

GALLATIN COUNTY INTERSECTION IMPROVEMENTS

APPENDIX B: Existing Traffic Operations



B-1: AM Peak Hour

B-2: PM Peak Hour



GALLATIN COUNTY INTERSECTION IMPROVEMENTS

APPENDIX B-1: AM Peak Hour



ALASKA RD S / CAMERON BRIDGE RD



ALASKA RD S / E VALLEY CENTER RD



LOVE LN / DURSTON RD

Gallatin County Intersections

Vistro File:

F:\...\GallatinCountyIntersections_ExistingVolumes.vistro

Scenario 1 ALT 0 (AM)

Report File: F:\...\Gallatin_ExistingConditions_AM.pdf

10/26/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alaska Rd S/Cameron Bridge Rd	Two-way stop	HCM 7th Edition	EB Left	0.265	26.4	D
2	Alaska Rd S/Valley Center Rd	Two-way stop	HCM 7th Edition	SB Left	0.743	58.6	F
3	Love Ln/Durston Rd	Two-way stop	HCM 7th Edition	WB Left	0.379	50.5	F

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

Intersection Level Of Service Report

Intersection 1: Alaska Rd S/Cameron Bridge Rd

Control Type:	Two-way stop	Delay (sec / veh):	26.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.265

Intersection Setup

Name	Alaska Rd S			Alaska Rd S			Cameron Bridge Rd			Cameron Bridge Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Alaska Rd S			Alaska Rd S			Cameron Bridge Rd			Cameron Bridge Rd		
Base Volume Input [veh/h]	8	235	9	36	258	96	59	28	8	4	25	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	9.40	55.60	13.90	10.90	4.20	3.40	3.60	37.50	50.00	16.00	14.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	235	9	36	258	96	59	28	8	4	25	42
Peak Hour Factor	0.8740	0.8740	0.8740	0.8740	0.8740	0.8740	0.8740	0.8740	0.8740	0.8740	0.8740	0.8740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	67	3	10	74	27	17	8	2	1	7	12
Total Analysis Volume [veh/h]	9	269	10	41	295	110	68	32	9	5	29	48
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.03	0.00	0.00	0.27	0.10	0.01	0.02	0.10	0.07
d_M, Delay for Movement [s/veh]	8.10	0.00	0.00	8.01	0.00	0.00	26.37	23.27	18.14	22.17	19.04	11.72
Movement LOS	A	A	A	A	A	A	D	C	C	C	C	B
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.07	0.07	0.07	1.69	1.69	1.69	0.67	0.67	0.67
95th-Percentile Queue Length [ft/ln]	0.38	0.38	0.38	1.84	1.84	1.84	42.20	42.20	42.20	16.76	16.76	16.76
d_A, Approach Delay [s/veh]	0.25			0.74			24.78			14.95		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	4.68											
Intersection LOS	D											

Intersection Level Of Service Report

Intersection 2: Alaska Rd S/Valley Center Rd

Control Type:	Two-way stop	Delay (sec / veh):	58.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.743

Intersection Setup

Name	Alaska Rd S			Alaska Rd S			Valley Center Rd			Valley Center Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Alaska Rd S			Alaska Rd S			Valley Center Rd			Valley Center Rd		
Base Volume Input [veh/h]	2	1	1	197	1	82	79	233	1	3	176	165
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	100.00	6.60	0.00	25.60	17.70	4.30	0.00	100.00	5.10	9.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	1	1	197	1	82	79	233	1	3	176	165
Peak Hour Factor	0.8940	0.8940	0.8940	0.8940	0.8940	0.8940	0.8940	0.8940	0.8940	0.8940	0.8940	0.8940
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	0	55	0	23	22	65	0	1	49	46
Total Analysis Volume [veh/h]	2	1	1	220	1	92	88	261	1	3	197	185
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.74	0.00	0.13	0.08	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	19.79	18.05	11.27	58.57	57.81	51.58	8.39	0.00	0.00	9.03	0.00	0.00
Movement LOS	C	C	B	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	8.45	8.45	8.45	0.15	0.15	0.15	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	1.02	1.02	1.02	211.26	211.26	211.26	3.86	3.86	3.86	0.14	0.14	0.14
d_A, Approach Delay [s/veh]	17.22			56.51			2.11			0.07		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	17.61											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 3: Love Ln/Durston Rd

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 50.5
 Level Of Service: F
 Volume to Capacity (v/c): 0.379

Intersection Setup

Name	Love Ln			Love Ln			Durston Rd			Durston Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Love Ln			Love Ln			Durston Rd			Durston Rd		
Base Volume Input [veh/h]	11	99	31	181	230	14	11	71	12	55	43	138
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	9.10	6.10	9.70	0.00	1.70	7.10	0.00	1.40	0.00	1.80	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	99	31	181	230	14	11	71	12	55	43	138
Peak Hour Factor	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	28	9	51	64	4	3	20	3	15	12	39
Total Analysis Volume [veh/h]	12	110	35	202	257	16	12	79	13	61	48	154
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.14	0.00	0.00	0.08	0.32	0.02	0.38	0.19	0.17
d_M, Delay for Movement [s/veh]	7.89	0.00	0.00	7.74	0.00	0.00	39.36	29.14	19.39	50.45	42.21	31.98
Movement LOS	A	A	A	A	A	A	E	D	C	F	E	D
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.38	0.38	0.38	1.92	1.92	1.92	5.61	5.61	5.61
95th-Percentile Queue Length [ft/ln]	0.53	0.53	0.53	9.59	9.59	9.59	47.99	47.99	47.99	140.20	140.20	140.20
d_A, Approach Delay [s/veh]	0.60			3.29			29.10			38.13		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	14.73											
Intersection LOS	F											

GALLATIN COUNTY INTERSECTION IMPROVEMENTS

APPENDIX B-2: PM Peak Hour



ALASKA RD S / CAMERON BRIDGE RD



ALASKA RD S / E VALLEY CENTER RD



LOVE LN / DURSTON RD

Gallatin County Intersections

Vistro File:

F:\...\GallatinCountyIntersections_ExistingVolumes.vistro

Scenario 2 ALT 0 (PM)

Report File: F:\...\Gallatin_ExistingConditions_PM.pdf

10/26/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Alaska Rd S/Cameron Bridge Rd	Two-way stop	HCM 7th Edition	EB Left	0.280	30.1	D
2	Alaska Rd S/Valley Center Rd	Two-way stop	HCM 7th Edition	SB Left	0.855	105.6	F
3	Love Ln/Durston Rd	Two-way stop	HCM 7th Edition	EB Left	0.170	42.6	E

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

Intersection Level Of Service Report

Intersection 1: Alaska Rd S/Cameron Bridge Rd

Control Type:	Two-way stop	Delay (sec / veh):	30.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.280

Intersection Setup

Name	Alaska Rd S			Alaska Rd S			Cameron Bridge Rd			Cameron Bridge Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Alaska Rd S			Alaska Rd S			Cameron Bridge Rd			Cameron Bridge Rd		
Base Volume Input [veh/h]	14	434	10	47	180	110	54	16	11	8	15	42
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.50	0.00	4.30	3.90	1.80	1.90	0.00	0.00	12.50	6.70	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	434	10	47	180	110	54	16	11	8	15	42
Peak Hour Factor	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230	0.9230
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	118	3	13	49	30	15	4	3	2	4	11
Total Analysis Volume [veh/h]	15	470	11	51	195	119	59	17	12	9	16	46
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.05	0.00	0.00	0.28	0.06	0.02	0.04	0.07	0.08
d_M, Delay for Movement [s/veh]	7.88	0.00	0.00	8.43	0.00	0.00	30.05	26.23	17.52	23.32	21.72	13.14
Movement LOS	A	A	A	A	A	A	D	D	C	C	C	B
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.09	0.09	0.09	1.55	1.55	1.55	0.66	0.66	0.66
95th-Percentile Queue Length [ft/ln]	0.63	0.63	0.63	2.36	2.36	2.36	38.79	38.79	38.79	16.55	16.55	16.55
d_A, Approach Delay [s/veh]	0.24			1.18			27.60			16.36		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	4.06											
Intersection LOS	D											

Intersection Level Of Service Report

Intersection 2: Alaska Rd S/Valley Center Rd

Control Type:	Two-way stop	Delay (sec / veh):	105.6
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.855

Intersection Setup

Name	Alaska Rd S			Alaska Rd S			Valley Center Rd			Valley Center Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	50.00			50.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Alaska Rd S			Alaska Rd S			Valley Center Rd			Valley Center Rd		
Base Volume Input [veh/h]	1	0	2	126	0	56	178	259	1	0	256	281
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	100.00	0.00	0.00	3.20	0.00	12.50	7.30	4.70	0.00	0.00	3.90	1.40
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	2	126	0	56	178	259	1	0	256	281
Peak Hour Factor	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510	0.9510
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	33	0	15	47	68	0	0	67	74
Total Analysis Volume [veh/h]	1	0	2	132	0	59	187	272	1	0	269	295
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.86	0.00	0.10	0.19	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	45.71	30.46	9.90	105.59	102.91	88.13	8.90	0.00	0.00	7.77	0.00	0.00
Movement LOS	E	D	A	F	F	F	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	7.87	7.87	7.87	0.35	0.35	0.35	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.05	1.05	1.05	196.78	196.78	196.78	8.69	8.69	8.69	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	21.84			100.19			3.62			0.00		
Approach LOS	C			F			A			A		
d_I, Intersection Delay [s/veh]	17.13											
Intersection LOS	F											

Intersection Level Of Service Report

Intersection 3: Love Ln/Durston Rd

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 42.6
 Level Of Service: E
 Volume to Capacity (v/c): 0.170

Intersection Setup

Name	Love Ln			Love Ln			Durston Rd			Durston Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Love Ln			Love Ln			Durston Rd			Durston Rd		
Base Volume Input [veh/h]	21	311	44	132	139	16	20	47	24	32	35	161
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	1.60	0.00	0.80	1.40	0.00	0.00	0.00	0.00	0.00	0.00	3.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	311	44	132	139	16	20	47	24	32	35	161
Peak Hour Factor	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190	0.9190
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	85	12	36	38	4	5	13	7	9	10	44
Total Analysis Volume [veh/h]	23	338	48	144	151	17	22	51	26	35	38	175
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.12	0.00	0.00	0.17	0.21	0.03	0.20	0.15	0.26
d_M, Delay for Movement [s/veh]	7.56	0.00	0.00	8.23	0.00	0.00	42.64	29.60	18.89	38.02	32.18	23.03
Movement LOS	A	A	A	A	A	A	E	D	C	E	D	C
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.27	0.27	0.27	1.87	1.87	1.87	3.89	3.89	3.89
95th-Percentile Queue Length [ft/ln]	1.00	1.00	1.00	6.66	6.66	6.66	46.79	46.79	46.79	97.21	97.21	97.21
d_A, Approach Delay [s/veh]	0.43			3.80			29.69			26.55		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.19											
Intersection LOS	E											