B. Traffic Volumes, Level of Service



ROUTE/ROAD NAME	FROM	170	LENGTH (MI) TOWN(S)	Most Recent Count Year	AADT 20	2018 Forecast AADT*
County Rt 97/64 (Heiser /Fisk Hill Rd)	County Rt 80 (Clinton Rd)	County Rt 64 (Garfield St)	1.8 Canajohaire, NY; Fort Plain, NY	2010	235	254
County Rt 64 (Garfield St)	County Rt 64 (Fisk Hill Rd)	Rt 163 (Cherry Valley Rd)	0.3 Fort Plain, NY	**2010	346	374
Rt 163 (Cherry Valley Rd)	County Rt 64 (Fisk Hill Rd)	Freysbush Rd.	1.5 Fort Plain, NY	2013	1420	1435
Rt 163 (Cherry Valley Rd)	Freysbush Rd.	Tanners Rd.	1.5 Fort Plain, NY	2014	1223	1243
County Rt 86 (Marshville Rd)	Rt 163 (Cherry Valley Rd)	Rt 10 (Ames Rd)	3.6 Fort Plain, NY; Canajohaire, NY	2009	223	243
County Rt 85 (Dygert Rd)	County Rt 86 (Marshville Rd)	County Rt 80 (Clinton Rd)	2.0 Canajohaire, NY	2009	89	74
County Rt 87 (Seebers Ln)	Rt 10 (Reed St)	County Rt 80 (Clinton Rd)	2.3 Canajohaire, NY	2010	116	125
Rt 10 (Ames Rd)	County Rt 86 (Marshville Dr)	Reed St.	2.5 Canajohaire, NY	2013	1621	1646
Rt 10 (Ames Rd)	Reed St.	Rt 5S (E. Main St)	1.0 Canajohaire, NY	2013	2523	2553
Rt 5S (E. Main St)	I-90 exit 29	Rt 10 (Church St)	0.9 Canajohaire, NY	2015	5346	9055
Tanners Rd	County Rt 80 (Clinton Rd)	Rt 163 (Cherry Valley Rd)	1.5 Canajohaire, NY; Fort Plain, NY	*	210	229
Fredricks St	County Rt 86 (Marshville Rd)	County Rt 87 (Seeers Ln)	2.0 Canajohaire, NY	*	165	173
Nestle Rd	County Rt 80 (Clinton Rd)	Rt 163 (Cherry Valley Rd)	1.7 Fort Plain, NY	*	225	243
County Rt 80 (Clinton Rd)	Ridge Rd	Tanners Rd.	4.7 Canajohaire, NY; Fort Plain, NY	2009	200	486
Cliff St	Rt 10 (Rock St)	Shaper Ave.	0.3 Canajohaire, NY	*	006	945
Shaper Ave	Cliff St	Ridge Rd	0.1 Canajohaire, NY	*	009	089
Ridge Rd	Shaper Ave.	County Rt 80 (Clinton Rd)	0.4 Canajohaire, NY	**	540	295

^{*}Assumes 1% annual growth **No data avalible, volumes estimated based on surounding counts

						Estil	mate	Estimated daily deliveries*	deliv	eries			
ROUTE/ROAD NAME	FROM	ОТ	LENGTH (MI)	EXISTING AAD	LENGTH (MI) EXISTING AAD OF SERVICE***	1	1a	1b 1	1c 2a	a 2b	<u> </u>	AADT DURRING CONSTRUCTION*	LEVEL OF SERVICE DURRING
Rt 5S (E. Main St)	I-90 exit 29	Rt 10 (Church St)	0.0	2506	В	13	25	6	6	3	3 63	5570	_
Rt 10 (Ames Rd)	Reed St Village	Rt 5S (E. Main St)	1.0	2553	∢	13	25	6	6	ю	3 63	2616	∢
Cliff St	Rt 10 (Rock St)	Shaper Ave.	0.3	945	∢	13	25	6	6	Ж	3 63	1008	∢
Shaper Ave.	Cliff St	Ridge Rd	0.1	630	∢	13	25	6	6	Ж	3 63	693	∢
Ridge Rd	Shaper Ave.	County Rt 80 (Clinton Rd)	0.4	567	∢	13	25	6	6	Э	3 63	089	∢
County Rt 80 (Clinton Rd)	Ridge Rd	Tanners Rd.	4.7		∢	13	25	6	6	3	3 63	549	∢
Nestle Rd	County Rt 80 (Clinton Rd)	Rt 163 (Cherry Valley Rd)	1.7	243	∢		25				25	268	∢
Rt 163 (Cherry Valley Rd)	County Rt 64 (Fisk Hill Rd)	Freysbush Rd.	1.5	1435	∢			ი			6		A
County Rt 86 (Marshville Rd) W	Rt 163 (Cherry Valley Rd)	Rt 10 (Ames Rd)	3.6	243	∢			6			6	252	∢
County Rt 85 (Dygert Rd)	County Rt 86 (Marshville Rd)	County Rt 80 (Clinton Rd)	2.0	74	∢				6		6	84	∢
Tanners Rd	County Rt 80 (Clinton Rd)	Rt 163 (Cherry Valley Rd)	1.5	229	∢				6		ი	238	∢
Rt 10 (Ames Rd)	County Rt 86 (Marshville Dr)	Reed St Town	2.5	1646	∢				6		6	1655	∢
Fredricks St	County Rt 86 (Marshville Rd)	County Rt 87 (Seeers Ln)	2.0	173	∢					3	m	176	∢
County Rt 86 (Marshville Rd) E	Rt 163 (Cherry Valley Rd)	Rt 10 (Ames Rd)	3.6	243	∢						3	246	∢
*Assumes construction will be phase	Assumes construction will be phased be site and schedule resulting in approximately 39 delivery days per site.	approximately 39 delivery day	s per site.								Ì		
**Assumes a worst case scenario where all sites were being developed in parallel	nere all sites were being developed	n parallel.											
	-	_											

STATION: **258139**

Montgomery CANAJOHARIE G:		7 / 2 / 2 / 2 / 2 / 2 / 2 / 2 / 2 / 2 /			
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CR NC DE: 1 VT: 09/ :	21.0	7 0 7	-	r/S ted	
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ROAD #: C DIRECTION: STATE DIR CODE: DATE OF COUNT: NOTES LANE 1: COUNT TAKEN BY					
ST S		DAL 			

COUNTY: Montgomery DATE OF COUNT: 09/15/2009

TO: CANAJOHARIE VL

FROM: **BUEL RD**PLACEMENT: **NEAR CANJO VILLAGE LINE**

ROAD NAME: **CLINTON RD** STATE DIR CODE: 1

ROAD #: 0800 STATION: 258139

STATION: **258139**

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Montgomery CANAJOHARIE G: -E:	DAILY HIGH COUNT	85 56 78		ESTIMATED (one way)	
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COUNTY: Montgomery DATE OF COUNT: 09/15/2009

TO: CANAJOHARIE VL

FROM: **BUEL RD**PLACEMENT: **NEAR CANJO VILLAGE LINE**

ROAD NAME: **CLINTON RD** STATE DIR CODE: **2**

ROAD #: 0800 STATION: 258139

STATION: **258159**

MINDEN	DAILY HIGH HOUR	υ το			
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COUNTY: Montgomery DATE OF COUNT: 10/04/2010

TO: CANAJOHARIE TL

FROM: **SR 163** PLACEMENT: **524' E of vill.line**

ROAD NAME: **FISK HILL RD** STATE DIR CODE: 1

ROAD #: **0640** STATION: **258159**

STATION: **258159**

MINDEN	DAILY HIGH HOUR	57 7 6 0 0 0 0				
	DAILY HIGH COUNT	19 20 71 71 71			ESTIMATED (one way)	
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DIRECTION: Westbound FACTOR: STATE DIR CODE: 2 DATE OF COUNT: 10/04/2010 NOTES LANE 0: COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS	4 T C	0 - 0 0 0 0		8	WEE	
TST IN	ω ₅ 4	070070		0		
_	20 es	000000		8	HOURS Counted	158
Westbound 2 10/04/2010 ORG COE	-52	+0004		0	ΙÓ	l
Westbook CODE: 2 CUNT: 10/04/20 E 0: EN BY: ORG C	101	0-7-0-		-	DAYS Counted	7
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DIRECTION STATE DE DATE OF NOTES L	DATE 1	7645018601776	4			

COUNTY: Montgomery DATE OF COUNT: 10/04/2010

TO: CANAJOHARIE TL

FROM: **SR 163** PLACEMENT: **524' E of vill.line**

ROAD NAME: **FISK HILL RD** STATE DIR CODE: **2**

ROAD #: **0640** STATION: **258159**

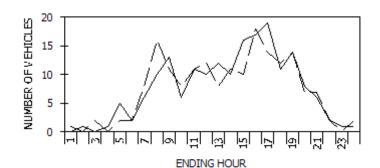
New York State Department of Transportation Classification Count Average Weekday Data Report

ROAD #: COUNTY NAME: REGION CODE: FROM: YEAR: 2010 MONTH: October CR 0640 ROAD NAME: FISK HILL RD STATION: 258159 Montgomery DIRECTION East West TOTAL CANAJOHARIE TL 182 364 3.30% 31.32% 360 721 2.22% NUMBER OF VEHICLES 178 TO: REF-MARKER: END MILEPOINT: NUMBER OF AXLES
% HEAVY VEHICLES (F4-F13)
% TRUCKS AND BUSES (F3-F13)
AXLE CORRECTION FACTOR 356 1.12% 0110089 NO. OF LANES: 2 FUNC-CLASS: STATION NO: COUNT TAKEN BY: PROCESSED BY: 09 8159 HPMS NO: 27.53% 29.44% LION# 1.00 1.00 ORG CODE: TST INITIALS: DKS ORG CODE: DOT INITIALS: med

BATCH ID: DOT-DOTR2 ww41-10 Mont.Co

VEHICLE	CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OI	F AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
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DIRECTION East	HOUR 17	COUNT 19	2-WAY A.M.	HOUR 8	COUNT 26
West	16	18	P.M.	16	35

Motorcycles

Autos*
2 Axle, 4-Tire Pickups, Vans, Motorhomes*
Buses

F3. F4. F5.

F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks

F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
04	44 DOINGIDAL	ADTEDIAL INTERCT

11 PRINCIPAL ARTERIAL-INTERSTATE
12 PRINCIPAL ARTERIAL-EXPRESSWAY
14 PRINCIPAL ARTERIAL-OTHER
16 MINOR ARTERIAL
17 MAJOR COLLECTOR
17 MINOR COLLECTOR
19 I OCAL SYSTEM

01 02 02 06 07 08

19 LOCAL SYSTEM

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STATION: **258142**

Traffic Count Hourly Report

HIGH Montgomery CANAJOHARIE 5 5 DAILY HIGH DAILY ი **⊳** RR CROSSING: HPMS SAMPLE: **ESTIMATED AADT** DAILY TOTAL 72 63 ADT 20 COUNTY: TOWN: LION#: .: B<u>N</u> **12** 24 BATCH ID: DOT-R02R2-ww48-09 555 က °₽₽ Seasonal/Weekday Adjustment Factor FUNC. CLASS: 09 ∞ဥ^ၹ JURIS: County ~ 0.997 ~£® TO: HERRICK ST CC Stn: NHS: no 4 ₉۲ M 2 932 500 AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) Axle Adj. Factor 0.977 PROCESSED BY: ORG CODE: R02 INITIALS: med 4 6 2 е 5 4 REC. SERIAL #: 2034 PLACEMENT: 500' E. OF CLINTON RD 395 % of day 10% -6~ AVERAGE WEEKDAY COUNT TYPE: AXLE PAIRS 12 FROM: CLINTON RD @ REF MARKER: High Hour 2 ADDL DATA: 555 920 ∞ဥ၈ 30 WEEKDAYS WEEKDAY Hours FACTOR GROUP: ~ <u>C</u> ∞ 20 ROAD NAME: DYGERT RD 200 92, WK OF YR: Counted COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU 200 450 000 0 ε₅4 East/Westbound HOURS Counted 0 2 ~2e DATE OF COUNT: 12/01/2009 CR 0850 0 - 2 ~ STATE DIR CODE: 3 0 Counted DAYS 25 NOTES LANE 0: DIRECTION: $\geq \vdash \bot \circ \circ \succeq \vdash$ $\geq \vdash \bot \circ \circ \succeq \vdash$ ≥⊢⊥ഗഗ≥⊢ ROAD #:

COUNTY: Montgomery DATE OF COUNT: 12/01/2009

COUNTY:

TO: HERRICK ST

FROM: CLINTON RD PLACEMENT: 500' E. OF CLINTON RD

ROAD NAME: **DYGERT RD** STATE DIR CODE: 3

ROAD #: 0850 STATION: 258142

STATION: **258177**

COUNTY: Montgomery TOWN: MINDEN LION#: BIN: RR CROSSING: RR CROSSING:	10 11 10 TO	ADT 2 0 107	ESTIMATED (one way)	AADT 107
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FROM: SR 163 REC. SERIAL #: 2301 PLACEMENT: 500' E. OF RTE 163 @ REF MARKER: ADDL DATA: COUNT TYPE: AXLE PAIRS PROCESSED BY: ORG CODE: R(8 7	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) 5 13 8 6 5 4 6 5 7 9 7	AVERAGE WEEKDAY High Hour % of c	
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COUNTY: Montgomery DATE OF COUNT: 12/01/2009

TO: CANAJOHARIE TL

FROM: **SR 163** PLACEMENT: **500' E. OF RTE 163**

ROAD NAME: MARSHVILLE RD STATE DIR CODE: 1

ROAD #: **0860** STATION: **258177**

STATION: **258177**

Montgomery MINDEN	DAILY HIGH 16 16 16 17 16 17 16 17 17 17 17 17 17 17 17 17 17 17 17 17			
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FROM: SR 163 REC. SERIAL #: 2301 PLACEMENT: 500' E. OF RTE 163 @ REF MARKER: ADDL DATA: COUNT TYPE: AXLE PAIRS PROCESSED BY: ORG CODE: R02 INITIALS: med	4 O O O O O O O O O O O O O O O O O O O	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)	Axle Adj. Factor	0.977
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ROAD #: CR 0860 ROAD NAME: MARS DIRECTION: Westbound FACTOF STATE DIR CODE: 2 NATE OF COUNT: 12/01/2009 NOTES LANE 1: COUNT TAKEN BY: ORG CODE: R02 INITIALS: RU	DATE 2 2 4 4 3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2			
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COUNTY: Montgomery DATE OF COUNT: 12/01/2009

TO: CANAJOHARIE TL

FROM: SR 163 PLACEMENT: 500' E. OF RTE 163

ROAD NAME: MARSHVILLE RD STATE DIR CODE: 2

ROAD #: 0860 STATION: 258177

STATION: **258145**

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COUNTY: Montgomery DATE OF COUNT: 08/16/2010

TO: CANAJOHARIE VL

FROM: CLINTON RD PLACEMENT: 0.5 MS E OF CR 80 Clinton rd

ROAD NAME: **SEEBERS LA** STATE DIR CODE: 1

ROAD #: **0870** STATION: **258145**

STATION: **258145**

NAJOHARIE VL COUNTY: Montgomery FUNC. CLASS: 09 TOWN: CANAJOHARIE NHS: no LION#: JURIS: County BIN: CC Sh: RATCH ID: DOT-DOTR2WW34-10 HPMS SAMPLE:	DAILY DAILY HIGH	ဖ စ (၁)		a S		
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ROAD #: CR 0870 ROAD NAME: SEEBE DIRECTION: Westbound FACTOR or STATE DIR CODE: 2 WK OF YF DATE OF COUNT: 08/16/2010 NOTES LANE 0: COUNT TAKEN BY: ORG CODE: TST INITIALS: RAR		DAIE - 1 - 2 - 4 - 4 - 4 - 4 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7				

COUNTY: Montgomery DATE OF COUNT: 08/16/2010

TO: CANAJOHARIE VL

FROM: CLINTON RD PLACEMENT: 0.5 MS E OF CR 80 Clinton rd

ROAD NAME: **SEEBERS LA** STATE DIR CODE: **2**

ROAD #: 0870 STATION: 258145

STATION: **258155**

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COUNTY: Montgomery DATE OF COUNT: 10/04/2010

TO: MINDEN TL

FROM: CLINTON RD PLACEMENT: 4974 ft S of happy hollow rd

ROAD NAME: **HEISER RD** STATE DIR CODE: 1

ROAD #: 0970 STATION: 258155

STATION: **258155**

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ROAD NAME: HEISER RD FACTOR GRO WK OF YR: E: TST INITIALS: DKS	4 O c	C0004L	0	WE	'1	
SOAD I	ε ₀ 4	070070	0	(n T	il	
p 👸	375	- 0 0 0 0 -	8	HOURS Counted	158	
CR 0970 Southbound E: 2 F: 10/04/2010 SY: ORG COD	- 22	-0000 -	0	-0	·1	
CF. 20DE: 20NT: 1	142	0077700	-	DAYS	7	
ROAD #: CR 0970 ROAD NAME: HEISEF DIRECTION: Southbound FACTOR STATE DIR CODE: 2 DATE OF COUNT: 10/04/2010 NOTES LANE 0: COUNT TAKEN BY: ORG CODE: TST INITIALS: DKS		$\frac{1}{2} $		_ _ 8	il	
ROAD #: DIRECTI STATE D DATE OF NOTES L		DATE 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				

COUNTY: Montgomery DATE OF COUNT: 10/04/2010

TO: MINDEN TL

FROM: **CLINTON RD**PLACEMENT: **4974 ft S of happy hollow rd**

ROAD NAME: **HEISER RD** STATE DIR CODE: **2**

ROAD #: 0970 STATION: 258155

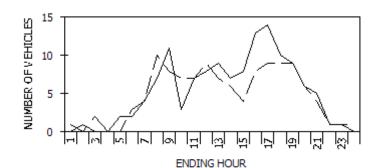
New York State Department of Transportation Classification Count Average Weekday Data Report

ROAD #: COUNTY NAME: REGION CODE: FROM: ROAD NAME: HEISER RD YEAR: 2010 MONTH: October CR 0970 STATION: 258155 Montgomery DIRECTION North South TOTAL CLINTON RD MINDEN TL 244 489 0.82% 31.15% NUMBER OF VEHICLES 116 232 0.00% 128 257 TO: REF-MARKER: END MILEPOINT: NUMBER OF AXLES
% HEAVY VEHICLES (F4-F13)
% TRUCKS AND BUSES (F3-F13)
AXLE CORRECTION FACTOR 0110114 NO. OF LANES: 2 1.56% 33.59% FUNC-CLASS: STATION NO: COUNT TAKEN BY: PROCESSED BY: 09 8155 HPMS NO: 28 45% LION# 1.00 1.00 1.00 ORG CODE: TST INITIALS: DKS ORG CODE: DOT INITIALS: med

BATCH ID: DOT-DOTR2 ww41-10 Mont.Co

VEHICLE	CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OI	F AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00 2:00 3:00 4:00 5:00 6:00 7:00 8:00 9:00 10:00	0 0 0 0 0 0 0	0 0 0 0 0 2 2 5 9	0 1 0 0 2 0 2 1 2	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 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 0 0 2 2 4 7 11 3
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ENDING HOUR DIRECTION South	1:00 2:00 3:00 4:00 5:00 6:00 7:00 8:00 9:00 10:00 11:00 12:00 13:00 14:00	0 0 0 0 0 0 0 0 0	1 0 1 0 0 2 3 8 6 5 5 6 5 4	0 0 1 0 0 1 1 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 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 0 2 0 0 3 4 10 8 7 7 7 9 7
	15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00 24:00	0 0 0 0 0 0 0	2 6 6 7 4 3 1 1	2 2 3 3 2 2 1 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 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 8 9 9 6 4 1 1
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TRAFFIC FLOW BY DIRECTION



North		South	1		
		PEAK	HOUR DATA		
DIRECTION North	HOUR 17	COUNT 14	2-WAY A.M.	HOUR 9	COUNT 19
South	8	10	P.M.	17	23

Motorcycles

Autos*
2 Axle, 4-Tire Pickups, Vans, Motorhomes*
Buses F3. F4. F5.

F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks

F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM

11 PRINCIPAL ARTERIAL-INTERSTATE
12 PRINCIPAL ARTERIAL-EXPRESSWAY
14 PRINCIPAL ARTERIAL-OTHER
16 MINOR ARTERIAL
17 MAJOR COLLECTOR
17 MINOR COLLECTOR

01 02 02 06 07 08

19 LOCAL SYSTEM

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State Depa	7
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12	Mont.Co																																	
Page 1 of 2 Date: 03/11/2011	158 hours 9 30 DOT-DOTR2 ww41-10 Mont.Co Org: TST Init: DKS Org: DOT Init: med		Total	0	0	0	0 -	-	ις u	o 1	4	ω (o on	^	œ	7	4	9 9	o u	0 4	_	0	0	122		2			North	- South				
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	158 hours 9 30 DOT-DOT Org: TST Org: DOT		50th%	0.0	0.0	0.0	0.0	47.6	41.3	40.0	42.6	45.0	43.4	43.8	42.0	44.6	45.0	43.0	42.6	42.0	42.6	0.0	0.0	43.0								833	<u>E</u> 7	
			Avg	0.0	0.0	0.0	0.0	47.5	34.5	40.4	42.2	43.8	42.8 42.3	42.3	41.7	144	43.5	43.1	42.2	38.3	42.5	0.0	0.0	41.7						7		///	<u>er</u>	
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	Count duration: Functional class: Factor group: Batch ID: Count taken by: Processed by:		% Exc 70.0	0.0	0.0	0.0	0.0	0.0	0.0	0:0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		TOCKET	INC. (I			1	/		SI EI	5
	Cour Fact Batc Cour		% Exc 65.0	0.0	0.0	0.0	0.0	0.0	0.0	0:0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0:0	0.0	0.0	0.0	0.0		MOTTO DOLLO VOLIMO, ID 201904 CT.	10.00			F	>		6	ENDING
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epartme Average	Mon 10/04/2010 Sun 10/10/2010 2 Montgomery CANAJOHARIE 55		75.1- 80.0	0	0	0	0 0	0	0 0	0 0	0	0 0	0 0	0	0	0	0	0 0	o c	0 0	0	0	0	0	0.0%	0								
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	Station: Road #: CR From: To: Direction:		Hour	1:00	2:00	3:00	4:00	00:9	7:00	00:6	10:00	11:00	12:00	14:00	15:00	16:00	17:00	18:00	00:00	21:00	22:00	23:00	24:00	Avg. Daily Total	Percent Cum. Percent	Average hour								

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112	158 hours 9 30 DOT-DOTR2 ww41-10 Mont.Co Org: TST Init: DKS Org: DOT Init: med				
Page 2 of 2 Date: 03/11/2011	w41-10 DKS med	Total	0 0 2 0 0 1 4 0 8 7 7 8 8 7 5 8 8		- North
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	158 hours 9 30 DOT-DOT Org: TST Org: DOT	50th%	0.0 0.0 0.0 0.0 0.0 0.0 47.6 43.8 43.8 43.2 43.2 43.2 64.3 64.3 64.0 64.0	42.6 40.9 40.9 41.3 0.0 0.0 42.4 42.4	52
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STATION: **250042**

Montgomery	1002830	DAILY	HOUR	9 1					
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ĭ. ∷ ∺	NHS: no LION#: JURIS: City BIN: CC Stn: BATCH ID: DOT-R02 WW26a Clas&HPMS SAMPLE:	> 40	TOTAL	2927 3045	ADT 3026	ESTIMATED		AADI	2751
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TO: ACC 90I FUNC	Z N O A	5 TO 6	PM	181 177 166	175		~ I		
7	JLB	4 C C		220 210 219	Noon 216	Axle Adj.	Factor	1.000	
	PLACEMENT: 195 yds E of Mitchell St @ REF MARKER: ADDL DATA: Class Speed COUNT TYPE: AXLE PAIRS PROCESSED BY: ORG CODE: DOT INITIALS: JLB	6 T O 4		219 229	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) 250 269 165 165 172 165 174 183 179 210 216	Α×	ŭΊ	_	
	Ωt	2 3 3		175 180 183	on 6AN 179				
<u>ш</u>	PLACEMENT: 195 yds E of Mitchell St @ REF MARKER: ADDL DATA: Class Speed COUNT TYPE: AXLE PAIRS PROCESSED BY: ORG CODE: DOT	- 5 2		186 178 178	ed, Mc 183	¥	% of day	%6	
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ANAJ	195 yds ER: ass Sp AXLE 3Y: OF	122		164 167 165	(Axle	AGE M			
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ROUTE #: DIRECTION:	STATE DIR CODE: 6 DATE OF COUNT: 06/22/2015 NOTES LANE 1: EB travel lane COUNT TAKEN BY: ORG CODE: TST INITIALS: HJD		DATE	- 2 8 4 5 9 7 8 6 0 1 1 1 1 1 1 1 2 1 2 1 2 1 2 1 2 1 2 1					

COUNTY: Montgomery DATE OF COUNT: 06/22/2015

TO: ACC 901

FROM: RT 10 CANAJOHARIE PLACEMENT: 195 yds E of Mitchell St

ROAD NAME: STATE DIR CODE: 6

ROUTE #INY 5S STATION: 250042

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STATION: **250042**

HGH HOUR 6 6 Montgomery DAILY 1002830 HIGH 311 314 BATCH ID: DOT-R02 WW26a Clas&HPMS SAMPLE: **ESTIMATED** RR CROSSING: **AADT** 2595 DAILY TOTAL 2736 2923 ADT 2854 COUNTY: VILLAGE LION#: 38 35 29 49 BIN 127 5 4 5 47 555 75 52 63 83 9000 102 108 108 191 106 104 Seasonal/Weekday Adjustment Factor FUNC. CLASS: 17 _∞ 2 ₆ 1.100 ~ ² € JURIS: City NHS: no CC Stn: 205 158 210 TO: ACC 901 9 2 7 259 279 238 260 500 AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) 95 176 141 148 149 155 161 165 175 257 313 Axle Adj. Factor PROCESSED BY: ORG CODE: DOT INITIALS: JLB 4 6 3 247 268 256 e 5 4 170 181 372 PLACEMENT: 195 yds E of Mitchell St % of day 177 158 159 - 2 2 AVERAGE WEEKDAY FROM: RT 10 CANAJOHARIE COUNT TYPE: AXLE PAIRS 146 159 178 ADDL DATA: Class Speed 4 2 5 REC. SERIAL #: AP06 152 147 167 124 @ REF MARKER: High Hour 150 148 153 55£ 156 129 159 9000 150 4 160 4 _စဥ္ ₆ 30 26 WEEKDAYS WEEKDAY 173 168 186 7 <u>۵</u> 8 FACTOR GROUP: 73 95 103 88 9 2 7 WK OF YR: COUNT TAKEN BY: ORG CODE: TST INITIALS: HJD Counted 33 25 28 29 200 ROAD NAME: 4 5 4 5 455 5 5 4 4 e 5 4 HOURS Counted 8 ¹ 2 8 11 **NOTES LANE 1: WB travel lane** Westbound 73 395 DATE OF COUNT: 06/22/2015 12 တ ထု ထ NY 5S -64 STATE DIR CODE: 7 25 21 26 27 Counted DAYS 12 DIRECTION: π \circ \circ \triangleright \vdash ROUTE #:

COUNTY: Montgomery DATE OF COUNT: 06/22/2015

TO: ACC 901

FROM: RT 10 CANAJOHARIE PLACEMENT: 195 yds E of Mitchell St

ROAD NAME: STATE DIR CODE: 7

ROUTE #NY 5S STATION: 250042

Roadway Traffic Count Hourly Report

250028

STATION:

REGION-COUNTY: 2-MONTGOMERY MUNI: Canajoharie-Town-0120 Vehicle 55 HPMS SAMPLE: RR CROSSING: COUNT TYPE: SPEED LIMIT: 1 WAY CODE: BIN: 6 - R Minor Arterial DOT-R02R2-ww4 01-NYSDOT TO: CANAJOHARIE S LN FACTOR GROUP: 40 JURISDICTION: FUNC. CLASS: ADDL DATA: BATCH ID: CC STN: .38 Mi S of Hickory Grove Rd LANES BY DIR: 1 North 1 South 10 25031062 FROM: RT 163 JCT ON LEFT PROCESSED BY: R02-med END MILEPOST: 6.83 WEEK OF YEAR: 41 REF. MARKER: PLACEMENT: NB travel lane SB travel lane 10/14/2013 TST-BEK 100013 NY101, 2 1,5 FED DIR CODE: ROUTE/ROAD: ST DIR CODE: BEGIN DATE: TAKEN BY: NOTES 1: NOTES 2: DOT ID:

DAILY HIGH HIGH HIGH 01-02 02-03 03-04 04-05 05-06 06-07 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 19-20 20-21 21-22 22-23 23-24 TOTAL COUNTHOUR 9 10/14, Mon 10/16, Wed 10/15, Tue 10/17, Thu DATE

7-01 01-02 02-03 03-04 04-03 03-00 06-0/ 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-13 13-10 10-1/ 17-18 18-19 19-20 20-21 21-22 22-23 23-24 101AL COUNTHOUR		152 16-17	133 15-16			
OIAL C	127 97 41 40 26 19 12 3 62	1750	1611	495	AWDT	88 90 113 106 111 124 142 137 125 99 57 44 34 20 11 1650
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7 67-7	19	18	22			70
7 77-1	76	39	37			34
7 17-0	40	43	20			4
7 07-6	41	102 67 43 39 18 8	101 78 104 91 94 120 133 122 127 99 63 50 37 22 12			57
8-19 1	6	102	66		(u0	66
/-18	127	82 103 122 121 128 127 150 152 122	127		WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)	125
0-1/1		152	122		VM to	137
2-10		150	133		on 6 ⁄	142
1-1-		127	120		red, M	124
3-14		128	94		Facto	111
I CI-7		121	91		(Axle	106
1-17		122	104		OURS	113
0-11		103	78	88	DAY H	90
101-6		87	101	81 88	/EEKI	88
0-07		93	68		GE W	83
7-08		116	111	103	VERAGE	110
) /n-or		72	72	70	~	17
00-5		42	41	40		41
04-03		25	21	22		23
10-0		4	7	ю		e
CO-70		7 3 4 4 25 42 72 116 93	6 11 2 21 41 72 111 89	5 11 3 22 40 70 103 67		6 5 9 3 23 41 71 110 83
70-10		æ	9	w		Ŋ
-01		7	w	ß		9

		South	797			
ESTIMATED	AADT	North	1620 824 797			
Ä		Roadway	1620			
	th	% of day	9.4			
	South	High Hour % of day High Hour % of day	9/			
WEEKDAY	orth	r % of dayl	8.3			
AVERAGE WEEKDAY	North	High Hou	70			
4	vay	% of day	9.8		Axl	1.00
	Roadway	High Hour % of day	142		Sat	
		Ξ			Fri	
	/EEKDAY	Hours	99		Thu	1.00
					Wed	1.00
	VEEKDAY	Counted	n		Tue	1.00
					Mon	1.00
	RS	ted			Sun	
		Counted			easonal	1.02
	DAYS	Counted	æ	FACTOR	Month Seasonal	10

DV20 Page 1 of 3

CANAJOHARIE S LN

TÖ:

REGION-COUNTY 2-MONTGOMERY

PLACEMENT: .38 Mi S of Hickory Grove Rd

RT 163 JCT ON LEFT

FROM:

ROUTE/ROAD: NY10

STATION:

Created on: 05/19/2014 16:43

NB Traffic Count Hourly Report

250028

STATION:

REGION-COUNTY: 2-MONTGOMERY MUNI: Canajoharie-Town-0120 Vehicle 55 HPMS SAMPLE: RR CROSSING: COUNT TYPE: SPEED LIMIT: 1 WAY CODE: BIN: 6 - R Minor Arterial DOT-R02R2-ww4 01-NYSDOT TO: CANAJOHARIE S LN 40 FACTOR GROUP: JURISDICTION: FUNC. CLASS: ADDL DATA: BATCH ID: CC STN: .38 Mi S of Hickory Grove Rd 10 25031062 FROM: RT 163 JCT ON LEFT PROCESSED BY: R02-med 1 North 6.83 WEEK OF YEAR: 41 END MILEPOST: LANES BY DIR: REF. MARKER: PLACEMENT: NB travel lane SB travel lane 10/14/2013 TST-BEK 100013 NY101, 2 FED DIR CODE: ROUTE/ROAD: ST DIR CODE: BEGIN DATE: TAKEN BY: NOTES 1: NOTES 2: DOT ID:

DAILY HIGH HIGH 00-01 01-02 02-03 03-04 04-05 05-06 06-07 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 19-20 20-21 21-22 22-23 23-24 TOTAL COUNTHOUR 5-17 2-08 10/14, Mon 10/16, Wed 10/15, Tue 10/17, Thu DATE

	46 38 46 55 53 58 62 66 68 53 51 24 20 15 10 4 839	4	10	15	70	74	51	53	89	99	62	28	53	22	46	38	46	70	4	58	16	7	9	က	ĸ
	AWDT	Ì					(uo	Fri No	M to 1	on 6 A	ed, M	Factor	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)	OURS	AY H	EEKD	GE W	VERA	A						
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73 07-(817	9	14	19	28	31	37	48	54	64	62	47	40	29	41	45 43 41	45	73	46	28	15	1	œ	S	8
81 16-	878	ဗ	51 65 68 61 67 81 49 52 25 17 16 10 3	16	17	25	25	49	81	29	61	89	9	51	23	54 35 53 51	52	72	43	53	18	4	7	0	က
	62 64 17 14 10 7 4 178	4	۲	10	14	17	49	62																	

							7	AVERAGE WEEKDAY	VEEKDAY	χ.		I	ESTIMATED	T)
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Counted	Counted		Counted	Hours		ligh Hour	High Hour % of day	High Hour	· % of day	High Hour	High Hour % of day High Hour % of day		Roadway North	South
3	99		3	99		142	9.8	_ 70	8.3	9/_	9.4		1620 824	797
FACTOR														
Month Seasonal	asonal Sun	Mon	Tue W		Fri	Sat	Axl							
10	1.02	1.00		1.00 1.00			1.00							

DV20 Page 2 of 3

CANAJOHARIE S LN

TÖ:

PLACEMENT: .38 Mi S of Hickory Grove Rd

RT 163 JCT ON LEFT

FROM:

ROUTE/ROAD: NY10

STATION:

Created on: 05/19/2014 16:43

SB Traffic Count Hourly Report

250028

STATION:

REGION-COUNTY: 2-MONTGOMERY MUNI: Canajoharie-Town-0120 Vehicle 55 HPMS SAMPLE: RR CROSSING: COUNT TYPE: SPEED LIMIT: 1 WAY CODE: BIN: 6 - R Minor Arterial DOT-R02R2-ww4 01-NYSDOT TO: CANAJOHARIE S LN 40 FACTOR GROUP: JURISDICTION: FUNC. CLASS: ADDL DATA: BATCH ID: CC STN: .38 Mi S of Hickory Grove Rd 10 25031062 FROM: RT 163 JCT ON LEFT PROCESSED BY: R02-med 1 South 6.83 WEEK OF YEAR: 41 END MILEPOST: LANES BY DIR: REF. MARKER: PLACEMENT: NB travel lane SB travel lane 10/14/2013 TST-BEK 100013 NY101, 2 FED DIR CODE: ROUTE/ROAD: ST DIR CODE: BEGIN DATE: TAKEN BY: NOTES 1: NOTES 2: DOT ID:

00-01 01-02 02-03 03-04 04-05 05-06 06-07 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 19-20 20-21 21-22 22-23 23-24 TOTAL COUNTHOUR DAILY HIGH HIGH 83 15-16 ∞ œ 12 16 26 24 4 33 65 4 39 10/14, Mon 10/15, Tue DATE

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

AWDT

811

9

6

19

25

33

48

2

9/

62

54

25

28

4

20

37

40

28

13

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3

									7	VERAGE WEEKDAY	/EEKDA	2		E	ESTIMATED	Ω.
DAY		IRS	*	/EEKDAY		EKDAY		Roadway	ay	North	th	South	ith		AADT	
Counted	ed Counted	nted		Counted		Hours	Hig	ligh Hour % of day	% of day	High Hour % of day High Hour % of day	% of day	High Hour	% of day	Roadway	Roadway North	South
3				က		99)	142	9.8	02	8.3	9/	9.4	1620	824	797
FACTO	R															
Month	Month Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl							
10	1.02		1.00	1.00	1.00	1.00			1.00							

DV20 Page 3 of 3

Roadway Traffic Count Hourly Report

250155

STATION:

REGION-COUNTY: 2-MONTGOMERY MUNI: Canajoharie-Village-1069 Vehicle 30 HPMS SAMPLE: RR CROSSING: COUNT TYPE: SPEED LIMIT: I WAY CODE: BIN: 16 - U Minor Arterial DOT-R02R2-ww4 01-NYSDOT 30 TO: MOHAWK ST FACTOR GROUP: JURISDICTION: FUNC. CLASS: ADDL DATA: BATCH ID: CC STN: 1 North 1 South 1000' S of SR 5S 10 25031076 FROM: CANAJOHARIE S LN PROCESSED BY: R02-med 7.77 WEEK OF YEAR: 42 END MILEPOST: LANES BY DIR: REF. MARKER: PLACEMENT: NB Travel lane SB travel lane 10/21/2013 TST-BEK 100013 NY101, 2 1,5 FED DIR CODE: ROUTE/ROAD: ST DIR CODE: BEGIN DATE: TAKEN BY: NOTES 2: NOTES 1: DOT ID:

12

				1			
ED		South	1326				
ESTIMATED	AADT	Roadway North South	1198				
1		Roadway	2522				
	h	% of day	=				
	South	igh Hour	155				
/EEKDAY	th	% of dayH	8.6				
VERAGE WEEKDAY	North	High Hour % of day High Hour % of day	125				
A	'ay	% of day	8.4			AxI	1.00
	Roadway	High Hour % of day	225			Sat	
		Ξ				Fri	
	EEKDAY	Hours	89			Thu	1.00
						Wed	1.00
	VEEKDAY	Counted	33			Lne	1.00
	~					Mon	1.00
	88	ed				Sun	
		Counted				Seasonal	1.06
	DAYS	Counted	3		FACTOR	Month S	10

DV20 Page 1 of 3

REGION-COUNTY 2-MONTGOMERY

MOHAWK ST

T0.

CANAJOHARIE S LN

FROM:

ROUTE/ROAD: NY10

STATION:

Created on: 05/21/2014 13:11

PLACEMENT: 1000'S of SR 5S

NB Traffic Count Hourly Report

STATION: 250155

ROUTE/ROAD: NY10	NY10	FROM: CANAJOHARIE S LN	TO: MOHAWK ST		REGION-COUNTY: 2-MONTGOMERY	-MONTGOMERY
FED DIR CODE:	1	REF. MARKER: 10 25031076	FUNC. CLASS:	UNC. CLASS: 16 - U Minor Arterial	MUNI: Canajoharie-Village-1069	/illage-1069
ST DIR CODE:	1, 2	END MILEPOST: 7.77	FACTOR GROUP:	30	BIN:	
DOT ID:	100013	LANES BY DIR: 1 North	CC STN:		RR CROSSING:	
BEGIN DATE:	10/21/2013	WEEK OF YEAR: 42	ADDL DATA:		HPMS SAMPLE:	
NOTES 1:	NB Travel lane	PLACEMENT: 1000' S of SR 5S î	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:	SB travel lane				COUNT TYPE: V	Vehicle
TAKEN BY:	TST-BEK	PROCESSED BY: R02-med	BATCH ID:	DOT-R02R2-ww4	SPEED LIMIT: 30	0

DAILY HIGH HIGH HIGH HIGH 10-02 02-03 03-04 04-05 05-06 06-07 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 19-20 20-21 21-22 22-23 23-24 TOTAL COUNTHOUR		140 17-18	124 15-16			
HIGH		Ť	7			
OTAL C	125 130 121 97 72 54 21 16 13 649	1303	1221	388	AWDT	50 61 68 85 76 89 122 122 125 97 70 49 30 18 12 1270
I 3-24 T	13	12	10			12
-23 2	16	17	21			18
1-22 22	21	4	25			30
-21 2	54	41	25			49
-20 20	72	71	89			70
8-19 15	26	43 57 74 92 81 90 116 120 140 104 71 41 44 17 12	58 63 58 77 70 88 124 117 113 91 68 52 25 21 10		ou)	76
7-18 1	121	140	113		Fri No	125
6-17 1	130	120	117		M to]	122
5-16 10	125	116	124		on 6 A	122
F-15 15		06	88		ed, M	68
-14 14		81	70		Factor	92
-13 13		92	77		(Axle]	85
-12 12		74	28	73	OURS	89
-11 11		57	63	49	AY HC	61
-10 10		43	28	48 64 73	EEKD	20
60 60-					GE WI	
80 80-,		11 2 4 3 11 17 42 46 65	48	19 32 57 67	AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)	9 4 5 3 8 18 36 50 64
-07 03		42	35	32	A	36
90 90-9		17	19	19		18
1-05 0		11	7	7		œ
-04 07		e	1	4		ဗ
2-03 03		4	4			ĸ
-02 02		7	4	2 0		4
0-01 01		11	6	9		6
DATE (10/21, Mon	10/22, Tue	10/23, Wed	10/24, Thu		

								7	AVERAGE WEEKDAY	VEEKDA	X		 ESTIMATED	C)
	S	*	/EEKDAYS		KDAY		Roadway	ay	North	rth	Š	South	AADT	
Counted Counted	pa		Counted		Hours	Higi	h Hour %	High Hour % of day		. % of day	High Hou	High Hour % of day High Hour % of day	Roadway North	South
			m		89	- 1	225	8. 4.		8.6	155		1198	1326
OR														
Month Seasonal	Sun	Mon	Tue W	Ved	Thu	Fri	Sat	Axl						
1.06		1.00		1.00	1.00			1.00						

DV20 Page 2 of 3

REGION-COUNTY 2-MONTGOMERY

MOHAWK ST

TO:

CANAJOHARIE S LN

FROM:

PLACEMENT: 1000'S of SR 5S

250155

STATION:

Created on: 05/21/2014 13:11

ROUTE/ROAD: NY10

SB Traffic Count Hourly Report

STATION: 250155

ROUTE/ROAD: NY10	NY10	FROM: CANAJOHARIE S LN	TO: MOHAWK ST		REGION-COUNTY: 2-MONTGOMERY	2-MONTGOMERY
FED DIR CODE: 5	5	REF. MARKER: 10 25031076	FUNC. CLASS:	FUNC. CLASS: 16 - U Minor Arterial	MUNI: Canajoharie-Village-1069	Village-1069
ST DIR CODE:	1, 2	END MILEPOST: 7.77	FACTOR GROUP:	30	BIN:	
DOT ID:	100013	LANES BY DIR: 1 South	CC STN:		RR CROSSING:	
BEGIN DATE:	10/21/2013	WEEK OF YEAR: 42	ADDL DATA:		HPMS SAMPLE:	
NOTES 1:	NB Travel lane	PLACEMENT: 1000' S of SR 5S î	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:	SB travel lane				COUNT TYPE:	Vehicle
TAKEN BY:	TST-BEK	PROCESSED BY: R02-med	BATCH ID:	DOT-R02R2-ww4	SPEED LIMIT:	30

DAILY HIGH HIGH	00-01 01-02 02-03 03-04 04-03 03-00 00-07 07-08 00-03 03-10 10-11 11-12 12-13 13-14 14-13 13-10 10-17 17-18 10-13 13-20 20-21 21-22 22-23 23-24 101AL COUNTHOOR		60 71 80 70 89 110 82 106 98 87 49 32 16 17 6 1398 151 07-08	147 07-08			
AILY HIGH	JIAL COL	472	1398	65 67 86 94 76 103 97 103 79 65 43 44 17 16 8 1382	613	AWDT	70 74 83 82 83 107 91 102 86 79 48 35 16 15 6 1406
D 75) T +7-	4	9	∞		4	9
22 22	C7 C7	12	17	16			15
cc cc	77 77-	93 98 82 86 52 29 16 12 4 472	16	17			16
10101	17 17-	50	32	44			35
) 20 OC	77 07-	25	49	43			48
21 01 2	-17 15	98	87	9		(uc	62
10 15	-10 10	87	86	62		Fri Noc	98
17 17	-1/1-0	86	106	103		M to I	102
16 17	-10 1-	93	82	46		on 6 A	91
1 15 14	+1.5 I.		110	103		ed, M	107
1	-14 1-		68	9/		Factor	83
12			70	94		(Axle	82
1,	71 71-		80	98		OURS	83
11	-11		11	29	83	AY HO	74
10 10	-10 1		09	9	84 83	EEKD	70
00 00	50 60-6			111	68	GE W	
50 80 2	-00 00-		3 6 5 9 21 56 81 151 93			AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)	3 4 7 9 21 54 79 155 98
0.00	0 /0-6		81	71 147	86 167	A	62
70)-00 -00		99	48	28		54
0.50			21	25	17		21
5	-0-c		6	∞	6		6
03 0			w	7	10		7
5	70 70-1		9	1	4		4
00 01	00-01		ဗ	1	9		ဇ
	DAIE	10/21, Mon	10/22, Tue	10/23, Wed	10/24, Thu		

DV20 Page 3 of 3

REGION-COUNTY 2-MONTGOMERY

MOHAWK ST

TO:

CANAJOHARIE S LN

FROM:

ROUTE/ROAD: NY10

STATION:

Created on: 05/21/2014 13:11

PLACEMENT: 1000'S of SR 5S

Roadway Traffic Count Hourly Report

250242

STATION:

REGION-COUNTY: 2-MONTGOMERY 1038840 Vehicle MUNI: Minden-Town-0536 55 HPMS SAMPLE: RR CROSSING: COUNT TYPE: SPEED LIMIT: 1 WAY CODE: BIN: 8 - R Minor Collector DOT-R02R2-ww4 01-NYSDOT TO: CR 79 FREYSBUSH 40 FACTOR GROUP: JURISDICTION: FUNC. CLASS: ADDL DATA: BATCH ID: CC STN: .38 Mi W of Duessler Rd LANES BY DIR: 1 East 1 West REF. MARKER: 163 25011012 PROCESSED BY: R02-med FROM: END 80/163 OLAP END MILEPOST: 2.67 WEEK OF YEAR: 41 PLACEMENT: WB travel lane EB travel lane 10/14/2013 **IST-BEK** NY163 100101 1, 2 FED DIR CODE: ROUTE/ROAD: ST DIR CODE: BEGIN DATE: TAKEN BY: NOTES 1: NOTES 2: DOT ID:

00-01 01-02 02-03 03-04 04-05 05-06 06-07 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 19-20 20-21 21-22 22-23 23-24 TOTAL COUNTHOUR DAILY HIGH HIGH 132 16-17 130 16-17 1477 1429 6 10 15 18 17 12 19 24 20 31 4 41 36 53 43 88 98 80 125 125 130 132 128 108 109 9 114 105 98 93 97 9/ 95 84 73 90 83 95 52 55 39 27 10/14, Mon 10/16, Wed 10/15, Tue 10/17, Thu DATE

4

]
ED		West 702	
ESTIMATED	AADT	East 717	
H		Roadway 1	
	st	% of day 10.6	
	West	igh Hour 76	
EEKDAY	.	% of day H 8.2	
AVERAGE WEEKDAY	East	High Hour % of day High Hour % of day 60 8.2 76 10.6	
¥			Axl 1.00
	Roadway	figh Hour % of day 131 9.1	Sat
		Ħ	Fri
	EEKDAY	Hours 64	Thu 1.00
			Wed 1.00
	VEEKDAY	Counted 3	Tue 1.00
			Mon 1.00
	SS	eq	Sun
		Counted 64	Seasonal 1.02
	DAYS	Counted 3	FACTOR Month Seasonal 10 1.02

TO: CR 79 FREYSBUSH	REGION-COUNTY 2-MONTGOMERY
END 80/163 OLAP	'LACEMENT: .38 Mi W of Duessler Rd
FROM:	PLACEMENT:
ROUTE/ROAD: NY163	STATION: 250242
	Created on: 05/19/2014 16:43

EB Traffic Count Hourly Report

STATION: 250242

ROUTE/ROAD: NY163	NY163	FROM: END 80/163 OLAP	TO: CR 79 FREYSBUSH	SBUSH	REGION-COUNTY: 2-MONTGOMERY	ERY
FED DIR CODE:	33	REF. MARKER: 163 25011012	FUNC. CLASS:	UNC. CLASS: 8 - R Minor Collector	MUNI: Minden-Town-0536	
ST DIR CODE:	1, 2	END MILEPOST: 2.67	FACTOR GROUP: 40	40	BIN: 1038840	
DOT ID:	100101	LANES BY DIR: 1 East	CC STN:		RR CROSSING:	
BEGIN DATE:	10/14/2013	WEEK OF YEAR: 41	ADDL DATA:		HPMS SAMPLE:	
NOTES 1:	EB travel lane	PLACEMENT: .38 Mi W of Duessler Rd	JURISDICTION:	01-NYSDOT	1 WAY CODE:	
NOTES 2:	WB travel lane				COUNT TYPE: Vehicle	
TAKEN BY:	TST-BEK	PROCESSED BY: R02-med	BATCH ID:	DOT-R02R2-ww4	SPEED LIMIT: 55	

ED		West	702			
ESTIMATED	AADT	East	717			
F		Roadway East				
	st	% of day	10.6			
	West	ligh Hour	92			
VEEKDAY	st	% of day H	8.2			
AVERAGE WEEKDAY	East	Hig	09			
¥	'ay	High Hour % of day	9.1		Axl	1.00
	Roadway	gh Hour	131		Sat	
		Ή			Fri	
	/EEKDAY	Hours	64		Thu	1.00
					Wed	1.00
	VEEKDAY	Counted	n		Tue	1.00
					Mon	1.00
	RS	ted			Sun	
		Counted			easonal	1.02
	DAYS	Counted	က	FACTOR	Month Seasonal	10

DV20 Page 2 of 3

CR 79 FREYSBUSH

TO:

REGION-COUNTY 2-MONTGOMERY

PLACEMENT: .38 Mi W of Duessler Rd

STATION:

Created on: 05/19/2014 16:43

ROUTE/ROAD: NY163

END 80/163 OLAP

FROM:

WB Traffic Count Hourly Report

250242

STATION:

REGION-COUNTY: 2-MONTGOMERY 1038840 Vehicle MUNI: Minden-Town-0536 55 HPMS SAMPLE: RR CROSSING: COUNT TYPE: SPEED LIMIT: 1 WAY CODE: BIN: 8 - R Minor Collector DOT-R02R2-ww4 01-NYSDOT TO: CR 79 FREYSBUSH FACTOR GROUP: 40 FUNC. CLASS: JURISDICTION: ADDL DATA: BATCH ID: CC STN: .38 Mi W of Duessler Rd REF. MARKER: 163 25011012 PROCESSED BY: R02-med FROM: END 80/163 OLAP LANES BY DIR: 1 West END MILEPOST: 2.67 WEEK OF YEAR: 41 PLACEMENT: WB travel lane EB travel lane 10/14/2013 TST-BEK 100101 NY163 1, 2 FED DIR CODE: ROUTE/ROAD: ST DIR CODE: BEGIN DATE: TAKEN BY: NOTES 1: NOTES 2: DOT ID:

DAILY HIGH HIGH	00-01 01-02 02-03 03-04 04-05 05-06 06-07 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 19-20 20-21 21-22 22-23 23-24 TOTAL COUNTHOUR		77 16-17	78 15-16	
AILY H	OTAL CC	47 15 13 10 13 5 103	36 45 50 35 54 56 65 77 69 50 29 21 15 9 8 752	269	154
Ω	3-24 T	Ŋ	œ	6	
	2-23 23	13	6	9	
	1-22 22	10	15	11	
	0-21 2	13	21	21	
	9-20 2	15	53	25	
	8-19	44	20	50 34 32 42 56 43 78 74 67 40 25 21 11 6 9	
	7-18 1		69	29	
	6-17 1		77	74	
	5-16 1		9	78	
	4-15		99	43	
	3-14		54	99	
	[2-13]		35	42	
	11-12		20	32	
	10-11		45	34	
	01-60		36	20	38
	60-80		43	37	36
	07-08		5 1 1 0 8 16 22 37 43	4 2 0 2 4 6 24 30	1 7 15 19 33 36
	20-90		22	24	19
	02-06		16	9	15
	04-05		∞	4	7
	03-04		0	7	1
	02-03		1	0	7
	01-02		1	7	2 1
	00-01		v	4	7
	DATE	10/14, Mon	10/15, Tue	10/16, Wed	10/17, Thu

36 45 50 35 54 56 65 77 69 50 29 21 15 9 8 752 77 16-17 50 34 32 42 56 43 78 74 67 40 25 21 11 6 9 697 78 15-16 38								47 15 13 10 13 5 103
697 154	36 45	43	43	43	43	43	43	1 1 0 8 16 22 37 43 36 45
154	50 34	37	30 37	24 30 37	24 30 37	24 30 37	24 30 37	30 37
	38	3 36 38	33 36	33 36	33 36	33 36	33 36	36
	41 4	3 39 41 4	22 33 39 41 40	12 22 33 39 41 40	6 12 22 33 39 41 40	1 6 12 22 33 39 41 4	1 1 6 12 22 33 39 41 40	4 1 1 1 6 12 22 33 39 41 40 41 39 55 50 72 76 68 46 23 18 12 9 7 715

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ESTIMATED	AADT	East	717				
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	t	% of day	9.01				
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	Roadway	gh Hour 🮐	131			Sat	
		Ħ				Fri	
	'EEKDAY	Hours	64			Thu	1.00
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						Mon	1.00
	S	eq				Sun	
		Counted				easonal	1.02
	DAYS	Counted	3		FACTOR	Month Seasonal	10

DV20 Page 3 of 3

CR 79 FREYSBUSH

TÖ:

PLACEMENT: .38 Mi W of Duessler Rd

250242

STATION:

Created on: 05/19/2014 16:43

ROUTE/ROAD: NY163

END 80/163 OLAP

FROM:

Roadway Traffic Count Hourly Report

250159

STATION:

REGION-COUNTY: 2-MONTGOMERY MUNI: Minden-Town-0536 Axle 55 HPMS SAMPLE: RR CROSSING: COUNT TYPE: SPEED LIMIT: 1 WAY CODE: BIN: 8 - R Minor Collector DOT-R02R2-ww2 01-NYSDOT TO: CR 77 INDIAN TRAIL RD 40 FACTOR GROUP: JURISDICTION: FUNC. CLASS: ADDL DATA: BATCH ID: CC STN: 200 FT W OF MARSHALL RD LANES BY DIR: 1 East 1 West 163 25011030 FROM: CR 79 FREYSBUSH PROCESSED BY: DOT-med 5.62 WEEK OF YEAR: 20 END MILEPOST: REF. MARKER: PLACEMENT: WB TRAVEL LANE 5/19/2014 TST-AJW NY163 100101 FED DIR CODE: ROUTE/ROAD: ST DIR CODE: BEGIN DATE: TAKEN BY: NOTES 2: NOTES 1: DOT ID:

00-01 01-02 02-03 03-04 04-05 05-06 06-07 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 19-20 20-21 21-22 22-23 23-24 TOTAL COUNTHOUR DAILY HIGH HIGH 123 15-16 124 16-17 1351 1313 759 AWDT 9 4 12 19 74 36 36 52 51 37 89 47 99 67 62 AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon) 88 66 115 118 109 124 102 123 71 94 85 105 102 8 91 **6**7 73 102 92 89 80 98 77 81 94 81 62 73 99 77 52 **48** 26 24 16 5/19, Mon 5/21, Wed 5/22, Thu 5/20, Tue DATE

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DAYS			WEEKDAYS		DAY		Roadway	Y	East	ast	>	West		AADT	
Counted	l Counted		Counted	Hours	S	High	Hour %	High Hour % of day		r % of day	High Hou	High Hour % of day High Hour % of day	Roadway East	East	West
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FACTOR															
Month !	Month Seasonal Sun	Mon	Tue	Wed Ti		Fri	Sat	Axl							
S	1.04	1.00	1.00		00.1			86.0							

DV20 Page 1 of 3

CR 77 INDIAN TRAIL RD

T0.

PLACEMENT: 200 FT W OF MARSHALL RD

CR 79 FREYSBUSH

FROM:

ROUTE/ROAD: NY163

STATION:

Created on: 07/03/2014 9:48

EB Traffic Count Hourly Report

250159

STATION:

REGION-COUNTY: 2-MONTGOMERY MUNI: Minden-Town-0536 Axle 55 HPMS SAMPLE: RR CROSSING: COUNT TYPE: SPEED LIMIT: I WAY CODE: BIN: 8 - R Minor Collector DOT-R02R2-ww2 01-NYSDOT TO: CR 77 INDIAN TRAIL RD 40 FACTOR GROUP: JURISDICTION: FUNC. CLASS: ADDL DATA: BATCH ID: CC STN: 200 FT W OF MARSHALL RD 163 25011030 FROM: CR 79 FREYSBUSH PROCESSED BY: DOT-med 1 East 5.62 20 WEEK OF YEAR: END MILEPOST: LANES BY DIR: REF. MARKER: PLACEMENT: WB TRAVEL LANE 5/19/2014 TST-AJW NY163 100101 FED DIR CODE: ROUTE/ROAD: ST DIR CODE: BEGIN DATE: TAKEN BY: NOTES 1: NOTES 2: DOT ID:

00-01 01-02 02-03 03-04 04-05 05-06 06-07 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 19-20 20-21 21-22 22-23 23-24 TOTAL COUNTHOUR DAILY HIGH HIGH 61 15-16 73 17-18 663 959 348 S S ∞ 9 12 <u>∞</u> 20 20 25 39 20 29 31 37 42 48 54 89 61 58 61 49 33 43 49 **48** 38 38 53 34 32 37 51 33 37 40 49 45 56 25 35 34 16 5 5/19, Mon 5/21, Wed 5/22, Thu 5/20, Tue DATE

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

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	l		
			West
627	ESTIMATED	AADT	East
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•			Roadway East
44 36 39 41 44 41 58 60 53 32 27 21 12 6 6			
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23	EKDA		of day
09	AVERAGE WEEKDAY	East	our %
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4		DAYS HOURS	Counted

Q.		West	621				
ESTIMATED	AADT	East	601				
_		Roadway	1223				
		% of day	8.5				
	West	ligh Hour	55				
VEEKDAY	st	% of day H	9.6				
AVERAGE WEEKDAY	East	High Hour % of day High Hour % of day High Hour % of day Roadway East	09				
₹	/ay	% of day	6.8		Axl	86.0	
	Roadway	igh Hour	114		Sat		
		Ξ			Fri		
	/EEKDAY	Hours	71		Thu	1.00	
					Wed	1.00	
	WEEKDAYS	Counted	33		Tue		
	_				Mon	1.00	
	HOURS	nted	_		Sun		
	HOI	Com	7		easonal	1.04	
	DAYS	Counted	3	FACTOR	Month Seasonal	5	

DV20 Page 2 of 3

CR 77 INDIAN TRAIL RD

T0.

PLACEMENT: 200 FT W OF MARSHALL RD

CR 79 FREYSBUSH

ROUTE/ROAD: NY163

STATION:

Created on: 07/03/2014 9:48

WB Traffic Count Hourly Report

250159

STATION:

REGION-COUNTY: 2-MONTGOMERY MUNI: Minden-Town-0536 Axle 55 HPMS SAMPLE: RR CROSSING: COUNT TYPE: SPEED LIMIT: 1 WAY CODE: BIN: 8 - R Minor Collector DOT-R02R2-ww2 01-NYSDOT TO: CR 77 INDIAN TRAIL RD 40 FACTOR GROUP: JURISDICTION: FUNC. CLASS: ADDL DATA: BATCH ID: CC STN: 200 FT W OF MARSHALL RD 163 25011030 FROM: CR 79 FREYSBUSH PROCESSED BY: DOT-med 1 West 5.62 WEEK OF YEAR: 20 END MILEPOST: LANES BY DIR: REF. MARKER: PLACEMENT: WB TRAVEL LANE 5/19/2014 TST-AJW NY163 100101 FED DIR CODE: ROUTE/ROAD: ST DIR CODE: BEGIN DATE: TAKEN BY: NOTES 1: NOTES 2: DOT ID:

00-01 01-02 02-03 03-04 04-05 05-06 06-07 07-08 08-09 09-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18 18-19 19-20 20-21 21-22 22-23 23-24 TOTAL COUNTHOUR 62 15-16 DAILY HIGH HIGH 56 16-17 889 657 411 S 16 18 16 26 32 12 29 27 35 30 33 46 51 42 57 55 99 62 4 38 42 57 53 51 35 38 33 36 55 51 46 40 40 45 36 36 4 4 4 32 5/19, Mon 5/21, Wed 5/22, Thu 5/20, Tue DATE

AWDT

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AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

Г				1			
ESTIMATED		West	621				
	AADT	East	601				
		Roadway East	1223				
	t.	% of day	8.5				
	West	ligh Hour	55				
AVERAGE WEEKDAY	•	% of day H	9.6				
		High Hour % of day High Hour % of day	09				
		High Hour % of day	8.9			Axl	86.0
	Roadway	igh Hour	114			Sat	
		H				Fri	
	EEKDAY	Hours	71			Thu	1.00
						Wed	1.00
	VEEKDAY	Counted	e			Tue	1.00
	>					Mon	1.00
	RS	ted				Sun	
		d Counted				Month Seasonal	1.04
	DAYS	Counted	3		FACTOR	Month	5

DV20 Page 3 of 3

CR 77 INDIAN TRAIL RD

T0.

PLACEMENT: 200 FT W OF MARSHALL RD

CR 79 FREYSBUSH

FROM:

ROUTE/ROAD: NY163

STATION:

Created on: 07/03/2014 9:48

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15/2019
Analysis Time Period Peak Highway Cherry Valley Fisk Hill - Freybush From/To Jurisdiction Construction Analysis Year Description Input Data Highway class Class 3

Shoulder width 3.0 ft % Trucks and buses 6 %

Lane width 11.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi Highway class Class 3 Peak hour factor, PHF 0.88 Analysis direction volume, Vd 95 veh/h Opposing direction volume, Vo 67 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 2.7 2.7 1.1 PCE for RVs, ER 1.1 Heavy-vehicle adj. factor, (note-5) fHV 0.904 Grade adj. factor, (note-1) fg 0.68 0.904 0.67 176 pc/h Directional flow rate, (note-2) vi 126 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 55.0 mi/h mi/h 0.8 Adjustment for no-passing zones, fnp 51.9 mi/h Average travel speed, ATSd Percent Free Flow Speed, PFFS 94.4

	Spone relien			
Direction	Analysis(d)	0	pposing	(0)
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg			0.73	/-
Directional flow rate, (note-2) vi	_		110	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd			
Adjustment for no-passing zones, fnp		32.4		
Percent time-spent-following, PTSFd		35.9 %		
Level of Service and	Other Perform	ance Meas	ures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.06		
Peak 15-min vehicle-miles of travel,	VMT15	24	veh-mi	
Peak-hour vehicle-miles of travel, VM	T60	85	veh-mi	
Peak 15-min total travel time, TT15		0.5	veh-h	
Capacity from ATS, CdATS		1663	veh/h	
Capacity from PTSF, CdPTSF			veh/h	
Directional Capacity			veh/h	
Passing	Lane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream o	f the passing	lane. Lu		mi
Length of passing lane including tape		14110, 14	_	mi
Average travel speed, ATSd (from abov			51.9	mi/h
Percent time-spent-following, PTSFd (35.9	11117 11
Level of service, LOSd (from above)			A	
Average Travel Spe	ed with Pass	ing Lane_		
Downstream length of two-lane highway				- -
length of passing lane for averag	-		_	mi
Length of two-lane highway downstream			1	4
length of the passing lane for av Adj. factor for the effect of passing		speea, La	. –	mi
on average speed, fpl			_	
Average travel speed including passin	g lane, ATSpl		_	
Percent free flow speed including pas			0.0	96
Percent Time-Spent-Fo	llowing with	Passing L	ane	
Downstream length of two-lane highway			th	
of passing lane for percent time-	-	-	_	mi
Length of two-lane highway downstream		_	Ι	
the passing lane for percent time Adj. factor for the effect of passing	_	ıng, Ĺd	_	mi
			_	
on percent time-spent-following,	тЪт		_	
Percent time-spent-following including passing lane, PTSFpl			_	9
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Level of service including passing la	ne, LOSpl	E		
Peak 15-min total travel time, TT15			veh-h	
Bicycle Le	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	108.0
Effective width of outside lane, We	21.35
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	4.16
Bicycle LOS	D

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15,
Analysis Time Period Peak 5/15/2019 Cherry Valley Highway Fisk Hill - Freybush From/To Jurisdiction Analysis Year Existing Description Input Data Highway class Class 3

Shoulder width 3.0 ft % Trucks and buses 6 %

Lane width 11.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi Highway class Class 3 Peak hour factor, PHF 0.88 Analysis direction volume, Vd 86 veh/h Opposing direction volume, Vo 57 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 2.7 2.7 1.1 PCE for RVs, ER 1.1 Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 161 pc/h 0.904 0.67 107 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 55.0 mi/h Adjustment for no-passing zones, fnp 0.6 mi/h 52.4 mi/h Average travel speed, ATSd

95.2

Percent Free Flow Speed, PFFS

	opono rorron	9		
Direction	Analysis(d)	0	pposing	(0)
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.949		0.949	
Grade adjustment factor, (note-1) fg	0.73		0.73	
Directional flow rate, (note-2) vi	141 p	c/h	94	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd	15.9 %		
Adjustment for no-passing zones, fnp		31.5		
Percent time-spent-following, PTSFd		34.8 %		
Level of Service and	Other Perform	ance Meas	ures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.06		
Peak 15-min vehicle-miles of travel,	VMT15	22	veh-mi	
Peak-hour vehicle-miles of travel, VM			veh-mi	
Peak 15-min total travel time, TT15			veh-h	
Capacity from ATS, CdATS			veh/h	
Capacity from PTSF, CdPTSF			veh/h	
Directional Capacity			veh/h	
Passing	Lane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream o	f the passing	lane, Lu		mi
Length of passing lane including tape		14110, 24	<u> </u>	mi
Average travel speed, ATSd (from abov			52.4	mi/h
Percent time-spent-following, PTSFd (34.8	11111111
Level of service, LOSd (from above)	IIOM above,		Э ч. О	
			21	
Average Travel Spe	ed with Pass	ing Lane_		
Downstream length of two-lane highway	within effec	tive		
length of passing lane for averag			_	mi
Length of two-lane highway downstream	_			
length of the passing lane for av Adj. factor for the effect of passing	erage travel		_	mi
on average speed, fpl	Tanc		_	
Average travel speed including passin	a lano Amenl		_	
Percent free flow speed including passing			0.0	%
	-	_		0
Percent Time-Spent-Fo	llowing with	Passing L	ane	
Downstream length of two-lane highway	within effec	tive leng	th	
of passing lane for percent time-			_	mi
Length of two-lane highway downstream	_	J .	f	
the passing lane for percent time		_	_	mi
Adj. factor for the effect of passing	_	5,		
on percent time-spent-following,			_	
Percent time-spent-following	1			
including passing lane, PTSFpl			-	90
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Level of service including passing la	na INGNI	F		
Peak 15-min total travel time, TT15	пе, позът	E _	veh-h	
reak 13-min coldi cravel cime, 1115		_	^ G11_11	
Bicycle Le	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	97.7
Effective width of outside lane, We	21.98
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.98
Bicycle LOS	D

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) \geq = 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15/2019
Analysis Time Period Peak Cliff St Highway Rt 10 (Rock St) - Shaper Ave. From/To Jurisdiction Construction Analysis Year Description Input Data Highway class Class 3

Shoulder width 6.0 ft % Trucks and buses 6 %
Lane width 12.0 ft % Trucks crawling 0.0 %
Segment length 0.9 mi Truck crawl speed 0.0 mi/hr
Terrain type Rolling % Recreational vehicles 4 %
Grade: Length - mi % No-passing zones 20 %
Up/down - % Access point density 8 /mi Highway class Class 3 Peak hour factor, PHF 0.88 Analysis direction volume, Vd 120 veh/h Opposing direction volume, Vo 101 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 2.6 2.6 1.1 PCE for RVs, ER 1.1 Heavy-vehicle adj. factor, (note-5) fHV 0.909 0.909 0.70 214 pc/h Grade adj. factor,(note-1) fg 0.68 Directional flow rate, (note-2) vi 186 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 58.0 mi/h Adjustment for no-passing zones, fnp 1.6 mi/h 53.3 mi/h Average travel speed, ATSd Percent Free Flow Speed, PFFS 91.9

	opens rerren	9		
Direction	Analysis(d)	0	pposing	(0)
PCE for trucks, ET	1.8		1.8	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.954	
Grade adjustment factor, (note-1) fg			0.74	
Directional flow rate, (note-2) vi	188 p	c/h	163	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd	20.4 %		
Adjustment for no-passing zones, fnp		36.7		
Percent time-spent-following, PTSFd		40.1 %		
Level of Service and	Other Perform	ance Meas	ures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.08		
Peak 15-min vehicle-miles of travel,	VMT15	31	veh-mi	
Peak-hour vehicle-miles of travel, VM		108	veh-mi	
Peak 15-min total travel time, TT15			veh-h	
Capacity from ATS, CdATS			veh/h	
Capacity from PTSF, CdPTSF			veh/h	
Directional Capacity			veh/h	
Passing	Lane Analysis			
	_			
Total length of analysis segment, Lt		7	0.9	mi
Length of two-lane highway upstream o		lane, Lu	_	mi
Length of passing lane including tape			-	mi
Average travel speed, ATSd (from abov			53.3	mi/h
Percent time-spent-following, PTSFd (from above)		40.1	
Level of service, LOSd (from above)			A	
Average Travel Spe	ed with Pass	ing Lane_		
Downstream length of two-lane highway	within effec	tive		
length of passing lane for averag			_	mi
Length of two-lane highway downstream	-			111.1
length of the passing lane for av			_	mi
Adj. factor for the effect of passing		speed, Id	L	шт
on average speed, fpl	Tane		_	
Average travel speed including passin	a lana Amenl		_	
Percent free flow speed including passing	=		0.0	%
referre free from speed including pas	sing tame, ir	горт	0.0	0
Percent Time-Spent-Fo	llowing with	Passing L	ane	
Downstream length of two-lane highway	within effec	tive lena	th	
of passing lane for percent time-			_	mi
Length of two-lane highway downstream	-	J .	f	
the passing lane for percent time		_	_	mi
Adj. factor for the effect of passing	_	J,		
on percent time-spent-following,			_	
Percent time-spent-following	1			
including passing lane, PTSFpl			-	용
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Toyol of corvice including passing la		다		
Level of service including passing la	пе, порът	E	veh-h	
Peak 15-min total travel time, TT15		_	v e11-11	
Bicycle Le	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	136.4
Effective width of outside lane, We	31.20
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.69
Bicycle LOS	В

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

```
Phone:
                                          Fax:
E-Mail:
          Directional Two-Lane Highway Segment Analysis
Analyst
                         JAS
                       Mott MacDonald
Agency/Co.
Date Performed 5/15/2019
Analysis Time Period Peak
                        Cliff St
Highway
                       Rt 10 (Rock St) - Shaper Ave.
From/To
Jurisdiction
Analysis Year
                     Existing
Description
                                   Input Data
Highway class Class 3
                                     Peak hour factor, PHF 0.88
Shoulder width 6.0 ft % Trucks and buses 6 %
Lane width 12.0 ft % Trucks crawling 0.0 %
Segment length 0.9 mi Truck crawl speed 0.0 mi/hr
Terrain type Level % Recreational vehicles 4 %
Terrain type
Grade: Length
                    mi % No-passing zones 20 % Access point density 8
        Up/down
                                                                      /mi
Analysis direction volume, Vd 57
                                       veh/h
Opposing direction volume, Vo 38
                                       veh/h
                         Average Travel Speed
Direction
                                       Analysis(d) Opposing (o)
PCE for trucks, ET
                                           1.9
                                                             1.9
                                                                1.0
PCE for RVs, ER
                                           1.0
Heavy-vehicle adj. factor, (note-5) fHV 0.949
Grade adj. factor (note-1) fg 1.00
                                                               0.949
                                          1.00
68 pc/h
Grade adj. factor,(note-1) fg
                                                                1.00
Directional flow rate, (note-2) vi
                                                               46 pc/h
Free-Flow Speed from Field Measurement:
Field measured speed, (note-3) S FM
                                                       mi/h
Observed total demand, (note-3) V
                                                         veh/h
Estimated Free-Flow Speed:
Base free-flow speed, (note-3) BFFS
                                                60.0
Adj. for lane and shoulder width, (note-3) fLS 0.0
                                                         mi/h
Adj. for access point density, (note-3) fA 2.0
                                                         mi/h
Free-flow speed, FFSd
                                                58.0 mi/h
                                            0.6
Adjustment for no-passing zones, fnp
                                                       mi/h
                                                       mi/h
Average travel speed, ATSd
                                                56.5
Percent Free Flow Speed, PFFS
                                                97.4
```

	-	J		
Direction	Analysis(d)		Opposing	(0)
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.994	1
Grade adjustment factor, (note-1) fg			1.00	
Directional flow rate, (note-2) vi		c/h	43	pc/h
Base percent time-spent-following, (no	_			P 0 / 11
Adjustment for no-passing zones, fnp	cc i, biibia	30.6	o .	
Percent time-spent-following, PTSFd)	
refeelt time spent following, fibra		20.2	O	
Level of Service and	Other Perform	ance Meas	sures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.04		
Peak 15-min vehicle-miles of travel,	умт15	15	veh-mi	
Peak-hour vehicle-miles of travel, VM		51	veh-mi	
Peak 15-min total travel time, TT15	100	0.3	ven mi	
Capacity from ATS, CdATS		1700	veh/h	
Capacity from PTSF, CdPTSF		1700	veh/h	
Directional Capacity		1700	veh/h	
Passing	Lane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream o	f the pagging	lano Ii		mi
		Talle, Lu	ı –	
Length of passing lane including tape	_		-	mi
Average travel speed, ATSd (from abov			56.5	mi/h
Percent time-spent-following, PTSFd (from above)		26.2	
Level of service, LOSd (from above)			A	
Average Travel Spe	ed with Pass	ing Lane_		
Downstroom longth of two lone highway	within office	+		
Downstream length of two-lane highway				±
length of passing lane for averag			_	mi
Length of two-lane highway downstream			1	
length of the passing lane for av		speed, Lo	d –	mi
Adj. factor for the effect of passing	lane			
on average speed, fpl			_	
Average travel speed including passin			_	
Percent free flow speed including pas	sing lane, PF	FSpl	0.0	9
Percent Time-Spent-Fo	llowing with	Passing I	Lane	
			. 1	
Downstream length of two-lane highway			gtn	
of passing lane for percent time-			_	mi
Length of two-lane highway downstream		-	ΣÍ	
the passing lane for percent time		ıng, Ld	_	mi
Adj. factor for the effect of passing				
on percent time-spent-following,	fpl		-	
Percent time-spent-following				
including passing lane, PTSFpl			-	용
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
	T 0 C 3	_		
Level of service including passing la	ne, LOSpl	E	1 1	
Peak 15-min total travel time, TT15		-	veh-h	
D: aa1 - T -	wal of Camein	0		
BIGÀCIE TE	vel of Servic	੮		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	64.8
Effective width of outside lane, We	36.87
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	-0.61
Bicycle LOS	А

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) \geq = 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15/2019
Analysis Time Period Peak Highway Clinton From/To Ridge - Tanners Jurisdiction Analysis Year Existing Description Input Data Highway class Class 3

Peak nour ractor, FMF

Shoulder width
3.0 ft % Trucks and buses 6 %

Lane width
11.0 ft % Trucks crawling 0.0 %

Segment length
0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi Highway class Class 3 Peak hour factor, PHF 0.88 Analysis direction volume, Vd 92 veh/h Opposing direction volume, Vo 83 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 2.7 2.7 1.1 PCE for RVs, ER 1.1 Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 173 pc/h 0.904 0.67 156 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 55.0 mi/h Adjustment for no-passing zones, fnp 1.1 mi/h mi/h Average travel speed, ATSd 51.4 Percent Free Flow Speed, PFFS 93.4

	_			
Direction	Analysis(d)		Opposing	(0)
PCE for trucks, ET	1.8		1.9	(0)
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg			0.73	
Directional flow rate, (note-2) vi	150 p	c/h	136	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd	16.8	9	
Adjustment for no-passing zones, fnp		33.9		
Percent time-spent-following, PTSFd			%	
referre erms spens refraintly, risid		01.0		
Level of Service and	Other Perform	ance Mea	sures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.06		
Peak 15-min vehicle-miles of travel,	VMT15	24	veh-mi	
Peak-hour vehicle-miles of travel, VM		83	veh-mi	
Peak 15-min total travel time, TT15	.100	0.5		
			veh-h	
Capacity from ATS, CdATS		1663	veh/h	
Capacity from PTSF, CdPTSF		1700	veh/h	
Directional Capacity		1663	veh/h	
Passing	Lane Analysis			
Total length of analysis segment, Lt			0.9	mi
	e	1 т		
Length of two-lane highway upstream o		lane, L	ıu –	mi
Length of passing lane including tape	_		_	mi
Average travel speed, ATSd (from abov			51.4	mi/h
Percent time-spent-following, PTSFd (from above)		34.6	
Level of service, LOSd (from above)			A	
Average Travel Spe	ed with Pass	ing Lane		
Downstream length of two-lane highway	within offor	+ i 170		
				2
length of passing lane for averag			_	mi
Length of two-lane highway downstream				
length of the passing lane for av		speed, L	.d -	mi
Adj. factor for the effect of passing	lane			
on average speed, fpl			-	
Average travel speed including passin	g lane, ATSpl		_	
Percent free flow speed including pas			0.0	8
	,	-		
Percent Time-Spent-Fo	llowing with	Passing	Lane	
Downstream length of two-lane highway			igth	
of passing lane for percent time-			_	mi
Length of two-lane highway downstream	of effective	length	of	
the passing lane for percent time	-spent-follow.	ing, Ld	_	mi
Adj. factor for the effect of passing		_		
on percent time-spent-following,			_	
Percent time-spent-following	- L			
including passing lane, PTSFpl			_	90
incruating passing talle, risrpi				0
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Torrol of committee implication country	no IOC-1	T.		
Level of service including passing la	пе, позрт	E	, ,	
Peak 15-min total travel time, TT15		_	veh-h	
_ ,	1 C ~ '			
Bicycle Le	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	104.5
Effective width of outside lane, We	21.56
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	4.10
Bicycle LOS	D

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

```
Phone:
                                               Fax:
E-Mail:
           Directional Two-Lane Highway Segment Analysis
Analyst
                            JAS
                          Mott MacDonald
Agency/Co.
Date Performed 5/15/2019
Analysis Time Period Peak
Highway
                           Clinton
From/To
                           Ridge - Tanners
Jurisdiction
Analysis Year
                         Existing
Description
                                        Input Data
Highway class Class 3

Shoulder width 3.0 ft % Trucks and buses 6 %

Lane width 11.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi
Highway class Class 3
                                         Peak hour factor, PHF 0.88
Analysis direction volume, Vd 29
                                            veh/h
Opposing direction volume, Vo 19
                                            veh/h
                             Average Travel Speed
Direction
                                             Analysis(d) Opposing (o)
PCE for trucks, ET
                                                2.7
                                                                       2.7
                                                                        1.1
PCE for RVs, ER
                                                 1.1
Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 54 pc/h
                                                                       0.904
                                                                       0.67
                                                                        36 pc/h
Free-Flow Speed from Field Measurement:
Field measured speed, (note-3) S FM
                                                              mi/h
Observed total demand, (note-3) V
                                                                veh/h
Estimated Free-Flow Speed:
Base free-flow speed, (note-3) BFFS
                                                      60.0
Adj. for lane and shoulder width, (note-3) fLS 3.0
                                                                mi/h
Adj. for access point density, (note-3) fA 2.0
                                                                mi/h
Free-flow speed, FFSd
                                                      55.0 mi/h
                                                 0.5
Adjustment for no-passing zones, fnp
                                                              mi/h
                                                      53.8
                                                              mi/h
Average travel speed, ATSd
Percent Free Flow Speed, PFFS
                                                      97.8
```

	Spone reare.			
Direction	Analysis(d)	С)pposing	(0)
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg		/ 2	0.73	/-
Directional flow rate, (note-2) vi	-	c/h	31	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd		5	
Adjustment for no-passing zones, fnp		30.5		
Percent time-spent-following, PTSFd		24.4 %	5	
Level of Service and	Other Perform	ance Meas	sures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.02		
Peak 15-min vehicle-miles of travel,	VMT15	7	veh-mi	
Peak-hour vehicle-miles of travel, VM	T60	26	veh-mi	
Peak 15-min total travel time, TT15		0.1	veh-h	
Capacity from ATS, CdATS			veh/h	
Capacity from PTSF, CdPTSF			veh/h	
Directional Capacity			veh/h	
Passing	Lane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream o	f the massing	lane. Lu		mi
Length of passing lane including tape		iane, ia	· _	mi
Average travel speed, ATSd (from abov			53.8	mi/h
Percent time-spent-following, PTSFd (24.4	1111/11
Level of service, LOSd (from above)	IIOM above,		2 1 • 1 A	
Average Travel Spe	ed with Pass	ing Lane		
		_		
Downstream length of two-lane highway				
length of passing lane for averag	_		-	mi
Length of two-lane highway downstream				
length of the passing lane for av Adj. factor for the effect of passing		speed, Ld	A –	mi
on average speed, fpl			-	
Average travel speed including passing	_		-	
Percent free flow speed including pas	sing lane, PF	FSpl	0.0	90
Percent Time-Spent-Fo	llowing with	Passing L	ane	
Downstream length of two-lane highway	within effec	tive lend	rth	
of passing lane for percent time-			_	mi
Length of two-lane highway downstream	-	-	of	
the passing lane for percent time		_	_	mi
Adj. factor for the effect of passing	_	1119 / 114		111.1
on percent time-spent-following,	fpl		_	
Percent time-spent-following				
including passing lane, PTSFpl			_	%
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Level of service including passing la	ne, LOSpl	E		
Peak 15-min total travel time, TT15	,		veh-h	
Bicycle Le	vel of Servic	e		
	_			

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	33.0
Effective width of outside lane, We	25.97
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.47
Bicycle LOS	В

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

```
Phone:
                                               Fax:
E-Mail:
           Directional Two-Lane Highway Segment Analysis
Analyst
                            JAS
                          Mott MacDonald
Agency/Co.
Date Performed 5/15/2019
Analysis Time Period Peak
Highway
                           Dygert
                          Marshville - Clinton
From/To
Jurisdiction
                         Construction
Analysis Year
Description
                                        Input Data
Highway class Class 3

Shoulder width 3.0 ft % Trucks and buses 6 %

Lane width 11.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi
Highway class Class 3
                                         Peak hour factor, PHF 0.88
Analysis direction volume, Vd 14
                                            veh/h
Opposing direction volume, Vo 12
                                            veh/h
                             Average Travel Speed
Direction
                                             Analysis(d) Opposing (o)
PCE for trucks, ET
                                                2.7
                                                                       2.7
                                                                        1.1
PCE for RVs, ER
                                                 1.1
Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 26 pc/h
                                                                       0.904
                                                                       0.67
                                                                       23 pc/h
Free-Flow Speed from Field Measurement:
                                                              mi/h
Field measured speed, (note-3) S FM
Observed total demand, (note-3) V
                                                                veh/h
Estimated Free-Flow Speed:
Base free-flow speed, (note-3) BFFS
                                                      60.0
Adj. for lane and shoulder width, (note-3) fLS 3.0
                                                                mi/h
Adj. for access point density, (note-3) fA 2.0
                                                                mi/h
Free-flow speed, FFSd
                                                      55.0 mi/h
Adjustment for no-passing zones, fnp
                                                 0.5 mi/h
                                                      54.1
                                                              mi/h
Average travel speed, ATSd
Percent Free Flow Speed, PFFS
                                                      98.4
```

Direction	Analysis(d)		Oppo	osing	(0)
PCE for trucks, ET	1.9			1.9	
PCE for RVs, ER	1.0			1.0	
Heavy-vehicle adjustment factor, fHV				0.949	9
Grade adjustment factor, (note-1) fg	0.73	/ 1_		0.73	/ 1-
Directional flow rate, (note-2) vi	-	c/h	0	20	pc/h
Base percent time-spent-following, (no	te-4) BPTSFa		ଚ୍ଚ		
Adjustment for no-passing zones, fnp		29.7	0		
Percent time-spent-following, PTSFd		18.8	%		
Level of Service and	Other Perform	ance Me	easur	es	
Level of service, LOS		А			
Volume to capacity ratio, v/c		0.01			
Peak 15-min vehicle-miles of travel,	VMT15	4	vel	h-mi	
Peak-hour vehicle-miles of travel, VM	T60	13	vel	h-mi	
Peak 15-min total travel time, TT15		0.1	vel	h-h	
Capacity from ATS, CdATS		1663		h/h	
Capacity from PTSF, CdPTSF		1700		•	
Directional Capacity		1663		h/h	
	Lane Analysis		. 3-	•	
Total length of analysis segment, Lt				0.9	mi
Length of two-lane highway upstream o	f the passing	lane,	Lu ·	_	mi
Length of passing lane including tape	rs, Lpl		-	_	mi
Average travel speed, ATSd (from abov	e)		ļ	54.1	mi/h
Percent time-spent-following, PTSFd (18.8	
Level of service, LOSd (from above)	,			A	
Average Travel Spe	ed with Pass	ing Lan	ne		
Downstream length of two-lane highway					
length of passing lane for averag	_		-	_	mi
Length of two-lane highway downstream					
length of the passing lane for av Adj. factor for the effect of passing		speed,	Ld ·	_	mi
on average speed, fpl			-	_	
Average travel speed including passin	g lane, ATSpl		-	_	
Percent free flow speed including pas	_		(0.0	8
Percent Time-Spent-Fo	llowing with	Passing	g Lane	e	
Downstream length of two-lane highway					
of passing lane for percent time-	-			_	mi
Length of two-lane highway downstream					
the passing lane for percent time	_	ing, Lo	i -	_	mi
Adj. factor for the effect of passing	lane				
on percent time-spent-following,	fpl		-	_	
Percent time-spent-following	=				
including passing lane, PTSFpl			-	_	%
Level of Service and Other Perf	ormance Measu	res wit	th Pas	ssing	Lane
Level of service including passing la	no IOSnl	C C			
	пе, порьт	E _	77 <u>~</u> 1	h-h	
Peak 15-min total travel time, TT15		_	vel	11-II	
Ricycle Le	vel of Servic	e			
	VOI OI DOIVIO				

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	15.9
Effective width of outside lane, We	27.02
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.82
Bicycle LOS	В

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone:

E-Mail:

```
Directional Two-Lane Highway Segment Analysis
Analyst
                             JAS
                           Mott MacDonald
Agency/Co.
Date Performed 5/15/2019
Analysis Time Period Peak
Highway
                           Dygert
                           Marshville - Clinton
From/To
Jurisdiction
Analysis Year
                          Existing
Description
                                        Input Data
Highway class Class 3
                                         Peak hour factor, PHF 0.88
Highway class Class 3

Peak hour factor, PHF U.88

Shoulder width 3.0 ft % Trucks and buses 6 %

Lane width 11.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi
Analysis direction volume, Vd 4
                                             veh/h
Opposing direction volume, Vo 3
                                            veh/h
                             Average Travel Speed
Direction
                                             Analysis(d) Opposing (o)
PCE for trucks, ET
                                                 2.7
                                                                        2.7
                                                                         1.1
PCE for RVs, ER
                                                  1.1
Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 8 pc/h
                                                                        0.904
                                                                        0.67
                                                                        6 pc/h
Free-Flow Speed from Field Measurement:
Field measured speed, (note-3) S FM
                                                               mi/h
Observed total demand, (note-3) V
                                                                 veh/h
Estimated Free-Flow Speed:
Base free-flow speed, (note-3) BFFS
                                                       60.0
Adj. for lane and shoulder width, (note-3) fLS 3.0
                                                                 mi/h
Adj. for access point density, (note-3) fA 2.0
                                                                 mi/h
Free-flow speed, FFSd
                                                       55.0 mi/h
                                                  0.5
Adjustment for no-passing zones, fnp
                                                               mi/h
                                                               mi/h
Average travel speed, ATSd
                                                       54.4
Percent Free Flow Speed, PFFS
                                                       98.9
```

		9		
Direction	Analysis(d)	0	pposing	(0)
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg		a/h	0.73 5	pc/h
Directional flow rate, (note-2) vi Base percent time-spent-following, (not	_		-	pc/II
Adjustment for no-passing zones, fnp	le-4) brista	30.2		
Percent time-spent-following, PTSFd		18.5 %		
Level of Service and (other Perform	ance Meas	ures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.00		
Peak 15-min vehicle-miles of travel,	/MT15		veh-mi	
Peak-hour vehicle-miles of travel, VM			veh-mi	
Peak 15-min total travel time, TT15			veh-h	
Capacity from ATS, CdATS			veh/h	
Capacity from PTSF, CdPTSF			ven/n veh/h	
Directional Capacity			veh/h	
Passing l	Lane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream of	f the nassing	lane. T.11		mi
Length of passing lane including taper		rane, ha	_	mi
Average travel speed, ATSd (from above			54.4	mi/h
Percent time-spent-following, PTSFd (:			18.5	1111/11
Level of service, LOSd (from above)	lion above,		10.5 A	
Average Travel Spe	ad with Pass	ing Lane		
nveluge iluvel bpec	d with 1455	ing banc_		
Downstream length of two-lane highway				
length of passing lane for average	_		_	mi
Length of two-lane highway downstream				
length of the passing lane for ave Adj. factor for the effect of passing		speed, Ld	-	mi
on average speed, fpl			_	
Average travel speed including passing	_		_	
Percent free flow speed including pass	sing lane, PF	FSpl	0.0	ଚ
Percent Time-Spent-Fo	llowing with	Passing L	ane	
Downstream length of two-lane highway	within effec	tive leng	th	
of passing lane for percent time-s			_	mi
Length of two-lane highway downstream	-	J .	f	
the passing lane for percent time-		_	_ _	mi
Adj. factor for the effect of passing	lane	9,		
on percent time-spent-following,	fpl		-	
Percent time-spent-following				
including passing lane, PTSFpl			_	olo
Level of Service and Other Perfo	ormance Measu	res with	Passing	Lane
Level of service including passing lar	ne, LOSpl	E		
Peak 15-min total travel time, TT15	-	-	veh-h	
Bicycle Lev	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	4.5
Effective width of outside lane, We	27.72
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.04
Bicycle LOS	A

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone:

```
E-Mail:
            Directional Two-Lane Highway Segment Analysis
Analyst
                            JAS
                           Mott MacDonald
Agency/Co.
Agency/co.

Date Performed 5/15/2019

Analysis Time Period Peak
                           Fredricks
Highway
From/To
                           Marshville - Seekers
Jurisdiction
                         Construction
Analysis Year
Description
                                        Input Data
Highway class Class 3

Shoulder width 3.0 ft % Trucks and buses 6 %

Lane width 11.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi
Highway class Class 3
                                         Peak hour factor, PHF 0.88
Analysis direction volume, Vd 14
                                            veh/h
Opposing direction volume, Vo 10
                                            veh/h
                             Average Travel Speed
Direction
                                             Analysis(d) Opposing (o)
PCE for trucks, ET
                                                 2.7
                                                                        2.7
                                                                        1.1
PCE for RVs, ER
                                                 1.1
Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 26 pc/h
                                                                        0.904
                                                                        0.67
                                                                        19 pc/h
Free-Flow Speed from Field Measurement:
Field measured speed, (note-3) S FM
                                                               mi/h
Observed total demand, (note-3) V
                                                                 veh/h
Estimated Free-Flow Speed:
Base free-flow speed, (note-3) BFFS
                                                       60.0
Adj. for lane and shoulder width, (note-3) fLS 3.0
                                                                 mi/h
Adj. for access point density, (note-3) fA 2.0
                                                                 mi/h
Free-flow speed, FFSd
                                                       55.0 mi/h
Adjustment for no-passing zones, fnp
                                                  0.5 mi/h
                                                       54.2
                                                               mi/h
Average travel speed, ATSd
Percent Free Flow Speed, PFFS
                                                       98.5
```

	-	J		
Direction	Analysis(d)		Opposing	(0)
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg			0.73	
		a/h		na/h
Directional flow rate, (note-2) vi	-	c/h	16	pc/h
Base percent time-spent-following, (no	ote-4) BPTSFa		용	
Adjustment for no-passing zones, fnp		30.4		
Percent time-spent-following, PTSFd		20.8	ે	
Level of Service and	Other Perform	ance Mea	sures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.01		
Peak 15-min vehicle-miles of travel,	77MT 1 5	4	veh-mi	
Peak-hour vehicle-miles of travel, VI	41.00	13	veh-mi	
Peak 15-min total travel time, TT15		0.1	veh-h	
Capacity from ATS, CdATS		1663	veh/h	
Capacity from PTSF, CdPTSF		1700	veh/h	
Directional Capacity		1663	veh/h	
Passing	Lane Analysis			
Total longth of analysis sagment It			0.9	mi
Total length of analysis segment, Lt		1		
Length of two-lane highway upstream		lane, L	u –	mi
Length of passing lane including tape	_		_	mi
Average travel speed, ATSd (from above			54.2	mi/h
Percent time-spent-following, PTSFd	(from above)		20.8	
Level of service, LOSd (from above)			A	
Average Travel Spe	eed with Pass	ing Lane	:	
Downstroom longth of two-lane highway	, within offor	+ 1 770		
Downstream length of two-lane highway				4
length of passing lane for average			_	mi
Length of two-lane highway downstream			_	
length of the passing lane for a Adj. factor for the effect of passing		speed, L	d -	mi
on average speed, fpl	g rano		_	
Average travel speed including passing	ar lano Amenl		_	
Percent free flow speed including passing	_		0.0	9
reform free from speed inordaring par	soing ranc, ir	1011	0. 0	
Percent Time-Spent-Fo	ollowing with	Passing	Lane	
Downstream length of two-lane highway	y within effec	tive len	gth	
of passing lane for percent time-			_	mi
Length of two-lane highway downstream			of	
the passing lane for percent time		_	_	mi
Adj. factor for the effect of passing		g,u		111.1
	•		_	
on percent time-spent-following,	тЪт		_	
Percent time-spent-following				0
including passing lane, PTSFpl			_	00
Level of Service and Other Per	formance Measu	res with	Passing :	Lane
Total of sorvice including passing 1	ano IOCni	r ·		
Level of service including passing la	ине, порът	E	mob b	
Peak 15-min total travel time, TT15		_	veh-h	
Bicvcle Le	evel of Servic	е		
===11010 2				

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	15.9
Effective width of outside lane, We	27.02
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.82
Bicycle LOS	В

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone:

E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15/2019
Analysis Time Period Peak Fredricks Highway From/To Marshville - Seekers Jurisdiction Analysis Year Existing Description Input Data Highway class Class 3 Peak hour factor, PHF 0.88 Highway class Class 3

Shoulder width 3.0 ft % Trucks and buses 6 %

Lane width 11.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi Analysis direction volume, Vd 10 veh/h Opposing direction volume, Vo 7 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 2.7 2.7 1.1 PCE for RVs, ER 1.1 Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 19 pc/h 0.904 0.67 13 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 55.0 mi/h 0.5 Adjustment for no-passing zones, fnp mi/h 54.3 mi/h Average travel speed, ATSd Percent Free Flow Speed, PFFS 98.6

	opene retrem	J		
Direction	Analysis(d)	C)pposing	(0)
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg		/ 2	0.73	/-
Directional flow rate, (note-2) vi	_		11	pc/h
Base percent time-spent-following, (not	.e-4) BPTSFd		5	
Adjustment for no-passing zones, fnp		30.4		
Percent time-spent-following, PTSFd		20.1 %	5	
Level of Service and C	ther Perform	ance Meas	sures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.01		
Peak 15-min vehicle-miles of travel, V	MT15	3	veh-mi	
Peak-hour vehicle-miles of travel, VMT	'60	9	veh-mi	
Peak 15-min total travel time, TT15		0.1	veh-h	
Capacity from ATS, CdATS			veh/h	
Capacity from PTSF, CdPTSF			veh/h	
Directional Capacity			veh/h	
Passing I	ane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream of	the passing	lane. Lu		mi
Length of passing lane including taper		rane, he	· _	mi
Average travel speed, ATSd (from above			54.3	mi/h
Percent time-spent-following, PTSFd (f			20.1	1111/11
Level of service, LOSd (from above)	Tom above,		A	
Average Travel Spee	d with Pass	ing Lane		
		_		
Downstream length of two-lane highway				
length of passing lane for average	-		-	mi
Length of two-lane highway downstream			_	
length of the passing lane for ave Adj. factor for the effect of passing		speed, Lo	A –	mi
on average speed, fpl			-	
Average travel speed including passing	lane, ATSpl		-	
Percent free flow speed including pass	ing lane, PF	FSpl	0.0	ଚ୍ଚ
Percent Time-Spent-Fol	lowing with	Passing I	ane	
Downstream length of two-lane highway	within effec	tive lend	rth	
of passing lane for percent time-s			_	mi
Length of two-lane highway downstream	-	J .	of	
the passing lane for percent time-		_	_	mi
Adj. factor for the effect of passing	_	9,		*11. **
on percent time-spent-following, f	pl		-	
Percent time-spent-following				
including passing lane, PTSFpl			-	용
Level of Service and Other Perfo	rmance Measu	res with	Passing	Lane
Level of service including passing lan	e, LOSpl	E		
Peak 15-min total travel time, TT15	, <u>-</u> -	_	veh-h	
Bicycle Lev	el of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	11.4
Effective width of outside lane, We	27.30
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.56
Bicycle LOS	В

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone:

```
E-Mail:
           Directional Two-Lane Highway Segment Analysis
Analyst
                            JAS
                          Mott MacDonald
Agency/Co.
Date Performed 5/15/
Analysis Time Period Peak
                           5/15/2019
Highway
                          Marshville
                          Cherry Valley - Rt 10
From/To
Jurisdiction
                         Construction
Analysis Year
Description
                                        Input Data
Highway class Class 3

Shoulder width 3.0 ft % Trucks and buses 6 %

Lane width 11.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi
Highway class Class 3
                                         Peak hour factor, PHF 0.88
Analysis direction volume, Vd 24
                                            veh/h
Opposing direction volume, Vo 19
                                            veh/h
                             Average Travel Speed
Direction
                                             Analysis(d) Opposing (o)
PCE for trucks, ET
                                                 2.7
                                                                       2.7
                                                                        1.1
PCE for RVs, ER
                                                 1.1
Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 45 pc/h
                                                                       0.904
                                                                        0.67
                                                                        36 pc/h
Free-Flow Speed from Field Measurement:
Field measured speed, (note-3) S FM
                                                               mi/h
Observed total demand, (note-3) V
                                                                 veh/h
Estimated Free-Flow Speed:
Base free-flow speed, (note-3) BFFS
                                                      60.0
Adj. for lane and shoulder width, (note-3) fLS 3.0
                                                                 mi/h
Adj. for access point density, (note-3) fA 2.0
                                                                 mi/h
Free-flow speed, FFSd
                                                       55.0 mi/h
                                                  0.5
                                                              mi/h
Adjustment for no-passing zones, fnp
                                                      53.9
                                                               mi/h
Average travel speed, ATSd
Percent Free Flow Speed, PFFS
                                                      97.9
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		J		
	Analysis(d)	(Opposing	(0)
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg			0.73	/-
Directional flow rate, (note-2) vi	39 p		31	pc/h
Base percent time-spent-following, (note	e-4) BPTSFd		%	
Adjustment for no-passing zones, fnp		30.0	0	
Percent time-spent-following, PTSFd		21.5	8	
Level of Service and O	ther Perform	ance Mea	sures	
Level of service, LOS		А		
Volume to capacity ratio, v/c		0.02		
Peak 15-min vehicle-miles of travel, VI	MT15	6	veh-mi	
Peak-hour vehicle-miles of travel, VMT	50	22	veh-mi	
Peak 15-min total travel time, TT15		0.1	veh-h	
Capacity from ATS, CdATS		1663	veh/h	
Capacity from PTSF, CdPTSF		1700	veh/h	
Directional Capacity		1663	veh/h	
Passing La	ane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream of	the nassing	lane I		mi
Length of passing lane including taper:		rane, n	u _	mi
Average travel speed, ATSd (from above			53.9	mi/h
Percent time-spent-following, PTSFd (f:			21.5	1111/11
Level of service, LOSd (from above)	com above,		A	
Average Travel Speed	d with Pass	ing Lane		
Downstream length of two-lane highway				
length of passing lane for average	_		_	mi
Length of two-lane highway downstream				
length of the passing lane for aver Adj. factor for the effect of passing		speed, L	d -	mi
on average speed, fpl			_	
Average travel speed including passing	_		_	
Percent free flow speed including pass:	ing lane, PF	FSpl	0.0	90
Percent Time-Spent-Fol	lowing with	Passing :	Lane	
Downstream length of two-lane highway	within effec	tive len	at.h	
of passing lane for percent time-sp			_ _	mi
Length of two-lane highway downstream	,		of	
the passing lane for percent time-		_	-	mi
Adj. factor for the effect of passing i	_	g,u		*** **
on percent time-spent-following, f	pl		_	
Percent time-spent-following				
including passing lane, PTSFpl			-	િ
Level of Service and Other Perfo	rmance Measu	res with	Passing	Lane
Level of service including passing land	e, LOSpl	E		
Peak 15-min total travel time, TT15	,	-	veh-h	
Bicycle Leve	el of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	27.3
Effective width of outside lane, We	26.32
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.28
Bicycle LOS	В

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) \geq = 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

```
Phone:
                                               Fax:
E-Mail:
           Directional Two-Lane Highway Segment Analysis
Analyst
                            JAS
                           Mott MacDonald
Agency/Co.
Date Performed 5/15/
Analysis Time Period Peak
                           5/15/2019
                           Marshville
Highway
                          Cherry Valley - Rt 10
From/To
Jurisdiction
Analysis Year
                         Existing
Description
                                        Input Data
Highway class Class 3
                                         Peak hour factor, PHF 0.88
Highway class Class 3

Shoulder width 3.0 ft % Trucks and buses 6 %

Lane width 11.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi
Analysis direction volume, Vd 15
                                            veh/h
Opposing direction volume, Vo 10
                                            veh/h
                             Average Travel Speed
Direction
                                             Analysis(d) Opposing (o)
PCE for trucks, ET
                                                 2.7
                                                                       2.7
                                                                        1.1
PCE for RVs, ER
                                                 1.1
Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 28 pc/h
                                                                       0.904
                                                                        0.67
                                                                        19
                                                                                pc/h
Free-Flow Speed from Field Measurement:
Field measured speed, (note-3) S FM
                                                               mi/h
Observed total demand, (note-3) V
                                                                 veh/h
Estimated Free-Flow Speed:
Base free-flow speed, (note-3) BFFS
                                                       60.0
Adj. for lane and shoulder width, (note-3) fLS 3.0
                                                                 mi/h
Adj. for access point density, (note-3) fA 2.0
                                                                 mi/h
Free-flow speed, FFSd
                                                       55.0 mi/h
                                                  0.5
Adjustment for no-passing zones, fnp
                                                              mi/h
                                                       54.1
                                                               mi/h
Average travel speed, ATSd
Percent Free Flow Speed, PFFS
                                                       98.4
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	Spone reare.			
Direction	Analysis(d)	С)pposing	(0)
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg		/ 2	0.73	/-
Directional flow rate, (note-2) vi	-	c/h	16	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd		5	
Adjustment for no-passing zones, fnp		30.6		
Percent time-spent-following, PTSFd		21.9 %	5	
Level of Service and	Other Perform	ance Meas	sures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.01		
Peak 15-min vehicle-miles of travel,	VMT15	4	veh-mi	
Peak-hour vehicle-miles of travel, VM	T60	13	veh-mi	
Peak 15-min total travel time, TT15		0.1	veh-h	
Capacity from ATS, CdATS		1663	veh/h	
Capacity from PTSF, CdPTSF			veh/h	
Directional Capacity		1663	veh/h	
Passing	Lane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream o	f the massing	lane. Lu		mi
Length of passing lane including tape		iane, ia	_	mi
Average travel speed, ATSd (from abov			54.1	mi/h
Percent time-spent-following, PTSFd (21.9	1111/11
Level of service, LOSd (from above)	IIOM above,		A	
Average Travel Spe	ed with Pass	ing Lane		
		_		
Downstream length of two-lane highway				
length of passing lane for averag	_		_	mi
Length of two-lane highway downstream			_	
length of the passing lane for av Adj. factor for the effect of passing		speed, Ld	l –	mi
on average speed, fpl			_	
Average travel speed including passing	g lane, ATSpl		_	
Percent free flow speed including pas	sing lane, PF	FSpl	0.0	%
Percent Time-Spent-Fo	llowing with	Passing L	ane	
Downstream length of two-lane highway	within effec	tive lend	rth	
of passing lane for percent time-			_	mi
Length of two-lane highway downstream	-	-	ı f	111.1
the passing lane for percent time		_	, <u> </u>	mi
Adj. factor for the effect of passing	_	Ing, ha		шт
on percent time-spent-following,			_	
Percent time-spent-following	-			
including passing lane, PTSFpl			-	90
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Level of service including passing la	ne. IOSpl	E		
Peak 15-min total travel time, TT15	пе, поррт		veh-h	
			•	
Bicycle Le	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	17.0
Effective width of outside lane, We	26.95
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.87
Bicycle LOS	В

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15/2019
Analysis Time Period Peak Highway Nestle From/To Clinton - Cherry Valley Jurisdiction Construction Analysis Year Description Input Data Highway class Class 3

Shoulder width 3.0 ft % Trucks and buses 6 %

Lane width 11.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi Highway class Class 3 Peak hour factor, PHF 0.88 Analysis direction volume, Vd 40 veh/h Opposing direction volume, Vo 35 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 2.7 2.7 1.1 PCE for RVs, ER 1.1 Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 75 pc/h 0.904 0.67 66 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 55.0 mi/h mi/h 0.5 Adjustment for no-passing zones, fnp mi/h Average travel speed, ATSd 53.4 Percent Free Flow Speed, PFFS 97.1

Direction PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Grade adjustment factor, (note-1) fg Directional flow rate, (note-2) vi Base percent time-spent-following, (not Adjustment for no-passing zones, fnp Percent time-spent-following, PTSFd	0.73 66 p	c/h 7.9 8 29.7	Opposing 1.9 1.0 0.949 0.73 57	(o) pc/h
Level of Service and C	other Perform	ance Meas	sures	
Level of service, LOS Volume to capacity ratio, v/c Peak 15-min vehicle-miles of travel, V Peak-hour vehicle-miles of travel, VMT Peak 15-min total travel time, TT15 Capacity from ATS, CdATS Capacity from PTSF, CdPTSF Directional Capacity Passing I			veh-mi veh-mi veh-h veh/h veh/h	
14551119	dane marysis			
Total length of analysis segment, Lt Length of two-lane highway upstream of Length of passing lane including taper Average travel speed, ATSd (from above Percent time-spent-following, PTSFd (f Level of service, LOSd (from above)	rs, Lpl e)	lane, Lu	0.9 1 - 53.4 23.8 A	mi mi mi mi/h
Average Travel Spee	ed with Pass	ing Lane_		
Downstream length of two-lane highway length of passing lane for average Length of two-lane highway downstream	e travel speed of effective	d, Lde		mi
length of the passing lane for ave Adj. factor for the effect of passing on average speed, fpl	_	speed, Lo	d – –	mi
Average travel speed including passing	g lane, ATSpl		_	
Percent free flow speed including pass	sing lane, PF	FSpl	0.0	%
Percent Time-Spent-Fol	lowing with	Passing I	Lane	
	_	_		
Downstream length of two-lane highway of passing lane for percent time-s Length of two-lane highway downstream	spent-following	ng, Lde	_	mi
the passing lane for percent time-Adj. factor for the effect of passing	-spent-follow. lane	_	-	mi
on percent time-spent-following, f Percent time-spent-following	īÞΤ		_	
including passing lane, PTSFpl			-	9
Level of Service and Other Perfo	ormance Measu	res with	Passing I	Lane
Level of service including passing lar Peak 15-min total travel time, TT15	ne, LOSpl	E -	veh-h	
Bicycle Lev	vel of Service	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	45.5
Effective width of outside lane, We	25.20
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.82
Bicycle LOS	C

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Fax:

Phone:

```
E-Mail:
           Directional Two-Lane Highway Segment Analysis
Analyst
                            JAS
                          Mott MacDonald
Agency/Co.
Date Performed 5/15/2019
Analysis Time Period Peak
Highway
                           Nestle
From/To
                          Clinton - Cherry Valley
Jurisdiction
Analysis Year
                        Existing
Description
                                        Input Data
Highway class Class 3
                                         Peak hour factor, PHF 0.88
Highway class Class 3

Shoulder width 3.0 ft % Trucks and buses 6 %

Lane width 11.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi
Analysis direction volume, Vd 15
                                            veh/h
Opposing direction volume, Vo 10
                                            veh/h
                             Average Travel Speed
Direction
                                             Analysis(d) Opposing (o)
PCE for trucks, ET
                                                2.7
                                                                       2.7
                                                                        1.1
PCE for RVs, ER
                                                 1.1
Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 28 pc/h
                                                                       0.904
                                                                       0.67
                                                                        19 pc/h
Free-Flow Speed from Field Measurement:
Field measured speed, (note-3) S FM
                                                              mi/h
Observed total demand, (note-3) V
                                                                veh/h
Estimated Free-Flow Speed:
Base free-flow speed, (note-3) BFFS
                                                      60.0
Adj. for lane and shoulder width, (note-3) fLS 3.0
                                                                mi/h
Adj. for access point density, (note-3) fA 2.0
                                                                mi/h
Free-flow speed, FFSd
                                                      55.0 mi/h
Adjustment for no-passing zones, fnp
                                                  0.5 mi/h
                                                      54.1
                                                              mi/h
Average travel speed, ATSd
Percent Free Flow Speed, PFFS
                                                      98.4
```

	Spone reare.			
Direction	Analysis(d)	С)pposing	(0)
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg		/ 2	0.73	/-
Directional flow rate, (note-2) vi	-	c/h	16	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd		5	
Adjustment for no-passing zones, fnp		30.6		
Percent time-spent-following, PTSFd		21.9 %	5	
Level of Service and	Other Perform	ance Meas	sures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.01		
Peak 15-min vehicle-miles of travel,	VMT15	4	veh-mi	
Peak-hour vehicle-miles of travel, VM	T60	13	veh-mi	
Peak 15-min total travel time, TT15		0.1	veh-h	
Capacity from ATS, CdATS		1663	veh/h	
Capacity from PTSF, CdPTSF			veh/h	
Directional Capacity		1663	veh/h	
Passing	Lane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream o	f the massing	lane. Lu		mi
Length of passing lane including tape		iane, ia	_	mi
Average travel speed, ATSd (from abov			54.1	mi/h
Percent time-spent-following, PTSFd (21.9	1111/11
Level of service, LOSd (from above)	IIOM above,		A	
Average Travel Spe	ed with Pass	ing Lane		
		_		
Downstream length of two-lane highway				
length of passing lane for averag	_		_	mi
Length of two-lane highway downstream			_	
length of the passing lane for av Adj. factor for the effect of passing		speed, Ld	l –	mi
on average speed, fpl			_	
Average travel speed including passing	g lane, ATSpl		_	
Percent free flow speed including pas	sing lane, PF	FSpl	0.0	%
Percent Time-Spent-Fo	llowing with	Passing L	ane	
Downstream length of two-lane highway	within effec	tive lend	rth	
of passing lane for percent time-			_	mi
Length of two-lane highway downstream	-	-	ı f	111.1
the passing lane for percent time		_	, <u> </u>	mi
Adj. factor for the effect of passing	_	Ing, ha		шт
on percent time-spent-following,			_	
Percent time-spent-following	-			
including passing lane, PTSFpl			-	90
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Level of service including passing la	ne. IOSpl	E		
Peak 15-min total travel time, TT15	пе, поррт		veh-h	
			•	
Bicycle Le	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	17.0
Effective width of outside lane, We	26.95
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.87
Bicycle LOS	В

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15/
Analysis Time Period Peak 5/15/2019 Ridge Rd Highway From/To Shaper Ave. - Clinton Jurisdiction Construction Analysis Year Description Input Data Highway class Class 3

Peak nour ractor, FMF

Shoulder width
6.0 ft % Trucks and buses 6 %

Lane width
12.0 ft % Trucks crawling 0.0 %

Segment length
0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi Highway class Class 3 Peak hour factor, PHF 0.88 Analysis direction volume, Vd 92 veh/h Opposing direction volume, Vo 83 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 2.7 2.7 1.1 PCE for RVs, ER 1.1 Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 173 pc/h 0.904 0.67 156 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 58.0 mi/h 1.2 mi/h Adjustment for no-passing zones, fnp 54.2 mi/h Average travel speed, ATSd

93.4

Percent Free Flow Speed, PFFS

2020010 22110	opene rerren			
Direction	Analysis(d)	0	pposing	(0)
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.954		0.949	
Grade adjustment factor, (note-1) fg	0.73		0.73	
Directional flow rate, (note-2) vi	150 p	c/h	136	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd	16.8 %		_
Adjustment for no-passing zones, fnp		33.9		
Percent time-spent-following, PTSFd		34.6 %		
Level of Service and	Other Perform	ance Meas	ures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.06		
Peak 15-min vehicle-miles of travel,	VMT15		veh-mi	
Peak-hour vehicle-miles of travel, VM			veh-mi	
Peak 15-min total travel time, TT15	.100		veh-h	
Capacity from ATS, CdATS			ven-n veh/h	
Capacity from PTSF, CdPTSF			ven/n veh/h	
Directional Capacity			ven/n veh/h	
Directional Capacity		1003	veii/ii	
Passing	Lane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream of	f the passing	lane. Lu		mi
Length of passing lane including tape		ranc, ra	_	mi
Average travel speed, ATSd (from above			54.2	mi/h
Percent time-spent-following, PTSFd (34.6	1111/11
Level of service, LOSd (from above)	110m above,		A	
level of Service, Losa (From above)			11	
Average Travel Spe	ed with Pass	ing Lane_		
Downstream length of two-lane highway	within effec	tive		
length of passing lane for averag			_	mi
Length of two-lane highway downstream	-			
length of the passing lane for av	erage travel		-	mi
Adj. factor for the effect of passing	lane			
on average speed, fpl			_	
Average travel speed including passing	_		-	
Percent free flow speed including pas	sing lane, PF	FSpl	0.0	90
Percent Time-Spent-Fo	llowing with	Passing L	ane	
Downstream length of two-lane highway	within effec	tive lena	+ h	
of passing lane for percent time-			_	mi
Length of two-lane highway downstream	-	J .	f	шт
the passing lane for percent time		_	_	mi
Adj. factor for the effect of passing	_	тиу , ша	_	шт
on percent time-spent-following,			_	
	тЪт		_	
Percent time-spent-following including passing lane, PTSFpl			_	9
including passing lane, ristpi			_	Ó
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Level of service including passing la	ne, LOSpl	E		
Peak 15-min total travel time, TT15	. 1		veh-h	
Bicycle Le	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	104.5
Effective width of outside lane, We	33.72
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	0.74
Bicycle LOS	A

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15,
Analysis Time Period Peak 5/15/2019 Highway Ridge Rd Shaper Ave. - Clinton From/To Jurisdiction Analysis Year Existing Description Input Data Highway class Class 3

Shoulder width 6.0 ft % Trucks and buses 6 %
Lane width 12.0 ft % Trucks crawling 0.0 %
Segment length 0.9 mi Truck crawl speed 0.0 mi/hr
Terrain type Rolling % Recreational vehicles 4 %
Grade: Length - mi % No-passing zones 20 %
Up/down - % Access point density 8 /mi Highway class Class 3 Peak hour factor, PHF 0.88 Analysis direction volume, Vd 29 veh/h Opposing direction volume, Vo 19 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 2.7 2.7 1.1 PCE for RVs, ER 1.1 Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 54 pc/h 0.904 0.67 36 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 58.0 mi/h 0.6 mi/h Adjustment for no-passing zones, fnp mi/h Average travel speed, ATSd 56.7

97.7

Percent Free Flow Speed, PFFS

	Spone relien	9		
Direction	Analysis(d)	0	pposing	(0)
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg		/ -	0.73	/ 2
Directional flow rate, (note-2) vi	-	c/h	31	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd			
Adjustment for no-passing zones, fnp		30.5		
Percent time-spent-following, PTSFd		24.4 %		
Level of Service and	Other Perform	ance Meas	ures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.02		
Peak 15-min vehicle-miles of travel,	VMT15	7	veh-mi	
Peak-hour vehicle-miles of travel, VM	T60	26	veh-mi	
Peak 15-min total travel time, TT15		0.1	veh-h	
Capacity from ATS, CdATS			veh/h	
Capacity from PTSF, CdPTSF			veh/h	
Directional Capacity			veh/h	
Passing	Lane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream of	f the passing	lane. Iu		mi
Length of passing lane including tape			_	mi
Average travel speed, ATSd (from above			56.7	mi/h
Percent time-spent-following, PTSFd (24.4	111111111111111111111111111111111111111
Level of service, LOSd (from above)	22011 02010,		A	
Average Travel Spe	ed with Pass	ing Lane_		
Downstroom longth of two long highway		+		
Downstream length of two-lane highway				m i
length of passing lane for averag	_		_	mi
Length of two-lane highway downstream				m i
length of the passing lane for av Adj. factor for the effect of passing		speed, La	_	mi
	Talle			
on average speed, fpl	~ 1000 70001		_	
Average travel speed including passing			0.0	ଚ
Percent free flow speed including pas	Sing lane, Pr	rspr	0.0	6
Percent Time-Spent-Fo	llowing with	Passing L	ane	
Downstream length of two-lane highway	within effec	tive lena	th	
of passing lane for percent time-			_	mi
Length of two-lane highway downstream	-	J .	f	
the passing lane for percent time		_	_	mi
Adj. factor for the effect of passing	_	<u>.</u>		
on percent time-spent-following,			_	
Percent time-spent-following	-			
including passing lane, PTSFpl			-	%
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Level of service including passing la	ne IOSn1	E		
Peak 15-min total travel time, TT15	пе, порът		veh-h	
rear 10 min cocar craver cime, 1113			v (11 11	
Bicycle Le	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	33.0
Effective width of outside lane, We	39.39
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	-1.92
Bicycle LOS	A

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15/2019
Analysis Time Period Peak Rt 10 Highway Marshville - Reed From/To Jurisdiction Construction Analysis Year Description Input Data Highway class Class 3

Shoulder width 3.0 ft % Trucks and buses 6 %

Lane width 11.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi Highway class Class 3 Peak hour factor, PHF 0.88 Analysis direction volume, Vd 108 veh/h Opposing direction volume, Vo 75 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 2.6 2.7 1.1 PCE for RVs, ER 1.1 Heavy-vehicle adj. factor, (note-5) fHV 0.909 0.904 0.69 Grade adj. factor,(note-1) fg 0.67 196 pc/h Directional flow rate, (note-2) vi 141 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 55.0 mi/h 0.9 Adjustment for no-passing zones, fnp mi/h mi/h Average travel speed, ATSd 51.5

93.6

Percent Free Flow Speed, PFFS

	opono rorron	9		
Direction	Analysis(d)	0	pposing	(0)
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg	0.75		0.73	
Directional flow rate, (note-2) vi	171 p		123	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd	18.8 %		
Adjustment for no-passing zones, fnp		33.3		
Percent time-spent-following, PTSFd		38.2 %		
Level of Service and	Other Perform	ance Meas	ures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.07		
Peak 15-min vehicle-miles of travel,	VMT15	28	veh-mi	
Peak-hour vehicle-miles of travel, VM		97	veh-mi	
Peak 15-min total travel time, TT15		0.5	veh-h	
Capacity from ATS, CdATS			veh/h	
Capacity from PTSF, CdPTSF			veh/h	
Directional Capacity			veh/h	
Passing	Lane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream o	f the passing	lane. Lu		mi
Length of passing lane including tape		idiic, id	_	mi
Average travel speed, ATSd (from abov			51.5	mi/h
Percent time-spent-following, PTSFd (38.2	1111111
Level of service, LOSd (from above)	rrom above,		A	
Average Travel Spe	ed with Pass	ing Lane		
		_		
Downstream length of two-lane highway				
length of passing lane for averag	_		-	mi
Length of two-lane highway downstream				
length of the passing lane for av Adj. factor for the effect of passing		speed, Ld	_	mi
on average speed, fpl			_	
Average travel speed including passin	g lane, ATSpl		-	
Percent free flow speed including pas	sing lane, PF	FSpl	0.0	ଚ
Percent Time-Spent-Fo	llowing with	Passing L	ane	
Downstream length of two-lane highway	within effec	tive lena	th	
of passing lane for percent time-			_	mi
Length of two-lane highway downstream	_	J .	f	
the passing lane for percent time		_	_	mi
Adj. factor for the effect of passing	lane			
on percent time-spent-following,	fpl		-	
Percent time-spent-following				
including passing lane, PTSFpl			_	00
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Level of service including passing la	ne, LOSpl	E		
Peak 15-min total travel time, TT15	· •		veh-h	
Bicycle Le	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	122.7
Effective width of outside lane, We	20.44
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	4.42
Bicycle LOS	D

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15/2019
Analysis Time Period Peak Rt 10 Highway Marshville - Reed From/To Jurisdiction Analysis Year Existing Description Input Data Highway class Class 3

Peak nour ractor, FMF

Shoulder width
3.0 ft % Trucks and buses 6 %

Lane width
11.0 ft % Trucks crawling 0.0 %

Segment length
0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi Highway class Class 3 Peak hour factor, PHF 0.88 Analysis direction volume, Vd 99 veh/h Opposing direction volume, Vo 66 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 2.6 2.7 1.1 PCE for RVs, ER 1.1 Heavy-vehicle adj. factor, (note-5) fHV 0.909
Grade adj. factor, (note-1) fg 0.68
Directional flow rate, (note-2) vi 182 pc/h 0.904 0.67 124 pc/h Free-Flow Speed from Field Measurement: mi/h Field measured speed, (note-3) S FM Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 55.0 mi/h mi/h 0.7 Adjustment for no-passing zones, fnp 51.9 mi/h Average travel speed, ATSd Percent Free Flow Speed, PFFS 94.3

	opene rerren	9		
Direction	Analysis(d)	0	pposing	(0)
PCE for trucks, ET	1.8		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg			0.73	
Directional flow rate, (note-2) vi	_		108	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd			
Adjustment for no-passing zones, fnp		32.4		
Percent time-spent-following, PTSFd		36.9 %		
Level of Service and	Other Perform	ance Meas	ures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.07		
Peak 15-min vehicle-miles of travel,	VMT15	25	veh-mi	
Peak-hour vehicle-miles of travel, VM			veh-mi	
Peak 15-min total travel time, TT15			veh-h	
Capacity from ATS, CdATS			veh/h	
Capacity from PTSF, CdPTSF			veh/h	
Directional Capacity			veh/h	
Passing	Lane Analysis			
motal length of analysis segment It			0 0	m i
Total length of analysis segment, Lt	f the matter	lana T	0.9	mi mi
Length of two-lane highway upstream o		lane, Lu		mi
Length of passing lane including tape			-	mi '/
Average travel speed, ATSd (from abov			51.9	mi/h
Percent time-spent-following, PTSFd (irom above)		36.9	
Level of service, LOSd (from above)			A	
Average Travel Spe	ed with Pass	ing Lane_		
Downstream length of two-lane highway	within effec	tive		
length of passing lane for averag			_	mi
Length of two-lane highway downstream	-			
length of the passing lane for av Adj. factor for the effect of passing	erage travel		. -	mi
on average speed, fpl	Talle			
	~ 1000 70001		_	
Average travel speed including passin Percent free flow speed including pas	_		0.0	%
referre free from speed including pas	sing lane, Fr	rspr	0.0	6
Percent Time-Spent-Fo	llowing with	Passing L	ane	
Downstream length of two-lane highway	within effec	tive leng	th	
of passing lane for percent time-			_	mi
Length of two-lane highway downstream	of effective	length o	f	
the passing lane for percent time		_	-	mi
Adj. factor for the effect of passing	_	<u>.</u>		
on percent time-spent-following,			_	
Percent time-spent-following	-r-			
including passing lane, PTSFpl			-	%
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Toyol of corvice including pageing la	no IOCni	₽		
Level of service including passing la	ие, тоэрт	E	veh-h	
Peak 15-min total travel time, TT15		_	ven-n	
Bicycle Le	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	112.5
Effective width of outside lane, We	21.07
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	4.24
Bicycle LOS	D

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15/2019
Analysis Time Period Peak Rt 10 Highway From/To Reed St. - Village - Rt 5S (E. Jurisdiction Construction Analysis Year Description Input Data Highway class Class 3 Peak hour factor, PHF 0.88 Highway class Class 3 Peak hour factor, PHF 0.88

Shoulder width 6.0 ft % Trucks and buses 6 %

Lane width 12.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Level % Recreational vehicles 4 % Terrain type Grade: Length mi % No-passing zones 20 % Access point density 8 Up/down /mi Analysis direction volume, Vd 216 veh/h Opposing direction volume, Vo 165 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 1.5 1.5 1.0 PCE for RVs, ER 1.0 Heavy-vehicle adj. factor, (note-5) fHV 0.971
Grade adj. factor (note-1) fg 1.00 0.971 1.00 253 pc/h Grade adj. factor, (note-1) fg 1.00 Directional flow rate, (note-2) vi 193 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 58.0 mi/h Adjustment for no-passing zones, fnp 1.7 mi/h 52.9 mi/h Average travel speed, ATSd Percent Free Flow Speed, PFFS 91.2

	opono rollo.	9		
Direction	Analysis(d)		pposing	(0)
PCE for trucks, ET	1.1		1.1	,
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.994	
Grade adjustment factor, (note-1) fg			1.00	
Directional flow rate, (note-2) vi		c/h	189	pc/h
Base percent time-spent-following, (no	_			P 0 / 11
Adjustment for no-passing zones, fnp	cc i, biibia	37.7	,	
Percent time-spent-following, PTSFd		47.2	<u>L</u>	
referre time spent forfowing, fisha		47.2	•	
Level of Service and	Other Perform	ance Meas	sures	
Level of service, LOS		В		
Volume to capacity ratio, v/c		0.14		
Peak 15-min vehicle-miles of travel,	vит15	55	veh-mi	
Peak-hour vehicle-miles of travel, VM		194	ven mi	
	100			
Peak 15-min total travel time, TT15		1.0	veh-h	
Capacity from ATS, CdATS		1700	veh/h	
Capacity from PTSF, CdPTSF			veh/h	
Directional Capacity		1700	veh/h	
Passing	Lane Analysis			
matal launth of analysis samuel Th			0 0	2
Total length of analysis segment, Lt	£ +h!	1 a a . T	0.9	mi :
Length of two-lane highway upstream o		lane, Lu	ı -	mi
Length of passing lane including tape			_	mi
Average travel speed, ATSd (from abov			52.9	mi/h
Percent time-spent-following, PTSFd (from above)		47.2	
Level of service, LOSd (from above)			В	
Average Travel Spe	ed with Pass	ing Lane_		
Downstream length of two-lane highway				
length of passing lane for averag	_		_	mi
Length of two-lane highway downstream			_	
length of the passing lane for av Adj. factor for the effect of passing		speed, Lo	d –	mi
on average speed, fpl			_	
Average travel speed including passin	g lane, ATSpl		_	
Percent free flow speed including pas	sing lane, PF	FSpl	0.0	용
Percent Time-Spent-Fo	llowing with	Passing I	Lane	
	-	,		
Downstream length of two-lane highway			gth	
of passing lane for percent time-	_	- .	-	mi
Length of two-lane highway downstream	of effective	length o	of	
the passing lane for percent time		_	_	mi
Adj. factor for the effect of passing	_	3 ·		
on percent time-spent-following,			_	
Percent time-spent-following	1			
including passing lane, PTSFpl			_	90
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
	ormance neasu	TOO WICH	1 0001119	
Level of service including passing la	ne, LOSpl	E		
Peak 15-min total travel time, TT15	-	_	veh-h	
Bicycle Le	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	245.5
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	3.98
Bicycle LOS	D

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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Phone:
                                          Fax:
E-Mail:
          Directional Two-Lane Highway Segment Analysis
Analyst
                         JAS
                       Mott MacDonald
Agency/Co.
Date Performed 5/15/2019
Analysis Time Period Peak
                        Rt 10
Highway
                       Reed St. - Village - Rt 5S (E.
From/To
Jurisdiction
Analysis Year
                      Existing
Description
                                   Input Data
Highway class Class 3
                                     Peak hour factor, PHF 0.88
Shoulder width 6.0 ft % Trucks and buses 6 %
Lane width 12.0 ft % Trucks crawling 0.0 %
Segment length 0.9 mi Truck crawl speed 0.0 mi/hr
Terrain type Level % Recreational vehicles 4 %
Terrain type
Grade: Length
                    mi % No-passing zones 20 % Access point density 8
        Up/down
                                                                       /mi
Analysis direction volume, Vd 153
                                       veh/h
Opposing direction volume, Vo 102 veh/h
                         Average Travel Speed
Direction
                                        Analysis(d) Opposing (o)
PCE for trucks, ET
                                           1.6
                                                             1.8
                                           1.0
                                                                1.0
PCE for RVs, ER
Heavy-vehicle adj. factor, (note-5) fHV 0.965
Grade adj. factor (note-1) fg 1.00
                                                               0.954
                                           1.00
180 pc/h
Grade adj. factor, (note-1) fg
                                                                1.00
Directional flow rate, (note-2) vi
                                                               121 pc/h
Free-Flow Speed from Field Measurement:
Field measured speed, (note-3) S FM
                                                       mi/h
Observed total demand, (note-3) V
                                                         veh/h
Estimated Free-Flow Speed:
Base free-flow speed, (note-3) BFFS
                                                60.0
Adj. for lane and shoulder width, (note-3) fLS 0.0
                                                         mi/h
Adj. for access point density, (note-3) fA 2.0
                                                         mi/h
Free-flow speed, FFSd
                                                58.0 mi/h
                                            0.9
Adjustment for no-passing zones, fnp
                                                       mi/h
                                                54.8
                                                       mi/h
Average travel speed, ATSd
Percent Free Flow Speed, PFFS
                                                94.5
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Direction	Analysis(d)	(Opposing	(0)
PCE for trucks, ET	1.1		1.1	(-)
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.994	1
				i
Grade adjustment factor, (note-1) fg	1.00	/1	1.00	/1
Directional flow rate, (note-2) vi	-	c/h	117	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd		9	
Adjustment for no-passing zones, fnp		33.1		
Percent time-spent-following, PTSFd		39.0	00	
Level of Service and	Other Perform	ance Mea	sures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.10		
Peak 15-min vehicle-miles of travel,	VMT15	39	veh-mi	
Peak-hour vehicle-miles of travel, VM		138	veh-mi	
Peak 15-min total travel time, TT15	100	0.7	veh-h	
		1700	ven-n veh/h	
Capacity from ATS, CdATS				
Capacity from PTSF, CdPTSF		1700	veh/h	
Directional Capacity		1700	veh/h	
Passing	Lane Analysis			
Motal langth of analysis sagment It			0.9	m i
Total length of analysis segment, Lt	C 11	1 -		mi
Length of two-lane highway upstream o		lane, L	u –	mi
Length of passing lane including tape	-		_	mi
Average travel speed, ATSd (from abov			54.8	mi/h
Percent time-spent-following, PTSFd (from above)		39.0	
Level of service, LOSd (from above)			A	
Average Travel Spe	ed with Pass	ing Lane		
Downstream length of two-lane highway				
length of passing lane for averag			_	mi
Length of two-lane highway downstream				
length of the passing lane for av Adj. factor for the effect of passing		speed, L	d -	mi
on average speed, fpl	Tanc		_	
Average travel speed including passin	a lano Ameni		_	
Percent free flow speed including passing			0.0	୍ଚ
reicent free from speed including pas	sing rane, fr	rspr	0.0	6
Percent Time-Spent-Fo	llowing with	Passing :	Lane	
Downstroam longth of two long high-	within offer	tivo 100	a+h	
Downstream length of two-lane highway			9 (11	m i
of passing lane for percent time-			_ _ f	mi
Length of two-lane highway downstream		_	OI	
the passing lane for percent time		ing, Ld	_	mi
Adj. factor for the effect of passing				
on percent time-spent-following,	fpl		_	
Percent time-spent-following				
including passing lane, PTSFpl			-	%
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Level of service including passing la	na INGNI	E		
Peak 15-min total travel time, TT15	по, порът	_	veh-h	
reak to min cocat craver cime, 1113			^ ⊆11_11	
Bicvcle Le	vel of Servic	е		
===11010				

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	173.9
Effective width of outside lane, We	28.23
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.70
Bicycle LOS	С

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15/2019
Analysis Time Period Peak Rt 55 Highway I-90 exit 29 - Rt 10 (Church S From/To Jurisdiction Construction Analysis Year Description Input Data Highway class Class 3 Peak hour factor, PHF 0.88 Highway class Class 3 Peak hour factor, PHF 0.88

Shoulder width 6.0 ft % Trucks and buses 6 %

Lane width 12.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Level % Recreational vehicles 4 % Terrain type Grade: Length - mi % No-passing zones 20 %
- % Access point density 8 /mi Up/down Analysis direction volume, Vd 394 veh/h Opposing direction volume, Vo 283 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 1.3 1.4 1.0 1.0 PCE for RVs, ER Heavy-vehicle adj. factor, (note-5) fHV 0.982

Grade adj. factor (note-1) fg 1.00 0.977 1.00 456 pc/h Grade adj. factor,(note-1) fg 1.00 Directional flow rate, (note-2) vi 329 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 58.0 mi/h 1.5 Adjustment for no-passing zones, fnp mi/h 50.4 mi/h Average travel speed, ATSd Percent Free Flow Speed, PFFS 86.9

	-	-		
Direction	Analysis(d)		Opposing	(0)
PCE for trucks, ET	1.0		1.1	(0)
			1.0	
PCE for RVs, ER	1.0			
Heavy-vehicle adjustment factor, fHV			0.994	
Grade adjustment factor, (note-1) fg			1.00	/-
Directional flow rate, (note-2) vi	-	c/h	324	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd	45.0	용	
Adjustment for no-passing zones, fnp		30.3		
Percent time-spent-following, PTSFd		62.6	용	
Level of Service and	Other Perform	ance Mea	sures	
Level of service, LOS		В		
Volume to capacity ratio, v/c		0.26		
Peak 15-min vehicle-miles of travel,	VMT15	101	veh-mi	
Peak-hour vehicle-miles of travel, VM		355	veh-mi	
Peak 15-min total travel time, TT15		2.0	veh-h	
Capacity from ATS, CdATS		1700	veh/h	
		1700	veh/h	
Capacity from PTSF, CdPTSF				
Directional Capacity		1700	veh/h	
Passing	Lane Analysis			
Total longth of analysis assument It			0.9	m i
Total length of analysis segment, Lt	C +1	,		mi
Length of two-lane highway upstream of		lane, L	u –	mi
Length of passing lane including tape	_		-	mi
Average travel speed, ATSd (from above	re)		50.4	mi/h
Percent time-spent-following, PTSFd (from above)		62.6	
Level of service, LOSd (from above)			В	
Average Travel Spe	ed with Pass	ing Lane		
Downstroom longth of two lone highway		+		
Downstream length of two-lane highway				
length of passing lane for average		a, Lae	_	mi
Length of two-lane highway downstream				
length of the passing lane for av Adj. factor for the effect of passing		speed, L	d –	mi
on average speed, fpl			_	
Average travel speed including passing	g lane, ATSpl		-	
Percent free flow speed including pas			0.0	9
Percent Time-Spent-Fo	llowing with	Passing	T.ane	
referred time byene re	will	_ 000 ± 119		
Downstream length of two-lane highway	within effec	tive len	gth	
of passing lane for percent time-	spent-following	ng, Lde	-	mi
Length of two-lane highway downstream			of	
the passing lane for percent time		_	_	mi
Adj. factor for the effect of passing		J,		
on percent time-spent-following,			_	
Percent time-spent-following				
			_	9
including passing lane, PTSFpl			_	-0
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Torrol of commiss including passive la	no IOC1	T.		
Level of service including passing la	пе, позрт	E	- 1. 1	
Peak 15-min total travel time, TT15		_	veh-h	
D2 1 - T -		^		
BicActe Te	vel of Service	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	447.7
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	4.28
Bicycle LOS	D

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15/2019
Analysis Time Period Peak Rt 55 Highway I-90 exit 29 - Rt 10 (Church S From/To Jurisdiction Analysis Year Existing Description Input Data Highway class Class 3 Peak hour factor, PHF 0.88 Highway class Class 3 Peak hour factor, PHF 0.88

Shoulder width 6.0 ft % Trucks and buses 6 %

Lane width 12.0 ft % Trucks crawling 0.0 %

Segment length 0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Level % Recreational vehicles 4 % Segment length Terrain type Grade: Length - mi % No-passing zones 20 %
- % Access point density 8 /mi Up/down Analysis direction volume, Vd 342 veh/h Opposing direction volume, Vo 228 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 1.3 1.4 1.0 1.0 PCE for RVs, ER Heavy-vehicle adj. factor, (note-5) fHV 0.982

Grade adj. factor (note-1) fg 1.00 0.977 1.00 396 pc/h Grade adj. factor,(note-1) fg 1.00 Directional flow rate, (note-2) vi 265 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 58.0 mi/h Adjustment for no-passing zones, fnp 1.6 mi/h mi/h Average travel speed, ATSd 51.3 Percent Free Flow Speed, PFFS 88.4

	-	<u> </u>		
Direction	Analysis(d)	(Opposing	(0)
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	0.994		0.994	1
Grade adjustment factor, (note-1) fg	1.00		1.00	
Directional flow rate, (note-2) vi		c/h	261	pc/h
Base percent time-spent-following, (not	-		20	F
Adjustment for no-passing zones, fnp	33 1, 211214	34.6		
Percent time-spent-following, PTSFd			20	
refeele time spent following, fish		33.2	0	
Level of Service and (Other Perform	ance Meas	sures	
Level of service, LOS		В		
Volume to capacity ratio, v/c		0.23		
Peak 15-min vehicle-miles of travel,	<i>Л</i> МТ15	87	veh-mi	
Peak-hour vehicle-miles of travel, VM		308	veh-mi	
Peak 15-min total travel time, TT15	100	1.7	ven mi	
		1700		
Capacity from ATS, CdATS			veh/h	
Capacity from PTSF, CdPTSF		1700	veh/h	
Directional Capacity		1700	veh/h	
Passing I	Lane Analysis			
motal longth of analysis sogment It			0.9	mi
Total length of analysis segment, Lt	f the meastne	lana I.		
Length of two-lane highway upstream of		lane, Li	ı –	mi
Length of passing lane including tape:	_		_	mi
Average travel speed, ATSd (from above			51.3	mi/h
Percent time-spent-following, PTSFd (from above)		59.2	
Level of service, LOSd (from above)			В	
Average Travel Spec	ed with Pass	ing Lane		
Downstream length of two-lane highway				
length of passing lane for average			_	mi
Length of two-lane highway downstream				
length of the passing lane for ave		speed, Lo	d –	mi
Adj. factor for the effect of passing	lane			
on average speed, fpl			_	
Average travel speed including passing			_	
Percent free flow speed including pass	sing lane, PF	FSpl	0.0	8
Percent Time-Spent-Fol	llowing with	Passing 1	Lane	
				
Downstream length of two-lane highway			gth	
of passing lane for percent time-s			_	mi
Length of two-lane highway downstream		_	of	
the passing lane for percent time	-spent-follow	ing, Ld	-	mi
Adj. factor for the effect of passing	lane			
on percent time-spent-following,	fpl		_	
Percent time-spent-following				
including passing lane, PTSFpl			_	ଖ
Level of Service and Other Perfo	ormance Measu	res with	Passing	Lane
			3	
Level of service including passing lan	ne, LOSpl	E		
Peak 15-min total travel time, TT15		_	veh-h	
Bicycle Lev	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	388.6
Effective width of outside lane, We	24.00
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	4.21
Bicycle LOS	D

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15,
Analysis Time Period Peak 5/15/2019 Highway Shaper Ave. Cliff St - Ridge Rd From/To Jurisdiction Construction Analysis Year Description Input Data Highway class Class 3

Peak nour ractor, FMF

Shoulder width
6.0 ft % Trucks and buses 6 %

Lane width
12.0 ft % Trucks crawling 0.0 %

Segment length
0.9 mi Truck crawl speed 0.0 mi/hr

Terrain type Rolling % Recreational vehicles 4 %

Grade: Length - mi % No-passing zones 20 %

Up/down - % Access point density 8 /mi Highway class Class 3 Peak hour factor, PHF 0.88 Analysis direction volume, Vd 97 veh/h Opposing direction volume, Vo 92 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 2.7 2.7 1.1 PCE for RVs, ER 1.1 Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.68
Directional flow rate, (note-2) vi 179 pc/h 0.904 0.67 173 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 58.0 mi/h 1.4 mi/h Adjustment for no-passing zones, fnp 53.8 mi/h Average travel speed, ATSd

92.8

Percent Free Flow Speed, PFFS

	_			
Direction	Analysis(d)		Opposing	(0)
PCE for trucks, ET	1.8		1.8	(3)
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.954	
Grade adjustment factor, (note-1) fg		/1	0.73	/1
Directional flow rate, (note-2) vi	156 p		150	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd		용	
Adjustment for no-passing zones, fnp		35.2		
Percent time-spent-following, PTSFd		35.3	용	
Level of Service and	Other Perform	ance Mea	sures	
Torrel of commiss TOC		7\		
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.07	1 '	
Peak 15-min vehicle-miles of travel,		25	veh-mi	
Peak-hour vehicle-miles of travel, VM	T60	87	veh-mi	
Peak 15-min total travel time, TT15		0.5	veh-h	
Capacity from ATS, CdATS		1663	veh/h	
Capacity from PTSF, CdPTSF		1700	veh/h	
Directional Capacity		1663	veh/h	
Passing	Lane Analysis			
			0 0	
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream of		lane, L	u –	mi
Length of passing lane including tape	_		-	mi
Average travel speed, ATSd (from above	e)		53.8	mi/h
Percent time-spent-following, PTSFd (from above)		35.3	
Level of service, LOSd (from above)			A	
Average Travel Spe	ed with Pass	ing Lane		
Downstream length of two-lane highway				
length of passing lane for average			_	mi
Length of two-lane highway downstream				
length of the passing lane for av Adj. factor for the effect of passing		speed, L	d -	mi
on average speed, fpl			_	
Average travel speed including passing	g lane, ATSpl		_	
Percent free flow speed including pas			0.0	용
Percent Time-Spent-Fo			Lane	
referred time spend to	TIOWING WICH	1 400 1119		
Downstream length of two-lane highway	within effect	tive len	gth	
of passing lane for percent time-	spent-following	ng, Lde	_	mi
Length of two-lane highway downstream	of effective	length	of	
the passing lane for percent time	-spent-follow	ing, Ld	_	mi
Adj. factor for the effect of passing				
on percent time-spent-following,			_	
Percent time-spent-following	±			
including passing lane, PTSFpl			_	9
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
			,	
Level of service including passing la	ne, LOSpl	E		
Peak 15-min total travel time, TT15		-	veh-h	
Bicycle Le	vel of Service	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	110.2
Effective width of outside lane, We	33.27
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	0.92
Bicycle LOS	A

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15,
Analysis Time Period Peak 5/15/2019 Highway Shaper Ave. Cliff St - Ridge Rd From/To Jurisdiction Analysis Year Existing Description Input Data Highway class Class 3

Shoulder width 6.0 ft % Trucks and buses 6 %
Lane width 12.0 ft % Trucks crawling 0.0 %
Segment length 0.9 mi Truck crawl speed 0.0 mi/hr
Terrain type Rolling % Recreational vehicles 4 %
Grade: Length - mi % No-passing zones 20 %
Up/down - % Access point density 8 /mi Highway class Class 3 Peak hour factor, PHF 0.88 Analysis direction volume, Vd 34 veh/h Opposing direction volume, Vo 23 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 2.7 2.7 1.1 PCE for RVs, ER 1.1 Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 64 pc/h 0.904 0.67 43 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 0.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 58.0 mi/h 0.6 Adjustment for no-passing zones, fnp mi/h mi/h Average travel speed, ATSd 56.5 Percent Free Flow Speed, PFFS 97.5

Direction	Analysis(d)	C)pposing	(0)
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg		a. /la	0.73	/ 1-
Directional flow rate, (note-2) vi	_		38	pc/h
Base percent time-spent-following, (no	te-4) BPTSFa		5	
Adjustment for no-passing zones, fnp		30.6		
Percent time-spent-following, PTSFd		25.0 %	5	
Level of Service and	Other Perform	ance Meas	sures	
Level of service, LOS		А		
Volume to capacity ratio, v/c		0.02		
Peak 15-min vehicle-miles of travel,	VMT15	9	veh-mi	
Peak-hour vehicle-miles of travel, VM	T60	31	veh-mi	
Peak 15-min total travel time, TT15		0.2	veh-h	
Capacity from ATS, CdATS		1663	veh/h	
Capacity from PTSF, CdPTSF		1700	veh/h	
Directional Capacity		1663	veh/h	
Passing	Lane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream o	f the passing	lane, Lu		mi
Length of passing lane including tape		,	_	mi
Average travel speed, ATSd (from abov			56.5	mi/h
Percent time-spent-following, PTSFd (25.0	
Level of service, LOSd (from above)	220 0.0000,		Α	
Average Travel Spe	ed with Pass	ing Lane_		
Downstream length of two-lane highway	within effec	+ i 170		
length of passing lane for averag			_	mi
Length of two-lane highway downstream	_			11111
length of two fame fighway downstream length of the passing lane for av			· _	mi
Adj. factor for the effect of passing		speed, ic	L	1111 1
on average speed, fpl	Tanc		_	
Average travel speed including passin	r lano ATChl		_	
Percent free flow speed including passing			0.0	ଚ
	_			, and the second
Percent Time-Spent-Fo	llowing with	Passing I	ane	
Downstream length of two-lane highway			jth .	
of passing lane for percent time-	spent-followi	ng, Lde	_	mi
Length of two-lane highway downstream	of effective	length c	of	
the passing lane for percent time		_	-	mi
Adj. factor for the effect of passing	_			
on percent time-spent-following,			-	
Percent time-spent-following				
including passing lane, PTSFpl			_	9
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Level of service including passing la	ne, LOSpl	E		
Peak 15-min total travel time, TT15	, 1	_	veh-h	
Bicycle Le	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	38.6
Effective width of outside lane, We	38.94
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	-1.66
Bicycle LOS	A

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst JAS Mott MacDonald Agency/Co. Date Performed 5/15/2019
Analysis Time Period Peak Highway Tanners From/To Clinton Jurisdiction Cherry Valley Analysis Year Construction Description Input Data Highway class Class 3

Shoulder width 3.0 ft % Trucks and buses 6 %
Lane width 11.0 ft % Trucks crawling 0.0 %
Segment length 0.9 mi Truck crawl speed 0.0 mi/hr
Terrain type Rolling % Recreational vehicles 4 %
Grade: Length - mi % No-passing zones 20 %
Up/down - % Access point density 8 /mi Highway class Class 3 Peak hour factor, PHF 0.88 Analysis direction volume, Vd 23 veh/h Opposing direction volume, Vo 19 veh/h Average Travel Speed Direction Analysis(d) Opposing (o) PCE for trucks, ET 2.7 2.7 1.1 PCE for RVs, ER 1.1 Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 43 pc/h 0.904 0.67 36 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM mi/h Observed total demand, (note-3) V veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 Adj. for lane and shoulder width, (note-3) fLS 3.0 mi/h Adj. for access point density, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 55.0 mi/h 0.5 mi/h Adjustment for no-passing zones, fnp

Average travel speed, ATSd Percent Free Flow Speed, PFFS 53.9

98.0

mi/h

Direction	Analysis(d)	C)pposing	(0)
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	
Grade adjustment factor, (note-1) fg		/ >	0.73	/-
Directional flow rate, (note-2) vi	38 p		31	pc/h
Base percent time-spent-following, (not	ce-4) BPTSFd		5	
Adjustment for no-passing zones, fnp		29.9		
Percent time-spent-following, PTSFd		21.2	5	
Level of Service and (ther Perform	ance Meas	sures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.02		
Peak 15-min vehicle-miles of travel, \	/MT15	6	veh-mi	
Peak-hour vehicle-miles of travel, VMT	760	21	veh-mi	
Peak 15-min total travel time, TT15		0.1	veh-h	
Capacity from ATS, CdATS		1663	veh/h	
Capacity from PTSF, CdPTSF		1700	veh/h	
Directional Capacity		1663	veh/h	
Passing I	Lane Analysis			
Total length of analysis segment, Lt			0.9	mi
Length of two-lane highway upstream of	the nassing	lane. Lu		mi
Length of passing lane including taper		ranc, re	_	mi
Average travel speed, ATSd (from above			53.9	mi/h
Percent time-spent-following, PTSFd (1			21.2	1111/11
Level of service, LOSd (from above)	IIOM above,		Α	
Average Travel Spee	ed with Pass	ing Lane		
Downstream length of two-lane highway				
length of passing lane for average	-		_	mi
Length of two-lane highway downstream				
length of the passing lane for ave Adj. factor for the effect of passing		speed, Lo	d –	mi
on average speed, fpl			-	
Average travel speed including passing	g lane, ATSpl		-	
Percent free flow speed including pass	sing lane, PF	FSpl	0.0	%
Percent Time-Spent-Fol	llowing with	Passing I	lane	
Downstream length of two-lane highway	within effec	tive lend	rt.h	
of passing lane for percent time-s			_	mi
Length of two-lane highway downstream	-	J .) f	111.1
the passing lane for percent time-		_	_	mi
Adj. factor for the effect of passing	_	1119 , 110		шт
on percent time-spent-following, i	fpl		_	
Percent time-spent-following				
including passing lane, PTSFpl			-	용
Level of Service and Other Perfo	ormance Measu	res with	Passing	Lane
Level of service including passing lar	ne, LOSpl	E		
Peak 15-min total travel time, TT15	,	_	veh-h	
Bicycle Lev	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	26.1
Effective width of outside lane, We	26.39
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	2.24
Bicycle LOS	В

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

```
Phone:
                                               Fax:
E-Mail:
           Directional Two-Lane Highway Segment Analysis
Analyst
                            JAS
                          Mott MacDonald
Agency/Co.
Date Performed 5/15/2019
Analysis Time Period Peak
                           Tanners
Highway
From/To
                          Clinton
Jurisdiction
                          Cherry Valley
Analysis Year
                         Existing
Description
                                 Input Data
Highway class Class 3

Shoulder width 3.0 ft % Trucks and buses 6 %
Lane width 11.0 ft % Trucks crawling 0.0 %
Segment length 0.9 mi Truck crawl speed 0.0 mi/hr
Terrain type Rolling % Recreational vehicles 4 %
Grade: Length - mi % No-passing zones 20 %
Up/down - % Access point density 8 /mi
Highway class Class 3
                                        Peak hour factor, PHF 0.88
Analysis direction volume, Vd 14
                                            veh/h
Opposing direction volume, Vo 9
                                            veh/h
                             Average Travel Speed
Direction
                                            Analysis(d) Opposing (o)
PCE for trucks, ET
                                                2.7
                                                                       2.7
                                                                       1.1
PCE for RVs, ER
                                                 1.1
Heavy-vehicle adj. factor, (note-5) fHV 0.904
Grade adj. factor, (note-1) fg 0.67
Directional flow rate, (note-2) vi 26 pc/h
                                                                       0.904
                                                                       0.67
                                                                       17 pc/h
Free-Flow Speed from Field Measurement:
Field measured speed, (note-3) S FM
                                                              mi/h
Observed total demand, (note-3) V
                                                                veh/h
Estimated Free-Flow Speed:
Base free-flow speed, (note-3) BFFS
                                                      60.0
Adj. for lane and shoulder width, (note-3) fLS 3.0
                                                                mi/h
Adj. for access point density, (note-3) fA 2.0
                                                                mi/h
Free-flow speed, FFSd
                                                      55.0 mi/h
Adjustment for no-passing zones, fnp
                                                 0.5 mi/h
                                                      54.2
                                                              mi/h
Average travel speed, ATSd
```

98.5

Percent Free Flow Speed, PFFS

	-	J		
Direction	Analysis(d)	C	pposing	(0)
PCE for trucks, ET	1.9		1.9	
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			0.949	9
Grade adjustment factor, (note-1) fg	0.73		0.73	
Directional flow rate, (note-2) vi		c/h	15	
Base percent time-spent-following, (no	_			F - 7
Adjustment for no-passing zones, fnp	00 1, 211010	30.4	•	
Percent time-spent-following, PTSFd		21.3 %	:	
refeele time spent following, fisha		21.0	,	
Level of Service and	Other Perform	ance Meas	ures	
Level of service, LOS		A		
Volume to capacity ratio, v/c		0.01		
Peak 15-min vehicle-miles of travel,	∨мт15		veh-mi	
Peak-hour vehicle-miles of travel, VM'			veh-mi	
Peak 15-min total travel time, TT15	100		veh-h	
Capacity from ATS, CdATS			veh/h	
Capacity from PTSF, CdPTSF			veh/h	
Directional Capacity		1663	veh/h	
Passing	Lane Analysis			
Motel length of analysis segment It			0.9	
Total length of analysis segment, Lt	C 11			mi
Length of two-lane highway upstream o		lane, Lu	ı –	mi
Length of passing lane including tape	_		-	mi
Average travel speed, ATSd (from above			54.2	mi/h
Percent time-spent-following, PTSFd (from above)		21.3	
Level of service, LOSd (from above)			A	
Average Travel Spe	ed with Pass	ing Lane_		
Downstream length of two-lane highway				
length of passing lane for average			_	mi
Length of two-lane highway downstream				
length of the passing lane for av		speed, Ld	l –	mi
Adj. factor for the effect of passing	lane			
on average speed, fpl			_	
Average travel speed including passing			_	
Percent free flow speed including pas	sing lane, PF	FSpl	0.0	8
Percent Time-Spent-Fo.	llowing with	Passing I	ane	
				_
Downstream length of two-lane highway		_	ŗth	
of passing lane for percent time-			_	mi
Length of two-lane highway downstream		_	f	
the passing lane for percent time		ing, Ld	_	mi
Adj. factor for the effect of passing				
on percent time-spent-following,	fpl		_	
Percent time-spent-following				
including passing lane, PTSFpl			-	9
Level of Service and Other Perf	ormance Measu	res with	Passing	Lane
Level of service including passing la	ne, LOSpl	E		
Peak 15-min total travel time, TT15		_	veh-h	
Bicycle Le	vel of Servic	e		

Posted speed limit, Sp	55
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	15.9
Effective width of outside lane, We	27.02
Effective speed factor, St	4.79
Bicycle LOS Score, BLOS	1.82
Bicycle LOS	В

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific dewngrade segments are treated as level terrain.
- 2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only.
- 5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.