R. Pace	Project Engineer Wardrope	Drafter Morah							
	Load center plan, details, calcs		18	12							30
	Specifications		2								2
	Estimate		2								2
	Coordination with DOWL & MEA		14								14
	Internal QC's	3									3
	Review comments	3									3
	Review meeting	3									3
	Load center application for MEA										0
	Signed set for advertising	3									3
	Deliver final drawings to DOWL	1	1								2
											0
											0
											0
											0
											0
TOTAL LABOR HOURS		13	37	12	0	0	0	0	0	0	62
* LABOR RATES (\$/HR)		\$203.00	\$172.00	\$151.00							
LABOR COSTS (\$)		\$2,639.00	\$6,364.00	\$1,812.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,815.00
EXPENSES											
SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE	COMMENTS: Scope of work: Load center design (1 for MSB, 1 for DOT), coordination with MEA, voltage drop calcs, arc flash (required for DOT load centers), other elec support only. Exclusions: utility line externsion design, weekly update meetings, public meetings. <i>See Scope Summary</i>						
			\$0.00	\$0.00							
			\$0.00	\$0.00							
			\$0.00	\$0.00							
			\$0.00	\$0.00							
					FIRM'S TOTAL COST OF LABOR (or Fixed Price): \$10,815						
					IF CPFF, TOTAL INDIRECT COST @ \$0						
					FIRM'S TOTAL EXPENSES \$0						
					FIRM'S TOTAL COST (no Subcontracts or Fee) \$10,815						
SUB-CONTRACTORS: Firm Initials and Price Per Task											
FIRM:											
AMOUNT:											
										TOTAL SUBCONTRACTOR PRICES: \$0	

COST ESTIMATE PER TASK												
FIRM: DOWL			PROJECT TITLE: MSB PH2A Shaw Roundabout									
TASK NO: 11		TASK DESCRIPTION: Design Study Report (FP)								DATE: 8.14.25		
GROUP:		METHOD OF PAYMENT: ☒ FPE ☐ FPPE ☐ T&E ☐ CPFF ☐				PREPARED BY: S. Tyler/A. Christie						
SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION										
		Contract Manager	Project Manager	Project Engineer	Designer	Roundabout Peer Review	H&H	Senior H&H		Project Controls	Admin	
		A Christie	S Tyler	J Miranda	E Feghall	J Mason	H. Holland	B Melocik		L. Brandau	R. Stevens	
												0
	Kick-off Meeting	2	4	4	4							14
	Site Visit		4	4	4							12
	Preparation			1	1							2
	Notes and Memo			1	2							3
	Draft DSR											0
	Project Description			1								1
	Location/Existing Cond/ Purpose and Need		1	2								3
	Design Standards and Guidelines (including criteria)			1	2							3
	Preferred Alternative			4								4
	Typical Sections			4								4
	Horizontal and Vertical Alignment			2								2
	Erosion and Sediment Control			1								1
	Drainage						2					2
	Soil Conditions				1							1
	Traffic Analysis (Summarize and Reference)			2								2
	Safety Improvements			4								4
	ROW Requirements			4								4
	Ped & Bike Facilities			1	2							3
	Util Relo & Coord (Summarize & Reference)				4							4
	Prelim Work Zone Traffic Control				4							4
	Structural Section & Pavement Design			1								1
	Cost Estimate			1								1
	Exceptions to Design Standards			1								1
	Maintenance Considerations			2								2
	Response to Comments		2	4								6
												0
	Roundabout Design Memo											0
	Prepare draft memorandum summarizing the following with exhibits											0
	Fastest Path			2	4							6
	Truck Turning			2	4							6
	Intersection Sight Distance			2	4							6
	Vertical Design			2	4							6
	Construction Staging/Sequencing			16	24							40
	Draft Memo for Agency Review		8	24	24	8						64
	Final Memo		4	8	8	8						28
												0
	Drainage and Storm Water Memo											0
	H&H Computations						32					32
	Draft Memo						28					28
	Respond to comments						6					6
	Final Memo						16					16
												0
	Final Design Study Report		4	10	20		2					36
	Comment Responses		2	4								6
												0
	QA/QC	6	8			8		4		4		30
												0
	TOTAL LABOR HOURS	8	37	115	116	24	86	4	0	0	4	394
	* LABOR RATES (\$/HR)	\$294.00	\$242.00	\$215.00	\$152.00	\$284.00	\$215.00	\$294.00		\$215.00	\$158.00	
	LABOR COSTS (\$)	\$2,352.00	\$8,954.00	\$24,725.00	\$17,632.00	\$6,816.00	\$18,490.00	\$1,176.00	\$0.00	\$632.00	\$0.00	\$80,777.00
	EXPENSES											
	SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE	COMMENTS: See Scope Summary						
				\$0.00	\$0.00							
				\$0.00	\$0.00							
				\$0.00	\$0.00							
				\$0.00	\$0.00							
						FIRM'S TOTAL COST OF LABOR (or Fixed Price): \$80,777						
						IF CPFF, TOTAL INDIRECT COST @ \$0						
						FIRM'S TOTAL EXPENSES \$0						
	SUB-CONTRACTORS: Firm Initials and Price Per Task					FIRM'S TOTAL COST (no Subcontracts or Fee) \$80,777						
	FIRM:					TOTAL SUBCONTRACTOR PRICES: \$0						
	AMOUNT:											

[illegible]

COST ESTIMATE PER TASK

[illegible]

FIRM: DOWL			PROJECT TITLE: MSB PH2A Shaw Roundabout												
TASK NO: 14		TASK DESCRIPTION: Plans, Specifications and Estimates (FP)										DATE: 8.14.25			
GROUP:		METHOD OF PAYMENT: FP			FPPE			T&E			CPFF			PREPARED BY: S. Tyler/A. Christie	
SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION													
		Contract Manager A Christie	Project Manager S Tyler	Project Engineer J. Miranda	Designer E Feghali	Roundabout Design Lead J Mason	Traffic Engineer A Miles	SR Land. Arch C. Wolfe	H&H H. Holland	CAD R. Templado	Project Controls L. Brandau	Accounting S. Ballon			
	Finalize horizontal designs					4								0	
	Establish inscribed diameter circle and location			4	16									4	
	Establish entry and exit designs			4	24									20	
	Establish ADA routing, crosswalks, shared use paths			4	8									28	
	Establish bicycle facilities			4	4									12	
														8	
	Finalize Performance checks:					4								0	
	Fastest Path			2	4									4	
	Truck Turning			2	4									6	
	Intersection Sight Distance			2	4									6	
	Set initial roadway alignments and check vertical grades			2	4									6	
														0	
	PIH (65%) 2A													0	
	Title Sheet, Layout Plan, Legend, Abbreviations (4)		2	4	6					2				14	
	Typical Section (4)		2	6	12					8				28	
	Estimate of Quantities (1)		2	4	4					2				12	
	Quantity Schedules (3)		4	20	40					10				74	
	Plan and Profile Sheets (12)		10	60	80					20				170	
	Details (4)		2	8	20				10	10				50	
	Landscape Concept (2)		2												
	Illumination (4)						40	40		10				52	
	Signing and Striping (6)			20	40					40				80	
	Drainage (4)	10	4	10					70	20				94	
	Corridor Model			80	20									100	
	Estimate		2	4	8									14	
	Spec Memo			10										10	
	QC (Technical and Senior)	14	20			20								54	
	Review Meeting (Teams)		2	2	2		2		2					10	
	Respond to Comments		2	4	4		2		2					14	
	Field Review		4	4	4									12	
														0	
	Pre PS&E (95%) Phase 2A													0	
	Title Sheet, Layout Plan, Legend, Abbreviations (4)			2	2									4	
	Typical Section (4)		2	4	10									16	
	Estimate of Quantities (1)			2	2				4					8	
	Quantity Schedules (3)			10	20									30	
	Plan and Profile Sheets (12)		6	30	40									76	
	Grading (2)		4	20	40				60					124	
	Details (4)			6	4									10	
	Landscaping (2)							20						20	
	Illumination (4)						20			8				28	
	Signing and Striping (6)			10	20									30	
	Storm Water/ Storm Drain (4)								40					40	
	Corridor Model			40	20									60	
	Special Provisions and Appendices			20	40									60	
	Cross Section			8						20				28	
	Estimate			4										4	
	TCP (5)			20	40									60	
	QC (Technical and Senior)	10	14			14								38	
	Review Meeting (Teams)		2	2	2									6	
	Respond to Comments		2	4	4									10	
														0	
	Final PS&E (100%) Phase 1													0	
	Bid Form		2	4										6	
	Bid Package		8	30	20		6	6	8					78	
														0	
	Design Figures and Graphics			10	8									18	
	Project Management/ Invoice/ Schedule (1 year)	12	24	24							24	10		94	
	Progress Meetings	2	24	24	24		4	4	4					86	
	Team Meetings/ Overshoulder	4	24	24	24		8	8	8					100	
TOTAL LABOR HOURS		52	170	558	628	42	82	78	208	150	24	10	0	2002	
* LABOR RATES (\$/HR)		\$294.00	\$242.00	\$215.00	\$152.00	\$284.00	\$242.00	\$200.00	\$215.00	\$187.00	\$215.00	\$194.00			
LABOR COSTS (\$)		\$15,288.00	\$41,140.00	\$119,970.00	\$95,456.00	\$11,928.00	\$19,844.00	\$15,600.00	\$44,720.00	\$28,050.00	\$5,160.00	\$1,940.00	\$0.00	\$399,096.00	
SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE	COMMENTS: Infiltration test for storm drain outfall to be provided by others. <i>See Scope Summary</i>										
					FIRM'S TOTAL COST OF LABOR (or Fixed Price):										\$399,096
					IF CPFF, TOTAL INDIRECT COST @										\$0
					FIRM'S TOTAL EXPENSES										\$0
					FIRM'S TOTAL COST (no Subcontracts or Fee)										\$399,096
SUB-CONTRACTORS: Firm Initials and Price Per Task															
FIRM:															
AMOUNT:														\$0	
TOTAL SUBCONTRACTOR PRICES:															
\$0															

COST ESTIMATE PER TASK

FIRM: DOWL				PROJECT TITLE: MSB PH2A Shaw Roundabout							
TASK NO: 16		TASK DESCRIPTION: Right of Way Acquisition and Relocation Services (T&E)							DATE: 8.14.25		
GROUP:		METHOD OF PAYMENT: FP ☐ FPPE ☐ T&E ☒ CPFF ☐							PREPARED BY: C. Mueller/A. Christie		
SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION									
		Project Manager S. Tyler	Project Engineer J Miranda	Senior ROW Agent/Lead C. Mueller	Senior ROW Agent P. Brault	ROW Agent J. Ferkinhoff					
											0
	Jones Waiver			10	5	5					20
	Palko Waiver			10	5	5					20
	New Owner Waiver			10	5	5					20
											0
	Jones Acquisition			10	40	20					70
	Palko Acquisition			10	30	20					60
	New Owner Acquisiton			10	10	50					70
											0
	Status Meetings	6	4	20	10	5					45
											0
											0
											0
											0
TOTAL LABOR HOURS		6	4	80	105	110	0	0	0	0	305
* LABOR RATES (\$/HR)		\$242.00	\$215.00	\$235.00	\$194.00	\$147.00					
LABOR COSTS (\$)		\$1,452.00	\$860.00	\$18,800.00	\$20,370.00	\$16,170.00	\$0.00	\$0.00	\$0.00	\$0.00	\$57,652.00
EXPENSES											
SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE	COMMENTS: Assumptions: - Three property owners with four properties impacted - No narrative appraisals are anticipated - DOWL is to use MSB provided templates - Title reports will be acquired from a MSB approved Title Company - No relocations						
	Title Reports - 3	3.00	\$300.00	\$900.00							
			\$0.00	\$0.00							
			\$0.00	\$0.00							
			\$0.00	\$0.00							
					FIRM'S TOTAL COST OF LABOR (or Fixed Price): \$57,652 IF CPFF, TOTAL INDIRECT COST @ \$0						
TOTAL EXPENSES:					\$900						
SUB-CONTRACTORS: Firm Initials and Price Per Task					FIRM'S TOTAL EXPENSES						
					\$900						
					FIRM'S TOTAL COST (no Subcontracts or Fee)						
					\$58,552						
FIRM:											
AMOUNT:											TOTAL SUBCONTRACTOR PRICES: \$0

COST ESTIMATE PER TASK

FIRM: DOWL			PROJECT TITLE: MSB PH2A Shaw Roundabout									
TASK NO:		TASK DESCRIPTION: Additional Design Support (T&E)								DATE: 8.14.25		
GROUP:		METHOD OF PAYMENT: ☐ FP ☐ FPPE ☐ T&E ☒ CPFF ☐				PREPARED BY: S. Tyler/A. Christie						
SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION										
		Project Manager	Project Engineer	Designer						Project Controls	Accounting	
	Stakeholder/Agency Coordination	S. Tyler 10	J. Miranda 10	E. Feghali 12						L. Brandau 0	S. Ballon 0	32
	Utilities	10	12	12								34
	Traffic	10	12	12								34
	TMP	10	12	12								34
	Survey	10	12	12								34
	ROW Assistance	10	12	12								34
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
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												0
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												0
												0
												0
												0
												0
												0
TOTAL LABOR HOURS		60	70	72	0	0	0	0	0	0	0	202
* LABOR RATES (\$/HR)		\$242.00	\$215.00	\$152.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$215.00	\$185.00	
LABOR COSTS (\$)		\$14,520.00	\$15,050.00	\$10,944.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$40,514.00

EXPENSES					COMMENTS: <i>See Scope Summary</i>
SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE	
		-	\$0.00	\$0.00	
			\$0.00	\$0.00	
			\$0.00	\$0.00	
			\$0.00	\$0.00	
TOTAL EXPENSES:				\$0	FIRM'S TOTAL COST OF LABOR (or Fixed Price): \$40,514 IF CPFF, TOTAL INDIRECT COST @ \$0 FIRM'S TOTAL EXPENSES \$0

SUB-CONTRACTORS: Firm Initials and Price Per Task							FIRM'S TOTAL COST (no Subcontracts or Fee)	\$40,514
FIRM:		EDC						
AMOUNT:							TOTAL SUBCONTRACTOR PRICES: \$0	

[illegible]

COST ESTIMATE PER TASK

FIRM: DOWL				PROJECT TITLE: MSB PH2A Shaw Roundabout								
TASK NO: 2		TASK DESCRIPTION: Assistance with Design Project Closeout (T&E)							DATE: 8.14.25			
GROUP:		METHOD OF PAYMENT: ☐ FP ☐ FPPE ☒ T&E ☐ CPFF							PREPARED BY: S. Tyler/A. Christie			
SUB-TASK NO.	SUB-TASK DESCRIPTION	LABOR HOURS PER JOB CLASSIFICATION										
		Project Manager S. Tyler	Project Engineer J Miranda	CAD R. Templado				Project Controls L. Brandau	Accounting S Ballon			
	Closeout CAD files		10	10							20	
											0	
	Closeout Documentation	2	20								22	
											0	
											0	
											0	
											0	
											0	
											0	
											0	
											0	
											0	
											0	
											0	
											0	
TOTAL LABOR HOURS		2	30	10	0	0	0	0	0	0	42	
* LABOR RATES (\$/HR)		\$242.00	\$215.00	\$187.00				\$215.00	\$194.00			
LABOR COSTS (\$)		\$484.00	\$6,450.00	\$1,870.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,804.00	
EXPENSES												
SUB-TASK NO.	ITEM(S)	QUANTITY	UNIT PRICE	TOTAL PRICE	COMMENTS: <i>See Scope Summary</i>							
			\$0.00	\$0.00								
			\$0.00	\$0.00								
			\$0.00	\$0.00								
			\$0.00	\$0.00								
					FIRM'S TOTAL COST OF LABOR (or Fixed Price): \$8,804 IF CPFF, TOTAL INDIRECT COST @ \$0 FIRM'S TOTAL EXPENSES \$0 FIRM'S TOTAL COST (no Subcontracts or Fee) \$8,804							
				TOTAL EXPENSES:								\$0
SUB-CONTRACTORS: Firm Initials and Price Per Task												
FIRM:												
AMOUNT:											\$0	