Ashville Fischer Homes Development

Traffic Impact Study

Prepared for: Fischer Homes
June 13, 2022

6612 Singletree Drive
Columbus, OH 43229
614.656.2424
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I. Purpose of Report & Study Objectives

The purpose of this traffic analysis and report is to document the potential traffic impacts of a proposed residential development located in Ashville, Ohio. This traffic impact study (TIS) is required by the Village of Ashville as part of the development approval process.

II. Proposed Development

A. Off-Site Developments

The study area includes the proposed site access points and the intersections of Viking Way with E. Main Street and SR-752. The surrounding area includes residential developments to the west, a church to the south, Teays Valley High School to the northwest, and undeveloped agricultural land on all other sides.

B. On-Site Development

Location

The site is located on the east side of Viking Way. **Figure 1** shows the location of the proposed site in central Ohio and **Figure 2** shows the study area.

Figure 1 – Location in Central Ohio

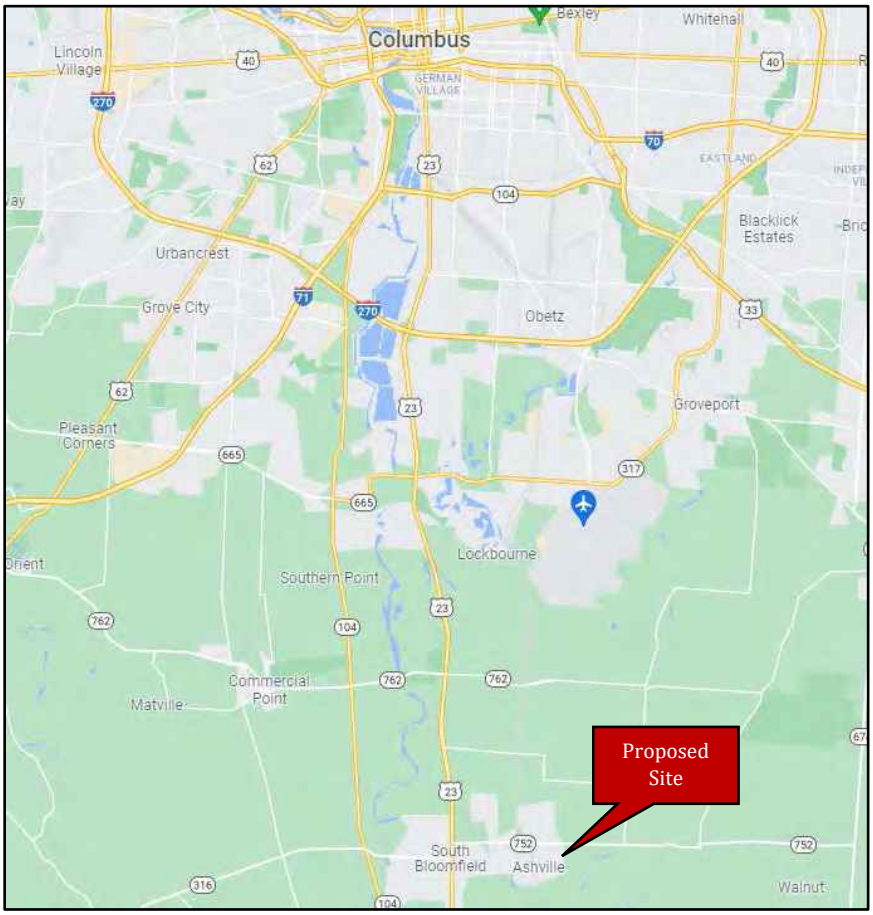


Figure 2 – Location of the Proposed Development (Yellow), Site Drives, and Study Intersections

Land Use & Intensity

The site currently includes a single-family home and undeveloped farmland. The site is proposed to be developed into 160 single-family detached homes and 54 single-family attached patio homes. Two full access points are proposed that align with the existing Viking Way intersections with Glenn Road and Station Street E.

The concept plan for the proposed development is provided in **Appendix A.**

III. Area Conditions

A. Area of Influence

The study intersections for the proposed development are listed below. Numbers correspond to **Figure 2**.

1. Viking Way & SR-752 (off-site intersection)
2. Viking Way & Site Access 1/Glenn Road
3. Viking way & Site Access 2/Station Street E.
4. Viking Way & E. Main Street (off-site intersection)

B. Jurisdictions

The proposed site is located in Ashville, Ohio. All intersections fall under Village of Ashville jurisdiction.

C. Traffic Volumes & Conditions

Peak hour count data was collected by Carpenter Marty Transportation on April 19, 2022 at all study intersections while school was in session. Count data can be found in **Appendix B**.

IV. Projected Traffic

A. Background Traffic

For analysis, the Opening Year of the development is 2022 and the Design, or Horizon Year, is 2032. A growth rate of 2%was obtained from the Maronda Homes/DR Horton Homes TIS. This growth rate was applied to all count data to produce Background volumes for the Opening and Horizon Years. Trips generated by the Maronda Homes/DR Horton Homes sites located in north Ashville were added to the Background volumes to produce No Build volumes for the Opening and Horizon Years. Relevant excerpts from the Maronda Homes/DR Horton TIS can be found in **Appendix C**.

B. Site Traffic

Trip Generation

Trips for the proposed development were generated using standard Institute of Transportation Engineers (ITE) practices and the Trip Generation Manual, 11th edition, data via the OTISS program[1]. Land Use Codes (LUC) 210 – *Single-Family Detached Housing* and 215 – *Single-Family Attached Housing* were used to generate trips for the proposed development. Pass-by and internal capture trip reductions do not apply to this development. **Table 1** shows the trip generation of the proposed development. The full trip generation analysis can be found in **Appendix C**.

[1] Online Traffic Impact Study Software developed by ITE and Transoft Solutions.

Table 1 – Proposed Site Trip Generation Summary

Land Use	Size	AM Peak		PM Peak	
		Entry	Exit	Entry	Exit
210 – Single-Family Detached Housing	160 Units	30	85	97	57
215 – Single-Family Attached Housing	54 Units	7	15	16	12
TOTAL		**37**	**100**	**113**	**69**

Site traffic was distributed to/from the site based on count data, knowledge of the surrounding area, and engineering judgement. Site traffic was added to the No Build traffic to produce Build traffic for the Opening and Horizon Years. The full volume calculations can be found in **Appendix D.**

V. Traffic Analysis

A. Turn Lane Warrant Analysis

Turn lane warrant analysis was conducted using standard ODOT turn lane warrant graphs for the two-way stop-controlled study intersections. If a turn lane was warranted in any particular scenario, the length was calculated using methodologies in the ODOT Location and Design (L&D) Manual. Viking Way has a posted speed limit of 35 MPH at all study intersections. A design speed of 40 MPH was utilized for all turn lane length calculations.

B. Capacity Analysis

Highway Capacity Software (HCS) version 7.8.5 was used for capacity analysis. A minimum LOS of D for the overall intersection, approaches, and each individual movement during peak traffic hours was considered acceptable at the study intersections. If an intersection fell below these criteria, mitigation strategies were developed to bring each movement or intersection back to an acceptable LOS.

C. Sight Distance

Sight distance triangle exhibits were developed for each proposed access point based on criteria outlined in the ODOT L&D Manual. All exhibits were created with design speeds 5 MPH over the posted speed limits.

VI. Results

A. Turn Lane Warrant Analysis

Results of the turn lane warrant analysis show that turn lanes are not warranted for any study intersection. The full turn lane warrant and length analysis can be found in **Appendix E.**

B. Capacity Analysis

Results of the capacity analysis for the study intersections can be seen in **Table 2**. The full capacity analysis can be found in **Appendix F.**

Table 2 – Capacity Analysis Summary (LOS/delay)

Intersection (Control Type, Intersection #[1])	Approach / Movement	Opening Year (2022)				Horizon Year (2032)			
		AM No Build	AM Build	PM No Build	PM Build	AM No Build	AM Build	PM No Build	PM Build
Viking Way & SR-752 (AWSC, 1)	EB	B/11.7	B/12.7	B/10.6	B/11.9	B/14.5	C/16.5	B/12.2	B/14.1
	WB	B/11.9	B/13.0	A/9.8	B/10.9	C/15.1	C/17.3	B/11.0	B/12.5
	NB	B/10.9	B/12.6	A/9.6	B/10.8	B/13.0	C/16.1	B/10.6	B/12.1
	SB	B/12.2	B/13.2	B/10.2	B/11.2	C/15.3	C/17.3	B/11.5	B/12.8
	Total	**B/11.7**	**B/12.9**	**B/10.1**	**B/11.3**	**B/14.6**	**C/16.8**	**B/11.5**	**B/13.0**
Viking Way & Site Access 1/ Glenn Road (TWSC, 2)	EB	B/10.5	B/11.8	B/10.1	B/11.7	B/11.0	B/12.6	B/10.5	B/12.2
	WB	---	B/10.2	---	A/9.7	---	B/10.5	---	A/10.0
	NB Left	A/7.6	A/7.6	A/7.7	A/7.7	A/7.6	A/7.6	A/7.8	A/7.8
	SB Left	---	A/7.7	---	A/7.6	---	A/7.8	---	A/7.6
Viking Way & Site Access 2/ Station Street E. (TWSC, 3)	EB	B/10.4	B/11.1	A/10.0	B/10.6	B/10.9	B/11.8	B/10.3	B/11.1
	WB	---	B/10.6	---	B/10.6	---	B/11.0	---	B/11.1
	NB Left	A/7.6	A/7.6	A/7.7	A/7.7	A/7.6	A/7.6	A/7.8	A/7.8
	SB Left	---	A/7.6	---	A/7.5	---	A/7.6	---	A/7.6
Viking Way & E. Main Street (TWSC, 4)	EB	B/10.1	B/10.6	B/10.1	B/11.0	B/10.6	B/11.1	B/10.6	B/11.6
	WB	B/10.8	B/11.2	B/10.5	B/10.8	B/11.2	B/11.6	B/10.8	B/11.2
	NB Left	A/7.5	A/7.6	A/7.6	A/7.7	A/7.5	A/7.6	A/7.7	A/7.8
	SB Left	A/7.4	A/7.4	A/7.3	A/7.4	A/7.5	A/7.5	A/7.4	A/7.4

TWSC = two-way stop-control
AWSC = all-way stop-control
[1]Intersection numbers correspond to Figure 2

As seen above in **Table 2**, all intersections operate with acceptable LOS in all scenarios.

C. Sight Distance

Sight distance exhibits for the proposed site drives can be seen in **Appendix G**. No sight distance issues were noted. Sight lines should be maintained through the design and construction process.

VII. Recommendations and Conclusions

Based on the results of the analysis herein, no improvements are required for any study intersection. Thus, no improvements are recommended.

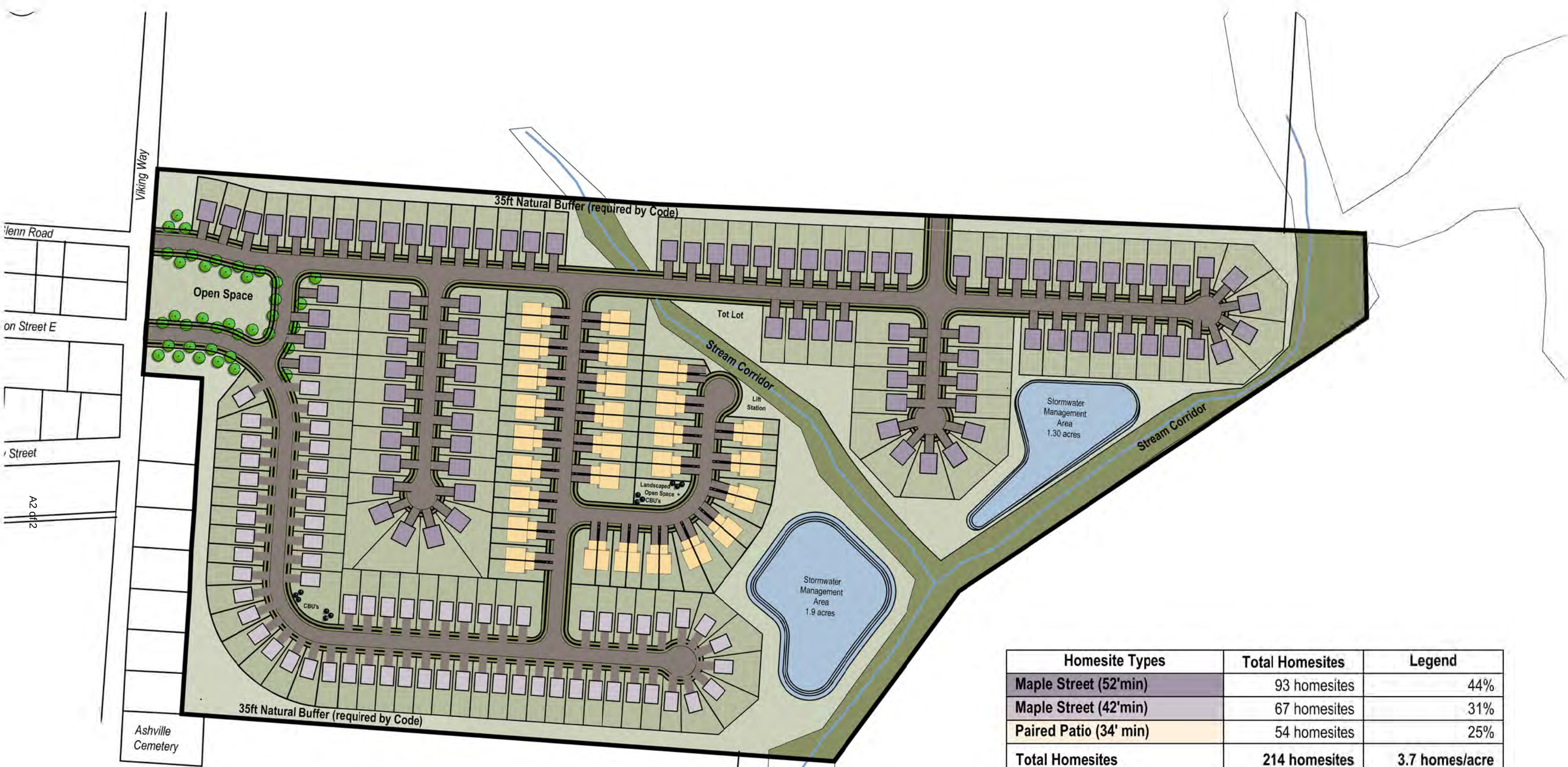
VIII. Appendices

Appendix A – Site Plan
Appendix B – Count Data
Appendix C – Background Traffic & Trip Generation
Appendix D – Volume Calculations
Appendix E – Turn Lane Warrant & Length Analysis
Appendix F – Capacity Analysis
Appendix G – Sight Distance Analysis

Appendix A
Site Plan

Appendix A

CARPENTER MARTY transportation



Homesite Types	Total Homesites	Legend
Maple Street (52'min)	93 homesites	44%
Maple Street (42'min)	67 homesites	31%
Paired Patio (34' min)	54 homesites	25%
Total Homesites	**214 homesites**	**3.7 homes/acre**

Land Use	Acreage	Legend
Open Space	17.65 acres	31%
Rights-of-Ways	9.48 acres	16%
Residential Lots	30.32 acres	53%
Total Site Acreage	**57.45 acres**	**100%**

Grand Communities, LLC

Hedges Property

Village of Ashville, Pickaway County, Ohio

Concpetual Plan

0' 100' 200'

December 21, 2021

Appendix B
Count Data

Appendix B

CARPENTER MARTY transportation

Circleville Avenue & Main Street - TMC

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

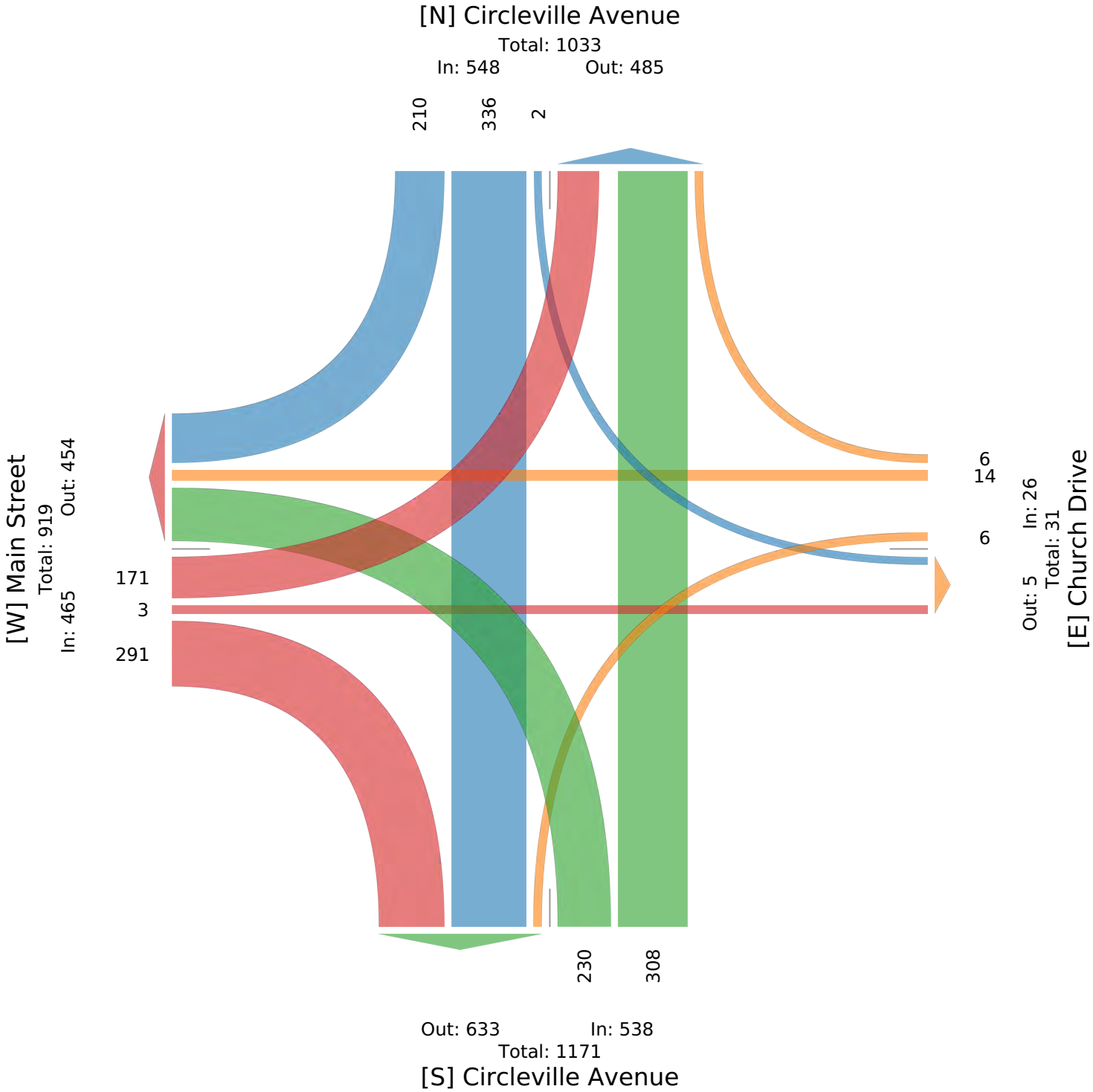
Tue Apr 19, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940739, Location: 39.714183, -82.94399

Leg	Main Street					Church Drive					Circleville Avenue					Circleville Avenue					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-04-19 7:00AM	9	0	5	0	**14**	0	0	0	0	**0**	5	31	0	0	**36**	0	10	5	0	**15**	**65**
7:15AM	26	0	10	0	**36**	0	0	0	0	**0**	9	42	0	0	**51**	2	16	15	0	**33**	**120**
7:30AM	8	0	9	0	**17**	0	1	0	0	**1**	5	5	0	0	**10**	0	12	23	0	**35**	**63**
7:45AM	2	0	7	0	**9**	0	0	0	0	**0**	9	7	0	0	**16**	0	5	5	0	**10**	**35**
Hourly Total	45	0	31	0	**76**	0	1	0	0	**1**	28	85	0	0	**113**	2	43	48	0	**93**	**283**
8:00AM	3	0	3	0	**6**	1	0	0	0	**1**	7	15	0	0	**22**	0	4	4	0	**8**	**37**
8:15AM	0	0	6	0	**6**	0	0	0	0	**0**	14	5	0	0	**19**	0	7	6	0	**13**	**38**
8:30AM	3	0	4	0	**7**	0	1	0	0	**1**	5	7	0	0	**12**	0	5	3	0	**8**	**28**
8:45AM	11	0	10	0	**21**	2	1	0	0	**3**	15	12	0	0	**27**	0	12	8	0	**20**	**71**
Hourly Total	17	0	23	0	**40**	3	2	0	0	**5**	41	39	0	0	**80**	0	28	21	0	**49**	**174**
2:00PM	6	0	9	0	**15**	1	0	0	0	**1**	9	11	0	0	**20**	0	10	1	0	**11**	**47**
2:15PM	11	0	7	0	**18**	0	0	0	0	**0**	9	16	0	0	**25**	0	10	6	0	**16**	**59**
2:30PM	8	0	8	0	**16**	0	1	0	0	**1**	8	9	0	0	**17**	0	26	39	0	**65**	**99**
2:45PM	9	0	17	0	**26**	0	0	0	0	**0**	9	8	0	0	**17**	0	18	17	0	**35**	**78**
Hourly Total	34	0	41	0	**75**	1	1	0	0	**2**	35	44	0	0	**79**	0	64	63	0	**127**	**283**
3:00PM	12	0	10	0	**22**	1	8	3	0	**12**	10	17	0	0	**27**	0	9	8	0	**17**	**78**
3:15PM	8	0	18	0	**26**	0	0	0	0	**0**	8	8	0	0	**16**	0	19	3	0	**22**	**64**
3:30PM	11	1	20	0	**32**	0	1	0	0	**1**	11	11	0	0	**22**	0	26	11	0	**37**	**92**
3:45PM	3	1	16	0	**20**	1	0	0	0	**1**	8	11	0	0	**19**	0	17	8	0	**25**	**65**
Hourly Total	34	2	64	0	**100**	2	9	3	0	**14**	37	47	0	0	**84**	0	71	30	0	**101**	**299**
4:00PM	6	0	18	0	**24**	0	0	0	0	**0**	10	11	0	0	**21**	0	12	11	0	**23**	**68**
4:15PM	3	1	14	0	**18**	0	0	0	0	**0**	13	13	0	0	**26**	0	18	6	0	**24**	**68**
4:30PM	3	0	22	0	**25**	0	0	0	0	**0**	10	12	0	0	**22**	0	15	6	0	**21**	**68**
4:45PM	6	0	21	0	**27**	0	1	0	0	**1**	11	14	0	0	**25**	0	25	6	0	**31**	**84**
Hourly Total	18	1	75	0	**94**	0	1	0	0	**1**	44	50	0	0	**94**	0	70	29	0	**99**	**288**
5:00PM	10	0	17	0	**27**	0	0	0	0	**0**	11	13	0	0	**24**	0	17	5	0	**22**	**73**
5:15PM	2	0	14	0	**16**	0	0	0	0	**0**	6	9	0	0	**15**	0	11	7	0	**18**	**49**
5:30PM	8	0	13	0	**21**	0	0	0	0	**0**	17	10	0	0	**27**	0	21	4	0	**25**	**73**
5:45PM	3	0	13	0	**16**	0	0	3	0	**3**	11	11	0	0	**22**	0	11	3	0	**14**	**55**
Hourly Total	23	0	57	0	**80**	0	0	3	0	**3**	45	43	0	0	**88**	0	60	19	0	**79**	**250**
Total	171	3	291	0	**465**	6	14	6	0	**26**	230	308	0	0	**538**	2	336	210	0	**548**	**1577**
% Approach	36.8%	0.6%	62.6%	0%	**-**	23.1%	53.8%	23.1%	0%	**-**	42.8%	57.2%	0%	0%	**-**	0.4%	61.3%	38.3%	0%	**-**	-
% Total	10.8%	0.2%	18.5%	0%	**29.5%**	0.4%	0.9%	0.4%	0%	**1.6%**	14.6%	19.5%	0%	0%	**34.1%**	0.1%	21.3%	13.3%	0%	**34.7%**	-
Lights	161	3	286	0	**450**	6	14	6	0	**26**	225	302	0	0	**527**	2	325	207	0	**534**	1537
% Lights	94.2%	100%	98.3%	0%	**96.8%**	100%	100%	100%	0%	**100%**	97.8%	98.1%	0%	0%	**98.0%**	100%	96.7%	98.6%	0%	**97.4%**	97.5%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	2	0	0	0	**2**	0	1	0	0	**1**	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.9%	0%	0%	0%	**0.4%**	0%	0.3%	0%	0%	**0.2%**	0.2%
Buses and Single-Unit Trucks	10	0	5	0	**15**	0	0	0	0	**0**	3	6	0	0	**9**	0	10	3	0	**13**	37
% Buses and Single-Unit Trucks	5.8%	0%	1.7%	0%	**3.2%**	0%	0%	0%	0%	**0%**	1.3%	1.9%	0%	0%	**1.7%**	0%	3.0%	1.4%	0%	**2.4%**	2.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Circleville Avenue & Main Street - TMC
Tue Apr 19, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940739, Location: 39.714183, -82.94399

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Circleville Avenue & Main Street - TMC

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Tue Apr 19, 2022
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940739, Location: 39.714183, -82.94399

Leg	Main Street					Church Drive					Circleville Avenue					Circleville Avenue					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2022-04-19 7:00AM	9	0	5	0	**14**	0	0	0	0	**0**	5	31	0	0	**36**	0	10	5	0	**15**	**65**
7:15AM	26	0	10	0	**36**	0	0	0	0	**0**	9	42	0	0	**51**	2	16	15	0	**33**	**120**
7:30AM	8	0	9	0	**17**	0	1	0	0	**1**	5	5	0	0	**10**	0	12	23	0	**35**	**63**
7:45AM	2	0	7	0	**9**	0	0	0	0	**0**	9	7	0	0	**16**	0	5	5	0	**10**	**35**
Total	45	0	31	0	**76**	0	1	0	0	**1**	28	85	0	0	**113**	2	43	48	0	**93**	**283**
% Approach	59.2%	0%	40.8%	0%	**-**	0%	100%	0%	0%	**-**	24.8%	75.2%	0%	0%	**-**	2.2%	46.2%	51.6%	0%	**-**	-
% Total	15.9%	0%	11.0%	0%	**26.9%**	0%	0.4%	0%	0%	**0.4%**	9.9%	30.0%	0%	0%	**39.9%**	0.7%	15.2%	17.0%	0%	**32.9%**	-
PHF	0.433	-	0.775	-	**0.528**	-	0.250	-	-	**0.250**	0.778	0.506	-	-	**0.554**	0.250	0.672	0.522	-	**0.664**	0.590
Lights	45	0	31	0	**76**	0	1	0	0	**1**	28	84	0	0	**112**	2	39	48	0	**89**	278
% Lights	100%	0%	100%	0%	**100%**	0%	100%	0%	0%	**100%**	100%	98.8%	0%	0%	**99.1%**	100%	90.7%	100%	0%	**95.7%**	98.2%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	4	0	0	**4**	5
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	1.2%	0%	0%	**0.9%**	0%	9.3%	0%	0%	**4.3%**	1.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Circleville Avenue & Main Street - TMC
Tue Apr 19, 2022
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940739, Location: 39.714183, -82.94399

Provided by: Carpenter Marty (CM) Transportation Inc.
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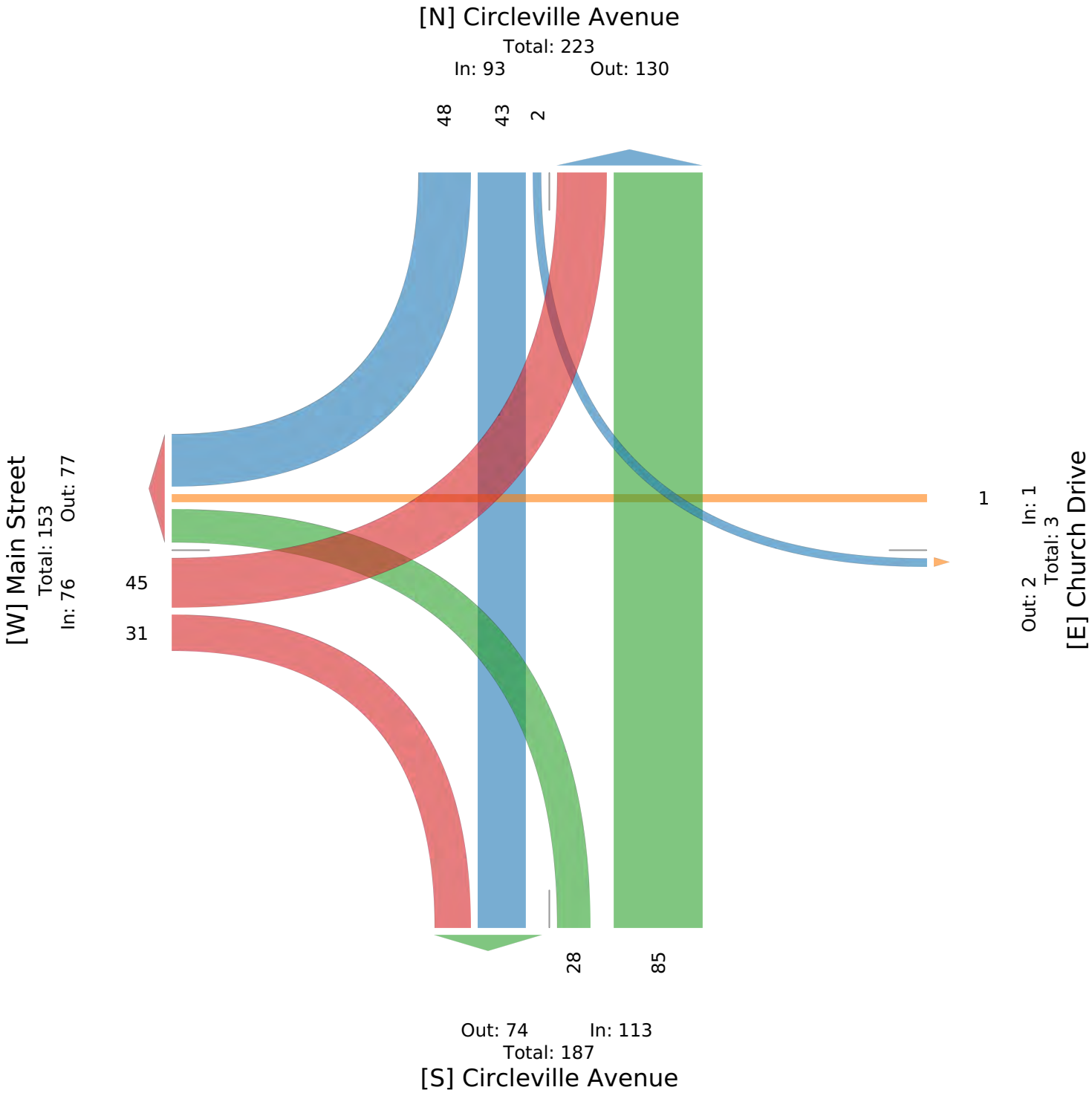


Circleville Avenue & Main Street - TMC

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

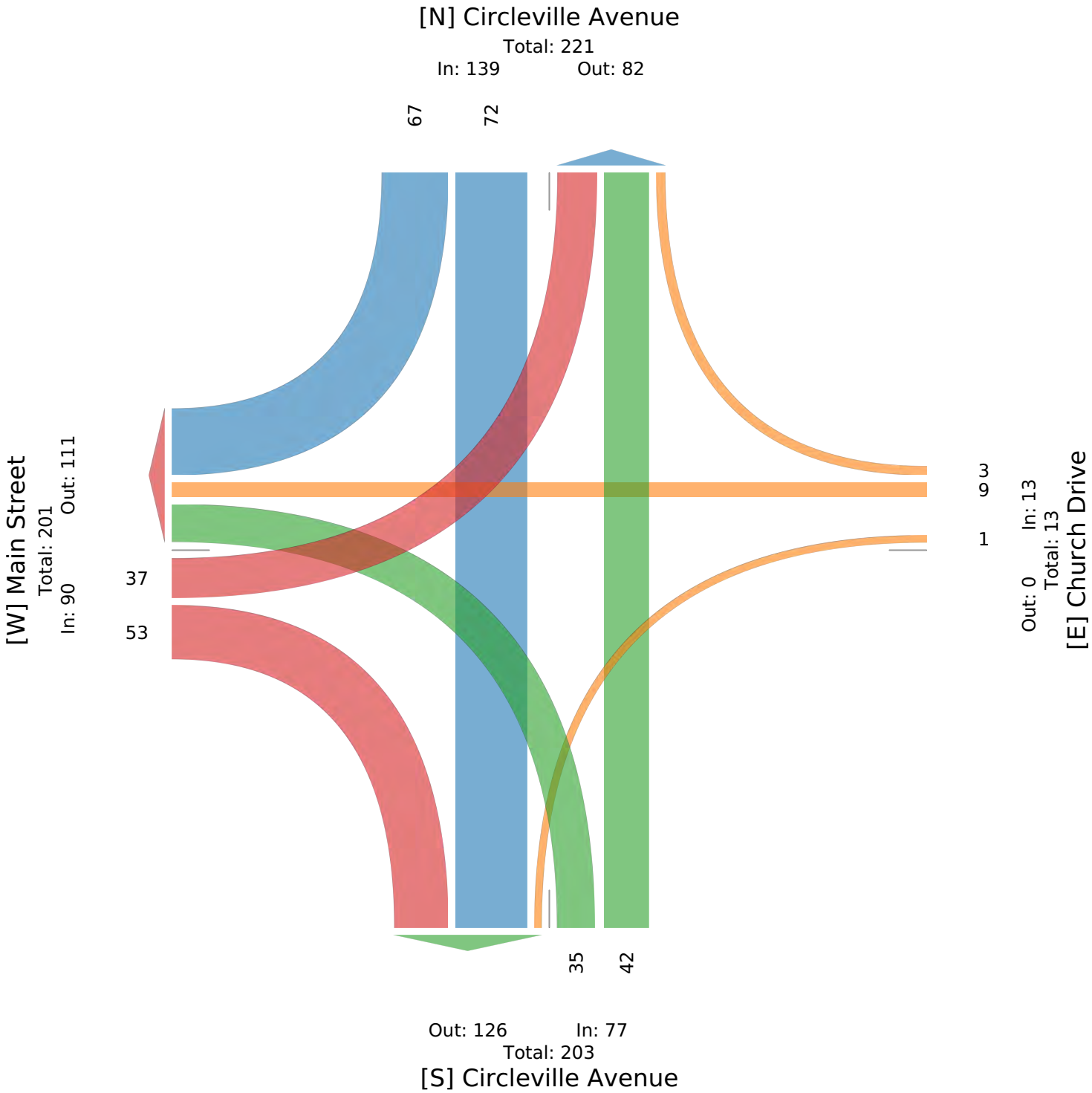
Tue Apr 19, 2022
PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940739, Location: 39.714183, -82.94399

Leg	Main Street					Church Drive					Circleville Avenue					Circleville Avenue					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2022-04-19 2:30PM	8	0	8	0	**16**	0	1	0	0	**1**	8	9	0	0	**17**	0	26	39	0	**65**	**99**
2:45PM	9	0	17	0	**26**	0	0	0	0	**0**	9	8	0	0	**17**	0	18	17	0	**35**	**78**
3:00PM	12	0	10	0	**22**	1	8	3	0	**12**	10	17	0	0	**27**	0	9	8	0	**17**	**78**
3:15PM	8	0	18	0	**26**	0	0	0	0	**0**	8	8	0	0	**16**	0	19	3	0	**22**	**64**
Total	37	0	53	0	**90**	1	9	3	0	**13**	35	42	0	0	**77**	0	72	67	0	**139**	**319**
% Approach	41.1%	0%	58.9%	0%	**-**	7.7%	69.2%	23.1%	0%	**-**	45.5%	54.5%	0%	0%	**-**	0%	51.8%	48.2%	0%	**-**	-
% Total	11.6%	0%	16.6%	0%	**28.2%**	0.3%	2.8%	0.9%	0%	**4.1%**	11.0%	13.2%	0%	0%	**24.1%**	0%	22.6%	21.0%	0%	**43.6%**	-
PHF	0.771	-	0.736	-	**0.865**	0.250	0.281	0.250	-	**0.271**	0.875	0.618	-	-	**0.713**	-	0.692	0.429	-	**0.535**	0.806
Lights	37	0	53	0	**90**	1	9	3	0	**13**	35	40	0	0	**75**	0	68	65	0	**133**	311
% Lights	100%	0%	100%	0%	**100%**	100%	100%	100%	0%	**100%**	100%	95.2%	0%	0%	**97.4%**	0%	94.4%	97.0%	0%	**95.7%**	97.5%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	4	2	0	**6**	8
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	4.8%	0%	0%	**2.6%**	0%	5.6%	3.0%	0%	**4.3%**	2.5%

*L: Left, R: Right, T: Thru, U: U-Turn

Circleville Avenue & Main Street - TMC
Tue Apr 19, 2022
PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940739, Location: 39.714183, -82.94399

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Viking Way & Glenn Road - TMC

Tue Apr 19, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940732, Location: 39.718265, -82.943662

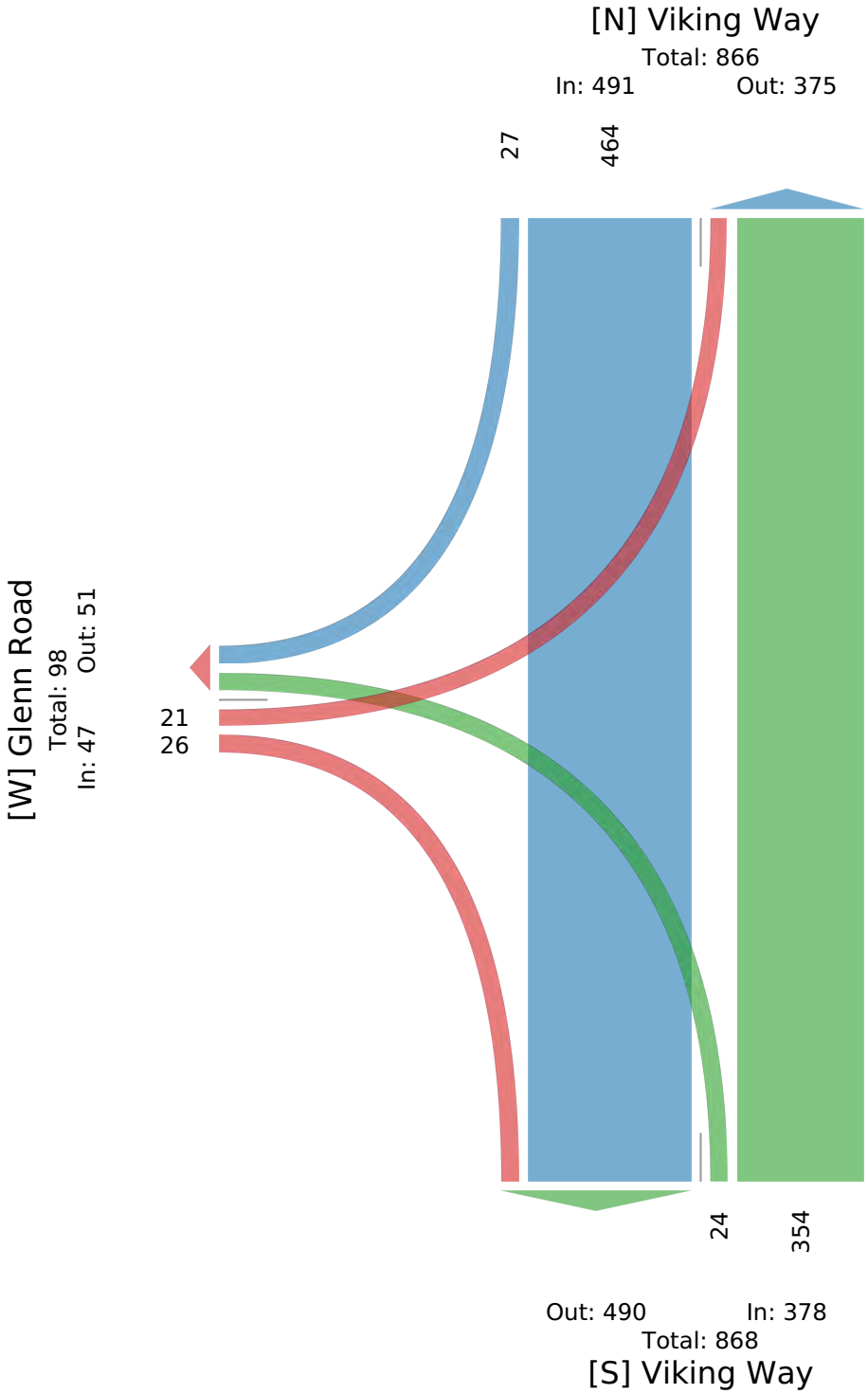
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Leg	Glenn Road				Viking Way				Viking Way				
Direction	Eastbound				Northbound				Southbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
2022-04-19 7:00AM	1	0	0	**1**	0	55	0	**55**	19	2	0	**21**	**77**
7:15AM	4	0	0	**4**	0	90	0	**90**	65	2	0	**67**	**161**
7:30AM	0	0	0	**0**	1	18	0	**19**	47	1	0	**48**	**67**
7:45AM	2	1	0	**3**	0	8	0	**8**	9	0	0	**9**	**20**
Hourly Total	**7**	1	0	**8**	1	171	0	**172**	140	5	0	**145**	**325**
8:00AM	0	2	0	**2**	1	16	0	**17**	9	1	0	**10**	**29**
8:15AM	3	1	0	**4**	1	5	0	**6**	16	0	0	**16**	**26**
8:30AM	0	2	0	**2**	0	10	0	**10**	18	2	0	**20**	**32**
8:45AM	1	1	0	**2**	1	24	0	**25**	23	0	0	**23**	**50**
Hourly Total	4	6	0	**10**	3	55	0	**58**	66	3	0	**69**	**137**
2:00PM	2	1	0	**3**	1	20	0	**21**	17	1	0	**18**	**40**
2:15PM	2	1	0	**3**	1	15	0	**16**	31	0	0	**31**	**50**
2:30PM	0	0	0	**0**	1	28	0	**29**	28	2	0	**30**	**62**
2:45PM	1	1	0	**2**	1	17	0	**18**	32	1	0	**33**	**53**
Hourly Total	5	3	0	**8**	4	80	0	**84**	108	4	0	**112**	**205**
3:00PM	0	1	0	**1**	0	21	0	**21**	10	1	0	**11**	**33**
3:15PM	1	2	0	**3**	0	32	0	**32**	28	3	0	**31**	**66**
3:30PM	0	3	0	**3**	0	16	0	**16**	94	2	0	**96**	**115**
3:45PM	1	1	0	**2**	0	17	0	**17**	40	1	0	**41**	**60**
Hourly Total	2	7	0	**9**	0	80	0	**80**	172	7	0	**179**	**268**
4:00PM	1	0	0	**1**	2	18	0	**20**	27	3	0	**30**	**51**
4:15PM	1	0	0	**1**	2	13	0	**15**	28	0	0	**28**	**44**
4:30PM	1	4	0	**5**	0	15	0	**15**	19	3	0	**22**	**42**
4:45PM	1	1	0	**2**	3	20	0	**23**	34	0	0	**34**	**59**
Hourly Total	4	5	0	**9**	7	66	0	**73**	108			**114**	**196**
5:00PM	2	1	0	**3**	3	26	0	**29**	26	2	0	**28**	**60**
5:15PM	1	2	0	**3**	1	13	0	**14**	19	1	0	**20**	**37**
5:30PM	0	0	0	**0**	0	18	0	**18**	24	2	0	**26**	**44**
5:45PM	1	1	0	**2**	0	19	0	**19**	16	3	0	**19**	**40**
Hourly Total	4	4	0	**8**	4	76	0	**80**	85	8	0	**93**	**181**
Total	21	26	0	**47**	24	354	0	**378**	464	27	0	**491**	**916**
% Approach	44.7%	55.3%	0%	**-**	6.3%	93.7%	0%	**-**	94.5%	5.5%	0%	**-**	-
% Total	2.3%	2.8%	0%	**5.1%**	2.6%	38.6%	0%	**41.3%**	50.7%	2.9%	0%	**53.6%**	-
Lights	21	26	0	**47**	24	336	0	**360**	457	27	0	**484**	891
% Lights	100%	100%	0%	**100%**	100%	94.9%	0%	**95.2%**	98.5%	100%	0%	**98.6%**	97.3%
Articulated Trucks	0	0	0	**0**	0	1	0	**1**	1	0	0	**1**	2
% Articulated Trucks	0%	0%	0%	**0%**	0%	0.3%	0%	**0.3%**	0.2%	0%	0%	**0.2%**	0.2%
Buses and Single-Unit Trucks	0	0	0	**0**	0	17	0	**17**	6	0	0	**6**	23
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	0%	4.8%	0%	**4.5%**	1.3%	0%	0%	**1.2%**	2.5%

*L: Left, R: Right, T: Thru, U: U-Turn

Viking Way & Glenn Road - TMC
Tue Apr 19, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940732, Location: 39.718265, -82.943662

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Viking Way & Glenn Road - TMC

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

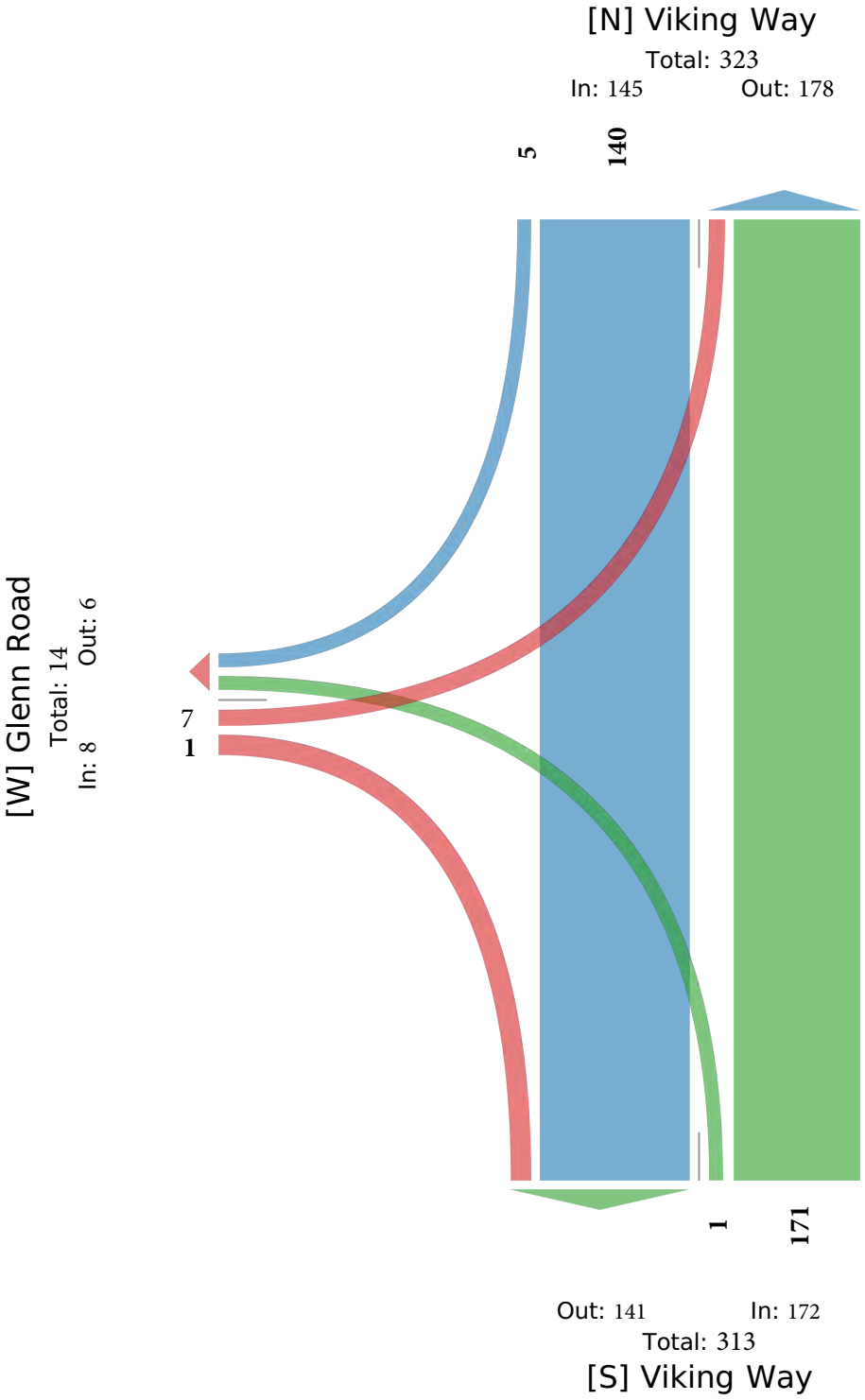
Tue Apr 19, 2022
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940732, Location: 39.718265, -82.943662

Leg	Glenn Road				Viking Way				Viking Way				
Direction	Eastbound				Northbound				Southbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
2022-04-19 7:00AM	1	0	0	**1**	0	55	0	**55**	19	2	0	**21**	**77**
7:15AM	4	0	0	**4**	0	90	0	**90**	65	2	0	**67**	**161**
7:30AM	0	0	0	**0**	1	18	0	**19**	47	1	0	**48**	**67**
7:45AM	2	1	0	**3**	0	8	0	**8**	9	0	0	**9**	**20**
Total	**7**	1	0	**8**	1	171	0	**172**	140	5	0	**145**	**325**
% Approach	40.0%	60.0%	0%	**-**	5.2%	94.8%	0%	**-**	95.7%	4.3%	0%	**-**	-
% Total	2.9%	4.4%	0%	**7.3%**	2.2%	40.1%	0%	**42.3%**	48.2%	2.2%	0%	**50.4%**	-
PHF	0.333	0.750	-	**0.625**	0.750	0.573	-	**0.580**	0.717	0.375	-	**0.750**	0.685
Lights	7	1	0	**8**	1	152	0	**153**	136	5	0	**141**	302
% Lights	100%	100%	0%	**100%**	100%	89.1%	0%	**89.7%**	97.0%	100%	0%	**97.1%**	94.2%
Articulated Trucks	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0
% Articulated Trucks	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0%
Buses and Single-Unit Trucks	0	0	0	**0**	0	19	0	**19**	4	0	0	**4**	23
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	0%	10.9%	0%	**10.3%**	3.0%	0%	0%	**2.9%**	5.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Viking Way & Glenn Road - TMC
Tue Apr 19, 2022
AM Peak (7 AM - 8 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940732, Location: 39.718265, -82.943662

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Viking Way & Glenn Road - TMC

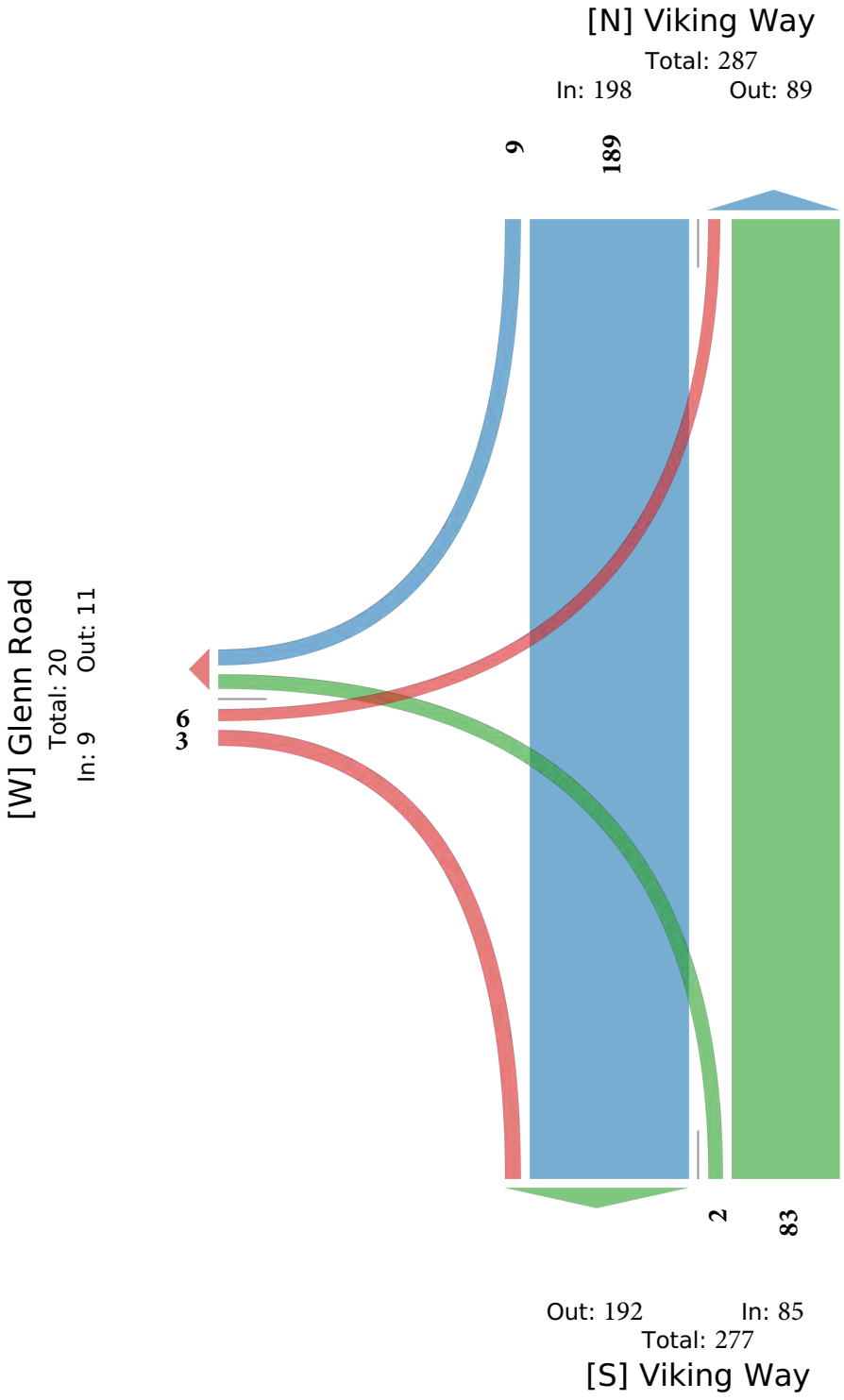
Tue Apr 19, 2022
PM Peak (2:15 PM - 3:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940732, Location: 39.718265, -82.943662

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Leg	Glenn Road				Viking Way				Viking Way				
Direction	Eastbound				Northbound				Southbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
2022-04-19 3:15PM	1	2	0	**3**	0	32	0	**32**	28	3	0	**31**	**66**
3:30PM	0	3	0	**3**	0	16	0	**16**	94	2	0	**96**	**115**
3:45PM	1	1	0	**2**	0	17	0	**17**	40	1	0	**41**	**60**
4:00PM	1	0	0	**1**	2	18	0	**20**	27	3	0	**30**	**51**
Total	3	6	0	**9**	2	83	0	**85**	189	9	0	**198**	**292**
% Approach	33.3%	66.7%	0%	**-**	6.0%	94.0%	0%	**-**	95.2%	4.8%	0%	**-**	-
% Total	1.4%	2.8%	0%	**4.2%**	2.3%	36.1%	0%	**38.4%**	54.6%	2.8%	0%	**57.4%**	-
PHF	0.750	0.500	-	**0.750**	0.625	0.696	-	**0.716**	0.922	0.500	-	**0.939**	0.871
Lights	3	6	0	**9**	2	78	0	**80**	187	9	0	**197**	285
% Lights	100%	100%	0%	**100%**	100%	93.6%	0%	**94.0%**	99.2%	100%	0%	**99.2%**	97.2%
Articulated Trucks	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0
% Articulated Trucks	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0%
Buses and Single-Unit Trucks	0	0	0	**0**	0	5	0	**5**	2	0	0	**2**	7
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	0%	6.4%	0%	**6.0%**	0.8%	0%	0%	**0.8%**	2.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Viking Way & SR-752 - TMC

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

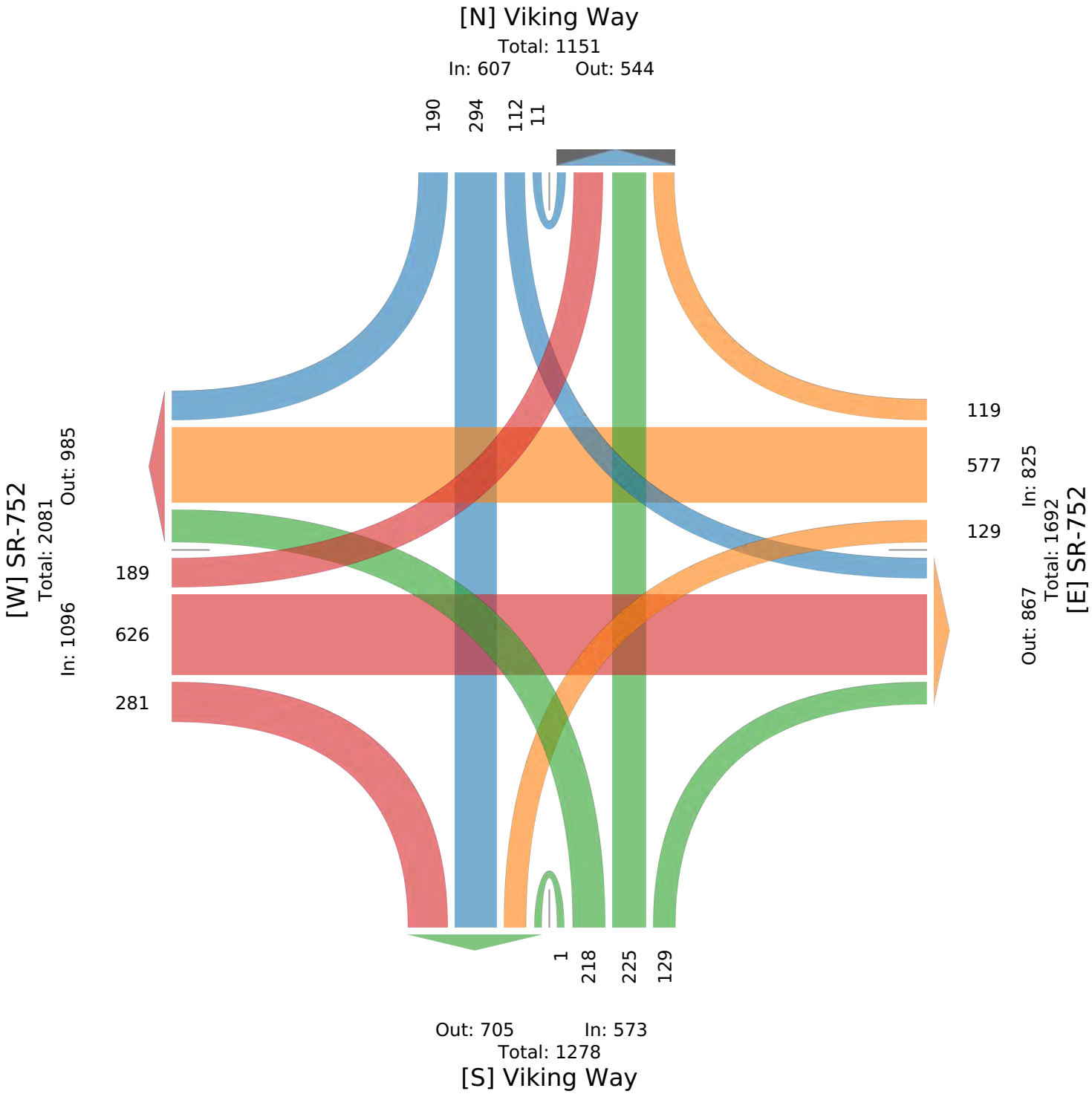
Tue Apr 19, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940734, Location: 39.723348, -82.943261

Leg	SR-752					SR-752					Viking Way					Viking Way					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-04-19 7:00AM	29	13	12	0	**54**	5	29	32	0	**66**	6	32	3	0	**41**	3	25	23	1	**52**	**213**
7:15AM	20	15	21	0	**56**	11	52	22	0	**85**	14	38	11	1	**64**	13	45	26	0	**84**	**289**
7:30AM	18	23	16	0	**57**	10	24	8	0	**42**	13	21	11	0	**45**	5	19	12	1	**37**	**181**
7:45AM	6	23	4	0	**33**	4	27	2	0	**33**	1	5	1	0	**7**	1	3	6	0	**10**	**83**
Hourly Total	73	74	53	0	**200**	30	132	64	0	**226**	34	96	26	1	**157**	22	92	67	2	**183**	**766**
8:00AM	3	14	5	0	**22**	3	11	5	0	**19**	6	5	3	0	**14**	2	1	2	0	**5**	**60**
8:15AM	4	8	4	0	**16**	10	21	4	0	**35**	6	2	1	0	**9**	4	4	1	1	**10**	**70**
8:30AM	2	20	8	0	**30**	2	15	2	0	**19**	7	2	3	0	**12**	7	8	2	1	**18**	**79**
8:45AM	1	9	17	0	**27**	2	15	2	0	**19**	13	7	2	0	**22**	1	5	0	0	**6**	**74**
Hourly Total	10	51	34	0	**95**	17	62	13	0	**92**	32	16	9	0	**57**	14	18	5	2	**39**	**283**
2:00PM	13	19	6	0	**38**	2	12	5	0	**19**	4	9	2	0	**15**	1	5	3	3	**12**	**84**
2:15PM	11	8	14	0	**33**	8	30	3	0	**41**	10	11	5	0	**26**	3	31	18	0	**52**	**152**
2:30PM	14	30	22	0	**66**	11	18	5	0	**34**	13	16	9	0	**38**	9	30	16	1	**56**	**194**
2:45PM	3	36	16	0	**55**	5	28	1	0	**34**	10	5	12	0	**27**	1	13	7	0	**21**	**137**
Hourly Total	41	93	58	0	**192**	26	88	14	0	**128**	37	41	28	0	**106**	14	79	44	4	**141**	**567**
3:00PM	1	23	7	0	**31**	1	23	0	0	**24**	19	4	5	0	**28**	9	7	5	0	**21**	**104**
3:15PM	7	17	15	0	**39**	4	18	1	0	**23**	6	9	4	0	**19**	5	7	6	0	**18**	**99**
3:30PM	6	28	10	0	**44**	4	18	7	0	**29**	15	7	9	0	**31**	4	11	3	0	**18**	**122**
3:45PM	4	28	18	0	**50**	7	17	2	0	**26**	7	7	2	0	**16**	4	8	6	1	**19**	**111**
Hourly Total	18	96	50	0	**164**	16	76	10	0	**102**	47	27	20	0	**94**	22	33	20	1	**76**	**436**
4:00PM	6	46	12	0	**64**	9	16	4	0	**29**	9	8	10	0	**27**	8	5	4	0	**17**	**137**
4:15PM	6	23	6	0	**35**	6	36	4	0	**46**	7	2	8	0	**17**	5	10	10	0	**25**	**123**
4:30PM	7	51	11	0	**69**	4	29	2	0	**35**	6	4	4	0	**14**	6	8	6	1	**21**	**139**
4:45PM	6	41	16	0	**63**	2	25	1	0	**28**	9	8	5	0	**22**	3	16	17	1	**37**	**150**
Hourly Total	25	161	45	0	**231**	21	106	11	0	**138**	31	22	27	0	**80**	22	39	37	2	**100**	**549**
5:00PM	7	48	12	0	**67**	6	26	3	0	**35**	7	7	7	0	**21**	3	9	6	0	**18**	**141**
5:15PM	2	34	7	0	**43**	5	27	2	0	**34**	11	6	3	0	**20**	4	9	4	0	**17**	**114**
5:30PM	7	37	12	0	**56**	4	26	1	0	**31**	10	3	5	0	**18**	6	11	3	0	**20**	**125**
5:45PM	6	32	10	0	**48**	4	34	1	0	**39**	9	7	4	0	**20**	5	4	4	0	**13**	**120**
Hourly Total	22	151	41	0	**214**	19	113	7	0	**139**	37	23	19	0	**79**	18	33	17	0	**68**	**500**
Total	189	626	281	0	**1096**	129	577	119	0	**825**	218	225	129	1	**573**	112	294	190	11	**607**	**3101**
% Approach	17.2%	57.1%	25.6%	0%	**-**	15.6%	69.9%	14.4%	0%	**-**	38.0%	39.3%	22.5%	0.2%	**-**	18.5%	48.4%	31.3%	1.8%	**-**	-
% Total	6.1%	20.2%	9.1%	0%	**35.3%**	4.2%	18.6%	3.8%	0%	**26.6%**	7.0%	7.3%	4.2%	0%	**18.5%**	3.6%	9.5%	6.1%	0.4%	**19.6%**	-
Lights	174	604	268	0	**1046**	124	558	114	0	**796**	199	213	116	1	**529**	107	263	180	4	**554**	2925
% Lights	92.1%	96.5%	95.4%	0%	**95.4%**	96.1%	96.7%	95.8%	0%	**96.5%**	91.3%	94.7%	89.9%	100%	**92.3%**	95.5%	89.5%	94.7%	36.4%	**91.3%**	94.3%
Articulated Trucks	0	7	0	0	**7**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	11
% Articulated Trucks	0%	1.1%	0%	0%	**0.6%**	0%	0.7%	0%	0%	**0.5%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.4%
Buses and Single-Unit Trucks	15	15	13	0	**43**	5	15	5	0	**25**	19	12	13	0	**44**	5	31	10	7	**53**	165
% Buses and Single-Unit Trucks	7.9%	2.4%	4.6%	0%	**3.9%**	3.9%	2.6%	4.2%	0%	**3.0%**	8.7%	5.3%	10.1%	0%	**7.7%**	4.5%	10.5%	5.3%	63.6%	**8.7%**	5.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Viking Way & SR-752 - TMC
Tue Apr 19, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940734, Location: 39.723348, -82.943261

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Viking Way & SR-752 - TMC

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

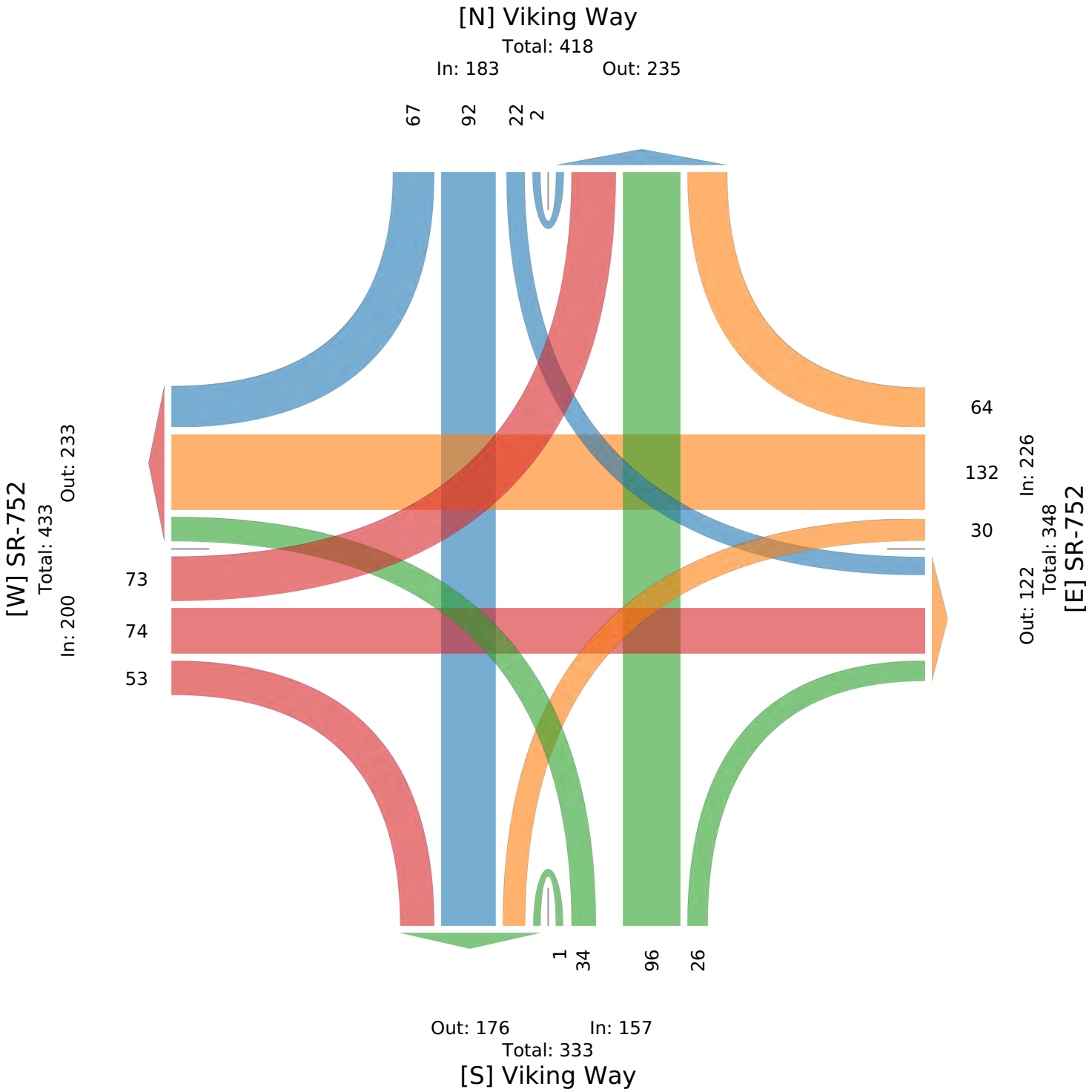
Tue Apr 19, 2022
AM Peak (7 AM - 8 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940734, Location: 39.723348, -82.943261

Leg	SR-752					SR-752					Viking Way					Viking Way					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2022-04-19 7:00AM	29	13	12	0	**54**	5	29	32	0	**66**	6	32	3	0	**41**	3	25	23	1	**52**	**213**
7:15AM	20	15	21	0	**56**	11	52	22	0	**85**	14	38	11	1	**64**	13	45	26	0	**84**	**289**
7:30AM	18	23	16	0	**57**	10	24	8	0	**42**	13	21	11	0	**45**	5	19	12	1	**37**	**181**
7:45AM	6	23	4	0	**33**	4	27	2	0	**33**	1	5	1	0	**7**	1	3	6	0	**10**	**83**
Total	73	74	53	0	**200**	30	132	64	0	**226**	34	96	26	1	**157**	22	92	67	2	**183**	**766**
% Approach	36.5%	37.0%	26.5%	0%	**-**	13.3%	58.4%	28.3%	0%	**-**	21.7%	61.1%	16.6%	0.6%	**-**	12.0%	50.3%	36.6%	1.1%	**-**	-
% Total	9.5%	9.7%	6.9%	0%	**26.1%**	3.9%	17.2%	8.4%	0%	**29.5%**	4.4%	12.5%	3.4%	0.1%	**20.5%**	2.9%	12.0%	8.7%	0.3%	**23.9%**	-
PHF	0.629	0.804	0.631	-	**0.877**	0.682	0.635	0.500	-	**0.665**	0.607	0.632	0.591	0.250	**0.613**	0.423	0.511	0.644	0.500	**0.545**	0.663
Lights	68	70	48	0	**186**	28	129	64	0	**221**	25	93	22	1	**141**	22	78	64	1	**165**	713
% Lights	93.2%	94.6%	90.6%	0%	**93.0%**	93.3%	97.7%	100%	0%	**97.8%**	73.5%	96.9%	84.6%	100%	**89.8%**	100%	84.8%	95.5%	50.0%	**90.2%**	93.1%
Articulated Trucks	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0.8%	0%	0%	**0.4%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.1%
Buses and Single-Unit Trucks	5	4	5	0	**14**	2	2	0	0	**4**	9	3	4	0	**16**	0	14	3	1	**18**	52
% Buses and Single-Unit Trucks	6.8%	5.4%	9.4%	0%	**7.0%**	6.7%	1.5%	0%	0%	**1.8%**	26.5%	3.1%	15.4%	0%	**10.2%**	0%	15.2%	4.5%	50.0%	**9.8%**	6.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Viking Way & SR-752 - TMC
Tue Apr 19, 2022
AM Peak (7 AM - 8 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940734, Location: 39.723348, -82.943261

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Viking Way & SR-752 - TMC

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

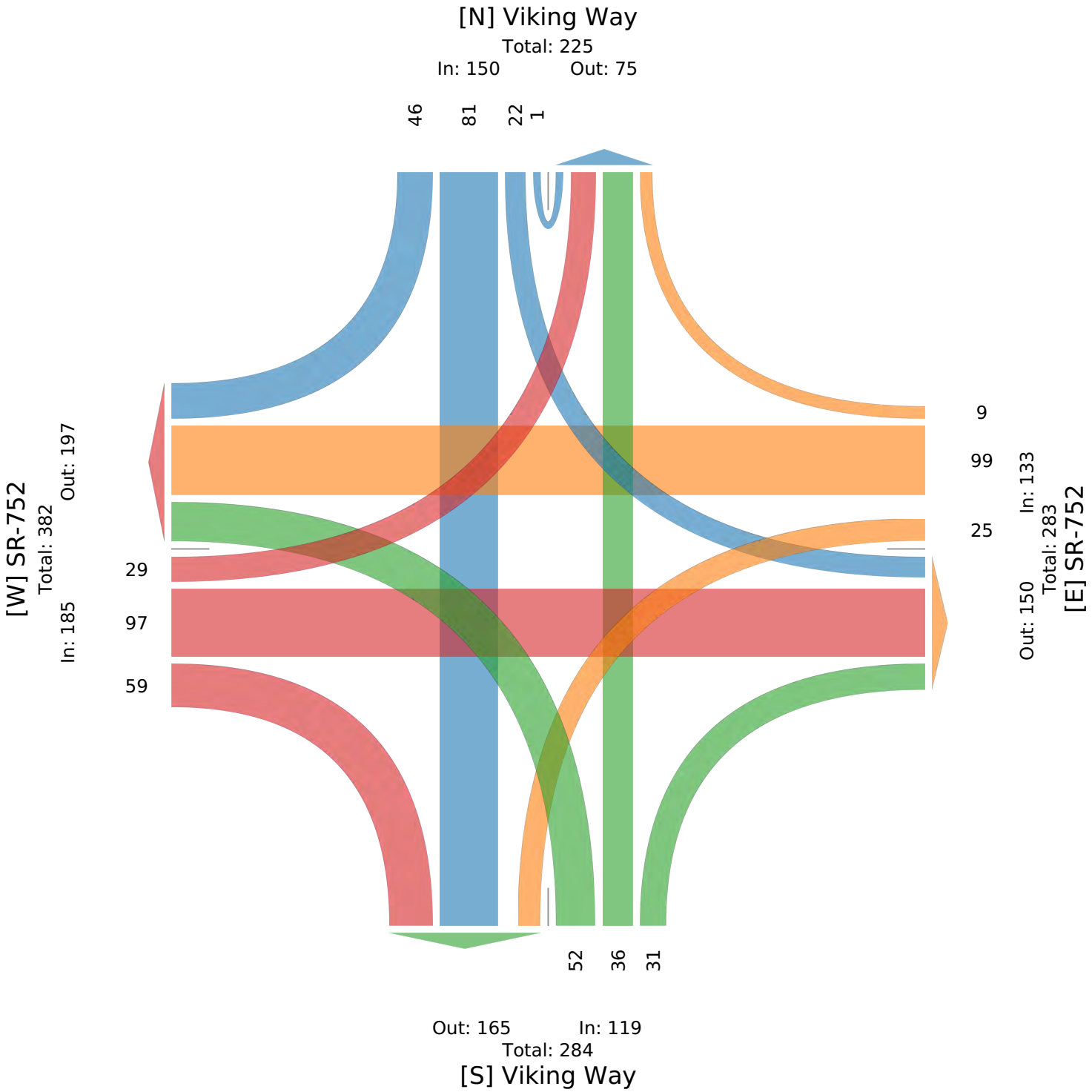
Tue Apr 19, 2022
PM Peak (2:15 PM - 3:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940734, Location: 39.723348, -82.943261

Leg	SR-752					SR-752					Viking Way					Viking Way					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2022-04-19 2:15PM	11	8	14	0	**33**	8	30	3	0	**41**	10	11	5	0	**26**	3	31	18	0	**52**	**152**
2:30PM	14	30	22	0	**66**	11	18	5	0	**34**	13	16	9	0	**38**	9	30	16	1	**56**	**194**
2:45PM	3	36	16	0	**55**	5	28	1	0	**34**	10	5	12	0	**27**	1	13	7	0	**21**	**137**
3:00PM	1	23	7	0	**31**	1	23	0	0	**24**	19	4	5	0	**28**	9	7	5	0	**21**	**104**
Total	29	97	59	0	**185**	25	99	9	0	**133**	52	36	31	0	**119**	22	81	46	1	**150**	**587**
% Approach	15.7%	52.4%	31.9%	0%	**-**	18.8%	74.4%	6.8%	0%	**-**	43.7%	30.3%	26.1%	0%	**-**	14.7%	54.0%	30.7%	0.7%	**-**	-
% Total	4.9%	16.5%	10.1%	0%	**31.5%**	4.3%	16.9%	1.5%	0%	**22.7%**	8.9%	6.1%	5.3%	0%	**20.3%**	3.7%	13.8%	7.8%	0.2%	**25.6%**	-
PHF	0.518	0.674	0.670	-	**0.701**	0.568	0.825	0.450	-	**0.811**	0.684	0.563	0.646	-	**0.783**	0.611	0.653	0.639	0.250	**0.670**	0.756
Lights	27	95	55	0	**177**	22	94	8	0	**124**	51	30	25	0	**106**	20	64	45	1	**130**	537
% Lights	93.1%	97.9%	93.2%	0%	**95.7%**	88.0%	94.9%	88.9%	0%	**93.2%**	98.1%	83.3%	80.6%	0%	**89.1%**	90.9%	79.0%	97.8%	100%	**86.7%**	91.5%
Articulated Trucks	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1
% Articulated Trucks	0%	1.0%	0%	0%	**0.5%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.2%
Buses and Single-Unit Trucks	2	1	4	0	**7**	3	5	1	0	**9**	1	6	6	0	**13**	2	17	1	0	**20**	49
% Buses and Single-Unit Trucks	6.9%	1.0%	6.8%	0%	**3.8%**	12.0%	5.1%	11.1%	0%	**6.8%**	1.9%	16.7%	19.4%	0%	**10.9%**	9.1%	21.0%	2.2%	0%	**13.3%**	8.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Viking Way & SR-752 - TMC
Tue Apr 19, 2022
PM Peak (2:15 PM - 3:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940734, Location: 39.723348, -82.943261

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Viking Way & Station Street - TMC

Tue Apr 19, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940740, Location: 39.7177, -82.943709

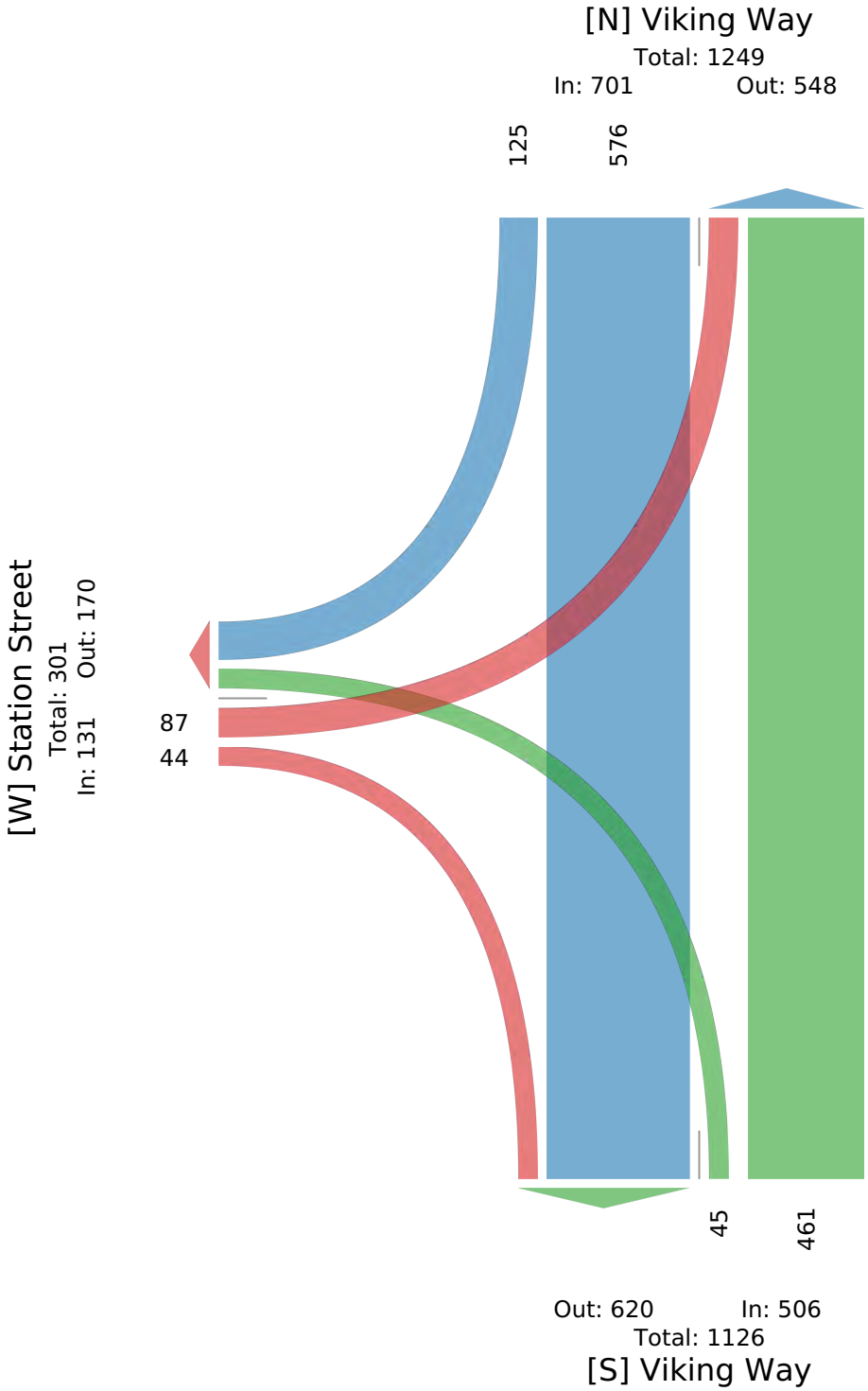
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Leg	Station Street				Viking Way				Viking Way				
Direction	Eastbound				Northbound				Southbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
2022-04-19 7:00AM	14	2	0	**16**	3	41	0	**44**	13	6	0	**19**	**79**
7:15AM	11	0	0	**11**	0	76	0	**76**	41	18	0	**59**	**146**
7:30AM	6	1	0	**7**	0	15	0	**15**	37	16	0	**53**	**75**
7:45AM	0	0	0	**0**	1	7	0	**8**	10	1	0	**11**	**19**
Hourly Total	31	3	0	**34**	4	139	0	**143**	101	41	0	**142**	**319**
8:00AM	1	0	0	**1**	1	16	0	**17**	8	2	0	**10**	**28**
8:15AM	2	3	0	**5**	0	5	0	**5**	13	5	0	**18**	**28**
8:30AM	2	2	0	**4**	0	8	0	**8**	14	3	0	**17**	**29**
8:45AM	5	0	0	**5**	4	20	0	**24**	24	2	0	**26**	**55**
Hourly Total	10	5	0	**15**	5	49	0	**54**	59	12	0	**71**	**140**
2:00PM	3	4	0	**7**	2	13	0	**15**	9	1	0	**10**	**32**
2:15PM	7	0	0	**7**	1	28	0	**29**	17	12	0	**29**	**65**
2:30PM	4	2	0	**6**	0	12	0	**12**	73	20	0	**93**	**111**
2:45PM	3	3	0	**6**	4	11	0	**15**	37	3	0	**40**	**61**
Hourly Total	17	9	0	**26**	7	64	0	**71**	136	36	0	**172**	**269**
3:00PM	0	3	0	**3**	3	23	0	**26**	16	4	0	**20**	**49**
3:15PM	0	0	0	**0**	3	16	0	**19**	26	4	0	**30**	**49**
3:30PM	7	4	0	**11**	2	22	0	**24**	32	2	0	**34**	**69**
3:45PM	3	2	0	**5**	2	15	0	**17**	27	3	0	**30**	**52**
Hourly Total	10	9	0	**19**	10	76	0	**86**	101	13	0	**114**	**219**
4:00PM	4	0	0	**4**	2	15	0	**17**	22	4	0	**26**	**47**
4:15PM	2	3	0	**5**	2	14	0	**16**	22	5	0	**27**	**48**
4:30PM	2	4	0	**6**	3	11	0	**14**	20	3	0	**23**	**43**
4:45PM	3	2	0	**5**	2	21	0	**23**	32	4	0	**36**	**64**
Hourly Total	11	9	0	**20**	9	61	0	**70**	96	16	0	**112**	**202**
5:00PM	3	3	0	**6**	1	25	0	**26**	24	3	0	**27**	**59**
5:15PM	3	2	0	**5**	1	13	0	**14**	19	3	0	**22**	**41**
5:30PM	1	2	0	**3**	5	17	0	**22**	25	0	0	**25**	**50**
5:45PM	1	2	0	**3**	3	17	0	**20**	15	1	0	**16**	**39**
Hourly Total	8	9	0	**17**	10	72	0	**82**	83	7	0	**90**	**189**
Total	87	44	0	**131**	45	461	0	**506**	576	125	0	**701**	**1338**
% Approach	66.4%	33.6%	0%	**-**	8.9%	91.1%	0%	**-**	82.2%	17.8%	0%	**-**	-
% Total	6.5%	3.3%	0%	**9.8%**	3.4%	34.5%	0%	**37.8%**	43.0%	9.3%	0%	**52.4%**	-
Lights	82	43	0	**125**	44	444	0	**488**	561	119	0	**680**	1293
% Lights	94.3%	97.7%	0%	**95.4%**	97.8%	96.3%	0%	**96.4%**	97.4%	95.2%	0%	**97.0%**	96.6%
Articulated Trucks	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	1
% Articulated Trucks	0%	2.3%	0%	**0.8%**	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0.1%
Buses and Single-Unit Trucks	5	0	0	**5**	1	17	0	**18**	15	6	0	**21**	44
% Buses and Single-Unit Trucks	5.7%	0%	0%	**3.8%**	2.2%	3.7%	0%	**3.6%**	2.6%	4.8%	0%	**3.0%**	3.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Viking Way & Station Street - TMC
Tue Apr 19, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940740, Location: 39.7177, -82.943709

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Viking Way & Station Street - TMC

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

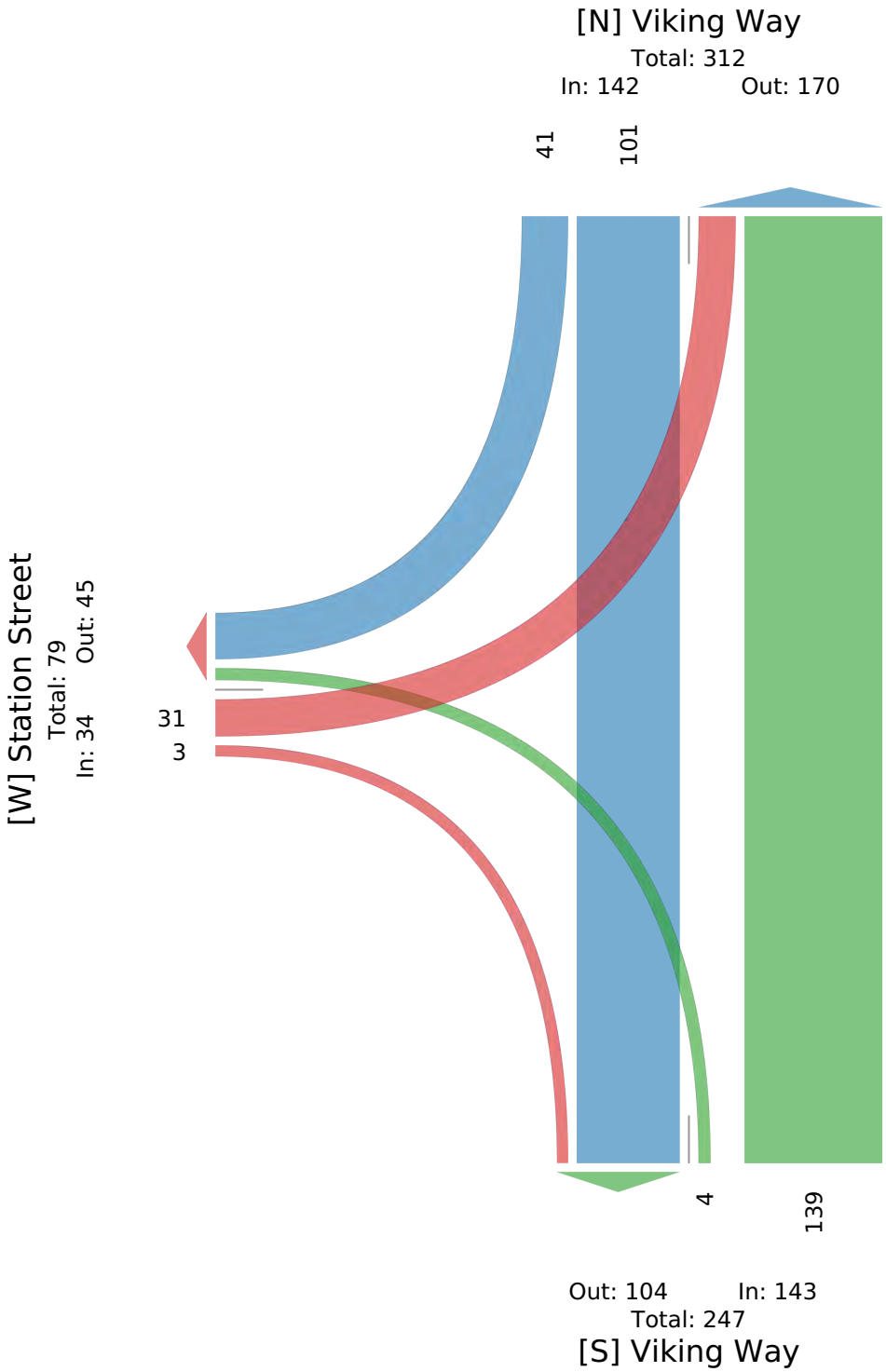
Tue Apr 19, 2022
AM Peak (7 AM - 8 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940740, Location: 39.7177, -82.943709

Leg	Station Street				Viking Way				Viking Way				
Direction	Eastbound				Northbound				Southbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
2022-04-19 7:00AM	14	2	0	**16**	3	41	0	**44**	13	6	0	**19**	**79**
7:15AM	11	0	0	**11**	0	76	0	**76**	41	18	0	**59**	**146**
7:30AM	6	1	0	**7**	0	15	0	**15**	37	16	0	**53**	**75**
7:45AM	0	0	0	**0**	1	7	0	**8**	10	1	0	**11**	**19**
Total	31	3	0	**34**	4	139	0	**143**	101	41	0	**142**	**319**
% Approach	91.2%	8.8%	0%	**-**	2.8%	97.2%	0%	**-**	71.1%	28.9%	0%	**-**	-
% Total	9.7%	0.9%	0%	**10.7%**	1.3%	43.6%	0%	**44.8%**	31.7%	12.9%	0%	**44.5%**	-
PHF	0.554	0.375	-	**0.531**	0.333	0.457	-	**0.470**	0.616	0.569	-	**0.602**	0.546
Lights	31	3	0	**34**	4	136	0	**140**	96	37	0	**133**	307
% Lights	100%	100%	0%	**100%**	100%	97.8%	0%	**97.9%**	95.0%	90.2%	0%	**93.7%**	96.2%
Articulated Trucks	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0
% Articulated Trucks	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0%
Buses and Single-Unit Trucks	0	0	0	**0**	0	3	0	**3**	5	4	0	**9**	12
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	0%	2.2%	0%	**2.1%**	5.0%	9.8%	0%	**6.3%**	3.8%

*L: Left, R: Right, T: Thru, U: U-Turn

Viking Way & Station Street - TMC
Tue Apr 19, 2022
AM Peak (7 AM - 8 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940740, Location: 39.7177, -82.943709

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Viking Way & Station Street - TMC

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

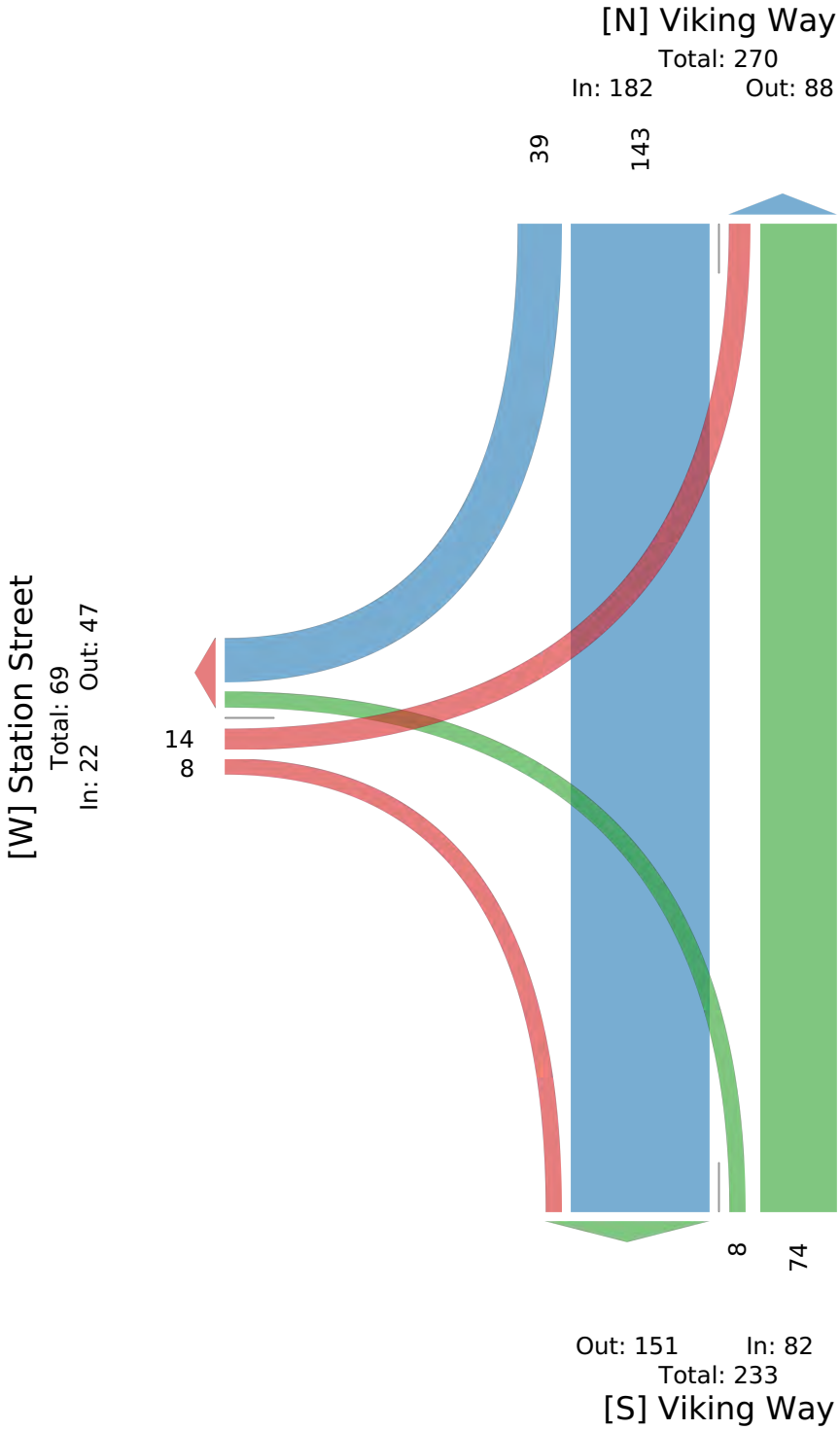
Tue Apr 19, 2022
PM Peak (2:15 PM - 3:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940740, Location: 39.7177, -82.943709

Leg	Station Street				Viking Way				Viking Way				
Direction	Eastbound				Northbound				Southbound				
Time	L	R	U	**App**	L	T	U	**App**	T	R	U	**App**	**Int**
2022-04-19 2:15PM	7	0	0	**7**	1	28	0	**29**	17	12	0	**29**	**65**
2:30PM	4	2	0	**6**	0	12	0	**12**	73	20	0	**93**	**111**
2:45PM	3	3	0	**6**	4	11	0	**15**	37	3	0	**40**	**61**
3:00PM	0	3	0	**3**	3	23	0	**26**	16	4	0	**20**	**49**
Total	14	8	0	**22**	8	74	0	**82**	143	39	0	**182**	**286**
% Approach	63.6%	36.4%	0%	**-**	9.8%	90.2%	0%	**-**	78.6%	21.4%	0%	**-**	-
% Total	4.9%	2.8%	0%	**7.7%**	2.8%	25.9%	0%	**28.7%**	50.0%	13.6%	0%	**63.6%**	-
PHF	0.500	0.667	-	**0.786**	0.500	0.661	-	**0.707**	0.490	0.488	-	**0.489**	0.644
Lights	11	8	0	**19**	7	72	0	**79**	137	37	0	**174**	272
% Lights	78.6%	100%	0%	**86.4%**	87.5%	97.3%	0%	**96.3%**	95.8%	94.9%	0%	**95.6%**	95.1%
Articulated Trucks	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0
% Articulated Trucks	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0%
Buses and Single-Unit Trucks	3	0	0	**3**	1	2	0	**3**	6	2	0	**8**	14
% Buses and Single-Unit Trucks	21.4%	0%	0%	**13.6%**	12.5%	2.7%	0%	**3.7%**	4.2%	5.1%	0%	**4.4%**	4.9%

*L: Left, R: Right, T: Thru, U: U-Turn

Viking Way & Station Street - TMC
Tue Apr 19, 2022
PM Peak (2:15 PM - 3:15 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 940740, Location: 39.7177, -82.943709

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



Appendix C
Background Traffic & Trip Generation

Appendix C

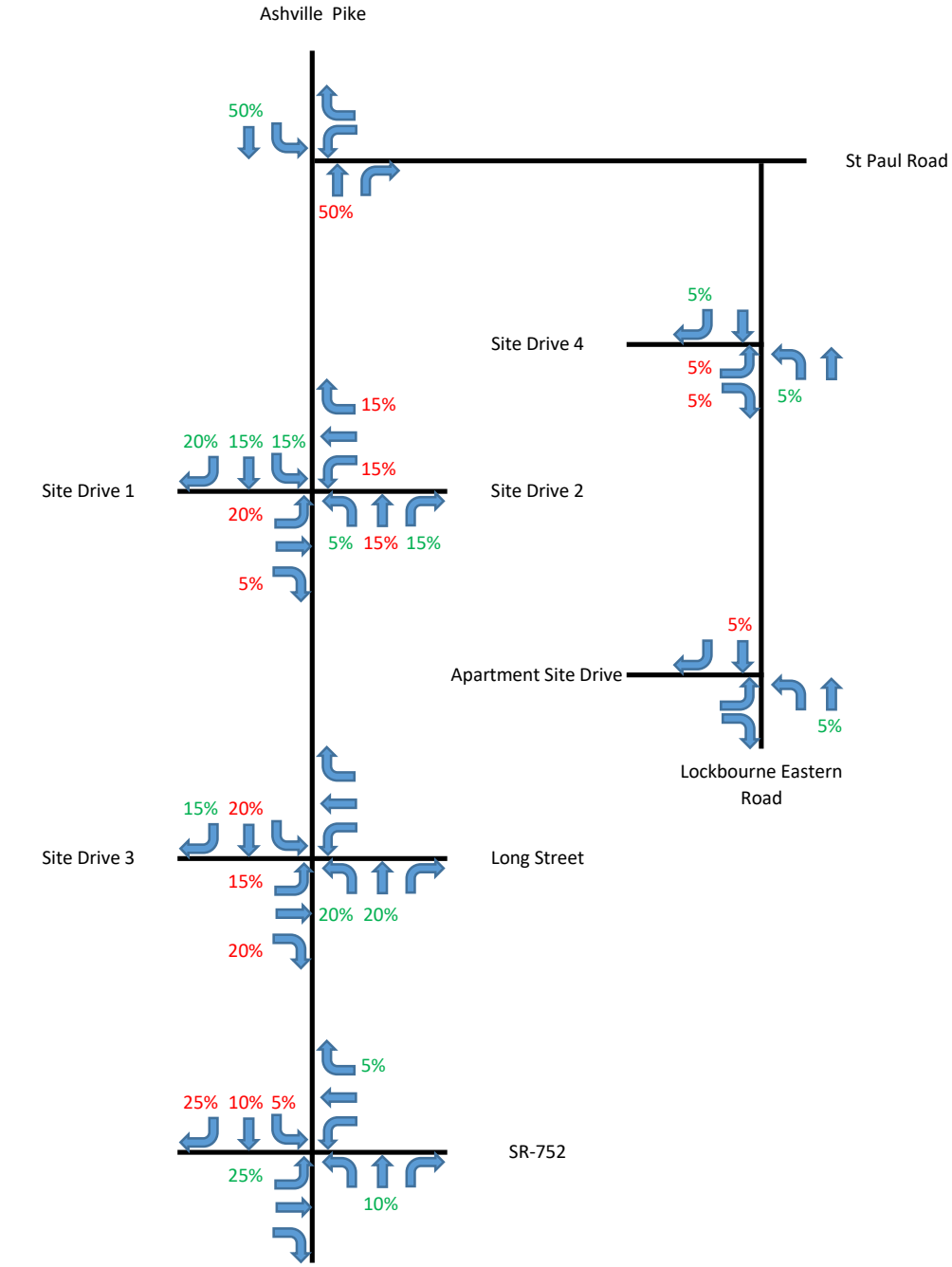
CARPENTER MARTY transportation

DR Horton & Maronda Homes Trips

Ashville Residential TIS
Traffic Volume Calculations

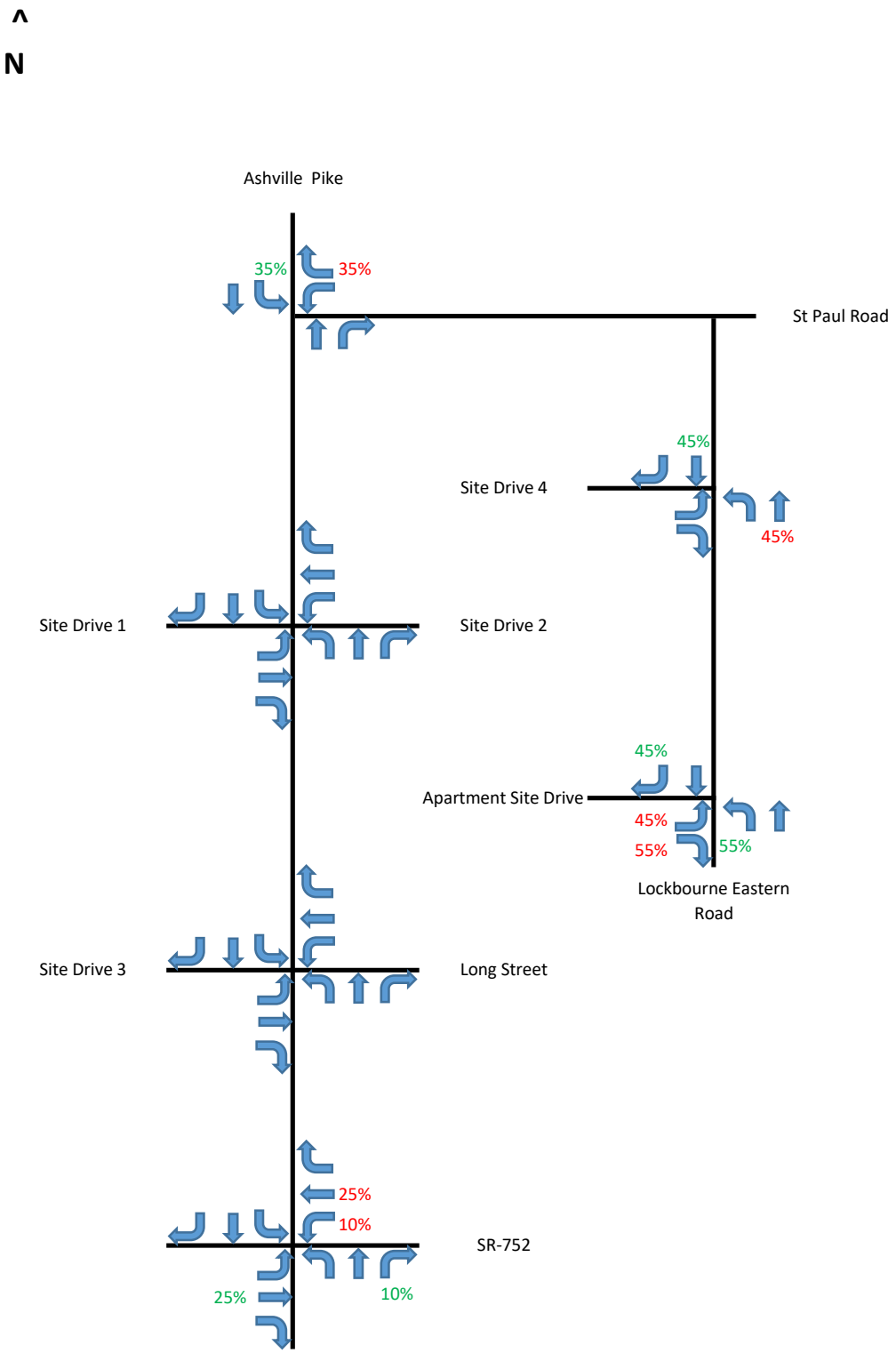
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Site Distribution	

^
N



Ashville Residential TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Apartment Distribution	



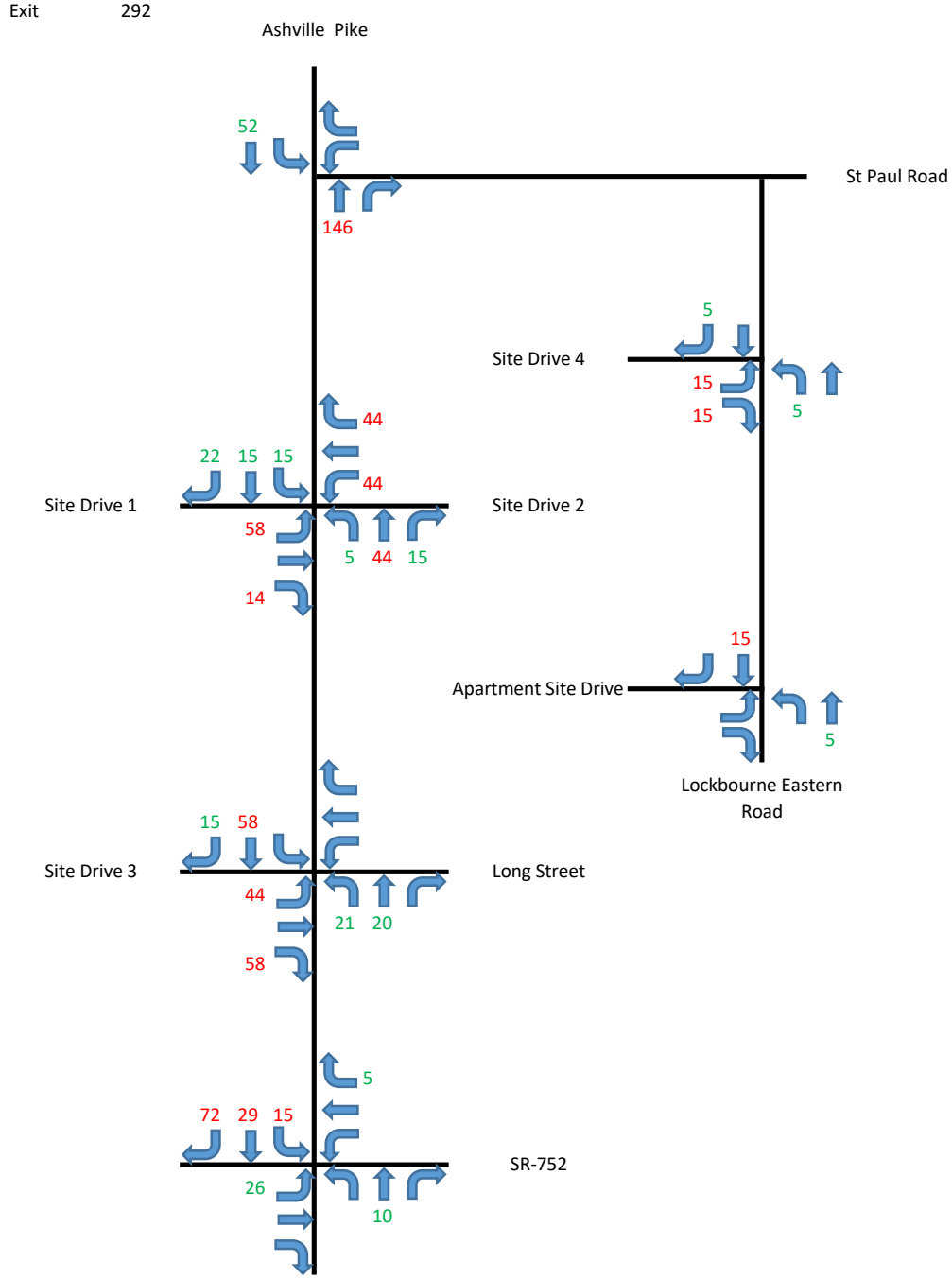
	Year	Period	Scenario	Plate
CARPENTER MARTY transportation		AM	Site Non-Pass-By Traffic	B1

^

N

Enter 103

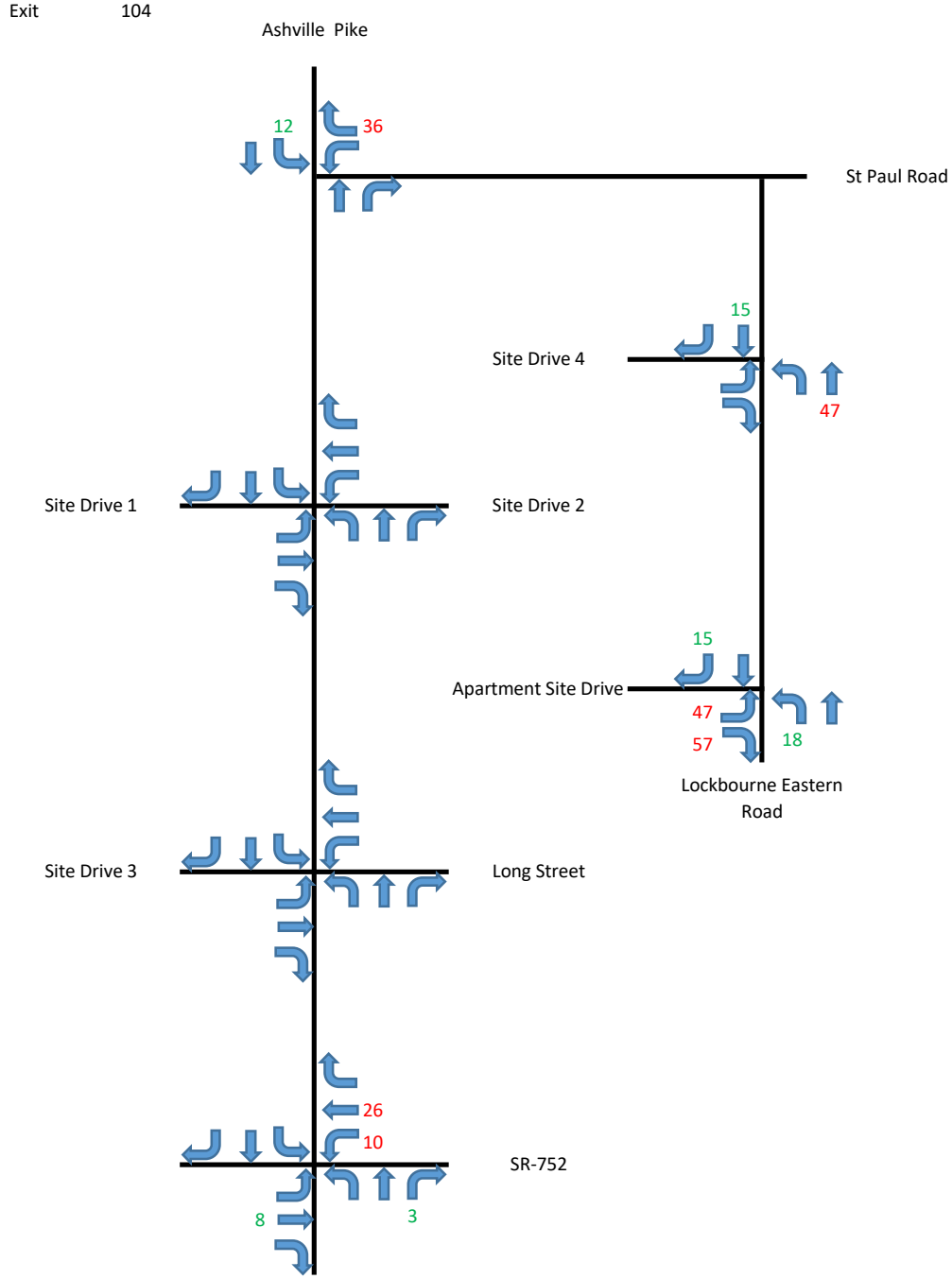
Exit 292



	Year	Period	Scenario	Plate
CARPENTER MARTY transportation		AM	Apartment Site Non-Pass-By Traffic	C1

^
N

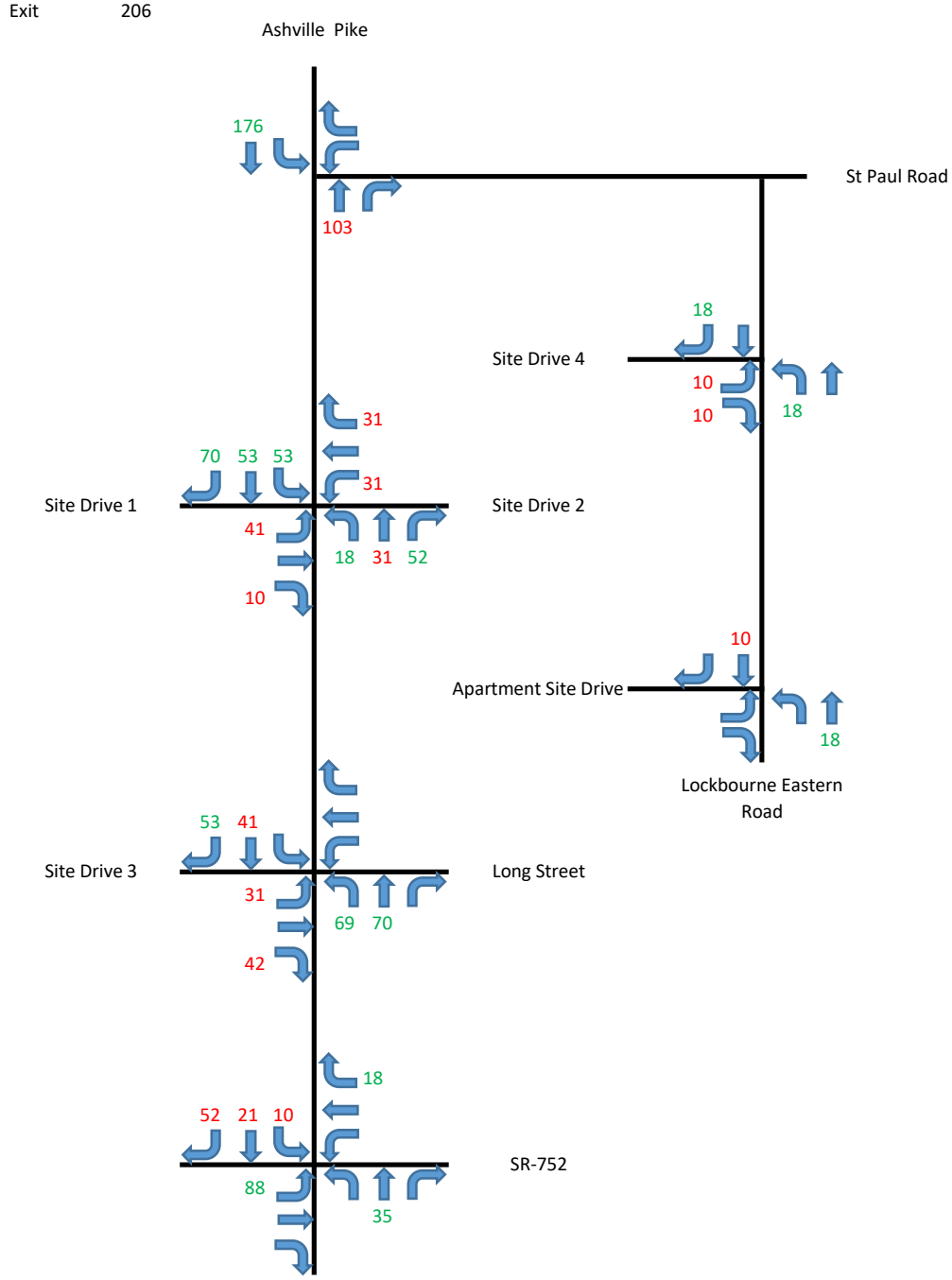
Enter 33
Exit 104



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Site Non-Pass-By Traffic	B2

^
N

Enter 351
Exit 206



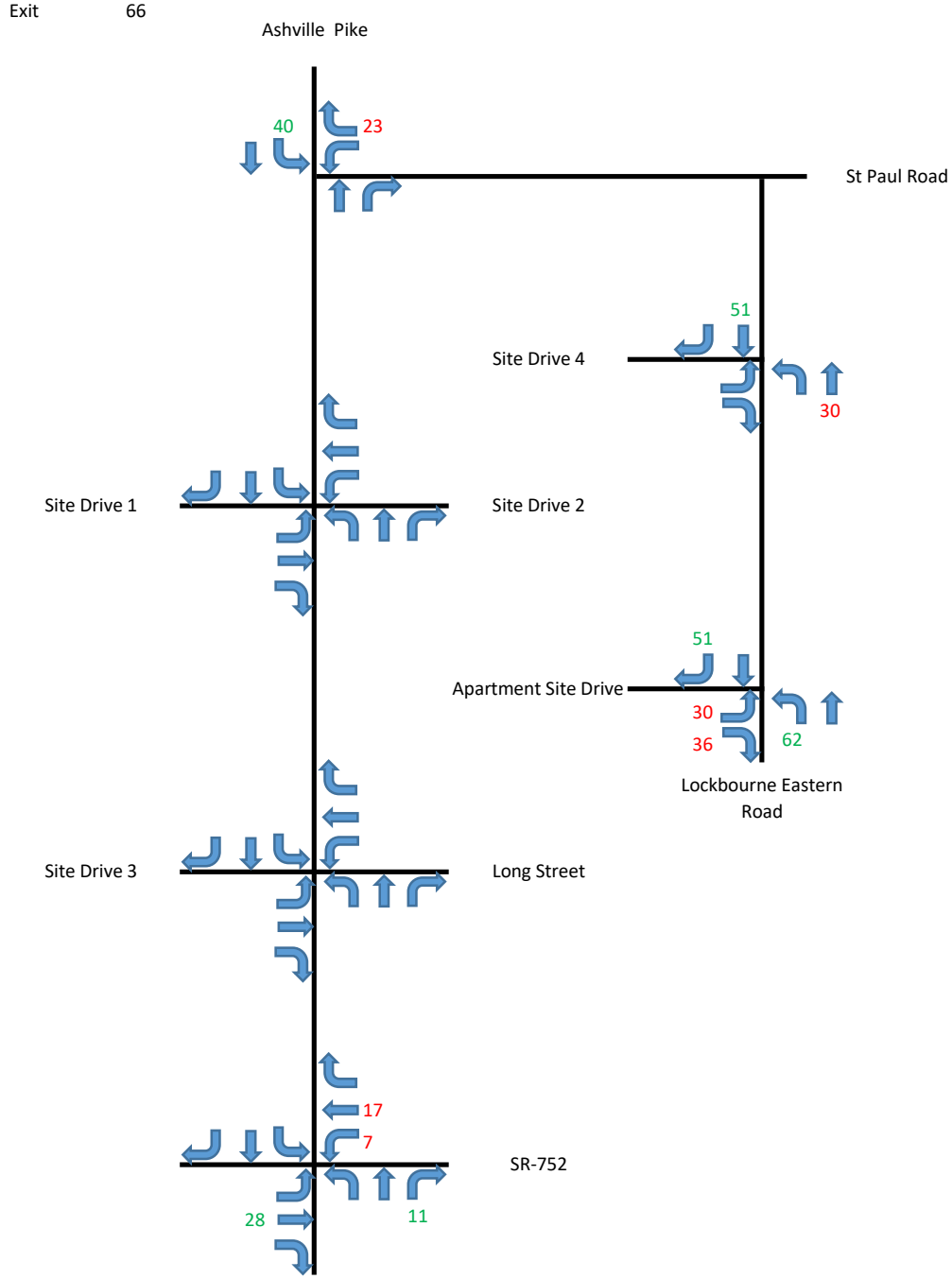
	Year	Period	Scenario	Plate
CARPENTER MARTY transportation		PM	Apartment Site Non-Pass-By Traffic	C2

^

N

Enter 113

Exit 66



Scenario - 1

Scenario Name: AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic: 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	160	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG)	30	85	115
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.91Ln(X) + 0.12	26%	74%	
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	54	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	7	15	22
Data Source: Trip Generation Manual, 11th Ed					T = 0.52(X) - 5.70	31%	69%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	26	74
215 - Single-Family Attached Housing	100	100	1	1	31	69

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	30	85	0	0	30	85
	115		0		115	
215 - Single-Family Attached Housing	7	15	0	0	7	15
	22		0		22	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	30	85	115
215 - Single-Family Attached Housing	7	15	22

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	37	100	137
External Vehicle Trips	37	100	137
New Vehicle Trips	37	100	137

Scenario - 2

Scenario Name: PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic: 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	160	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	97	57	154
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.94Ln(X) + 0.27	63%	37%	
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	54	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN)	16	12	28
Data Source: Trip Generation Manual, 11th Ed					T = 0.60(X) - 3.93	57%	43%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	63	37
215 - Single-Family Attached Housing	100	100	1	1	57	43

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
210 - Single-Family Detached Housing	97	57	0	0	97	57
	154		0		154	
215 - Single-Family Attached Housing	16	12	0	0	16	12
	28		0		28	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
210 - Single-Family Detached Housing	97	57	154
215 - Single-Family Attached Housing	16	12	28

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	113	69	182
External Vehicle Trips	113	69	182
New Vehicle Trips	113	69	182

Appendix D
Volume Calculations

Appendix D

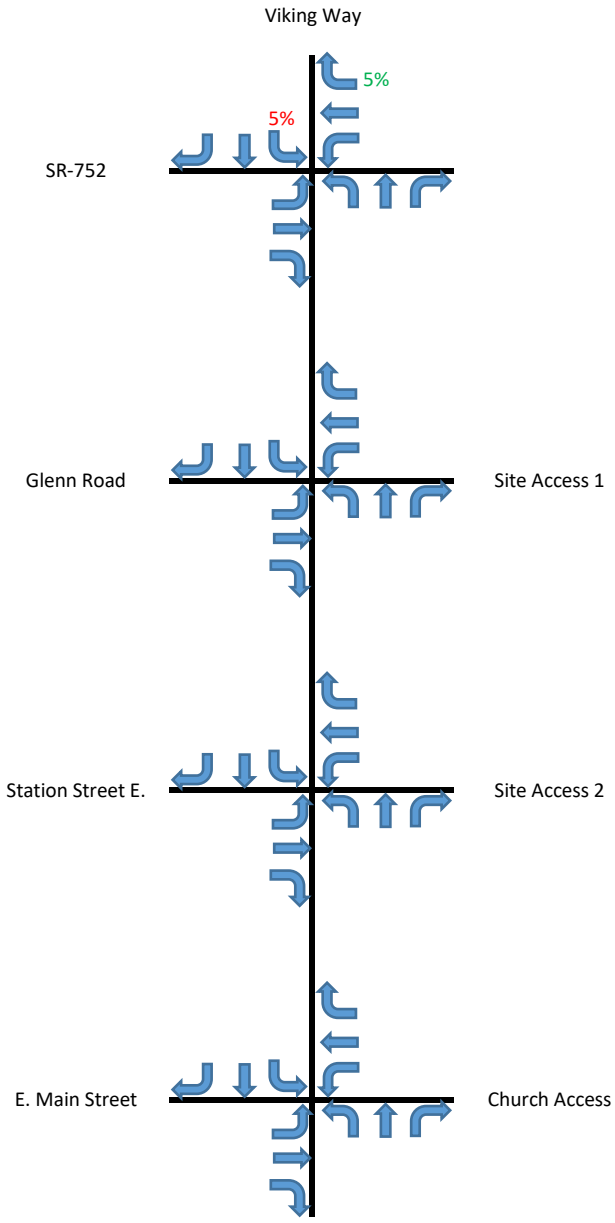
CARPENTER MARTY transportation

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Non-Pass-By Distribution	

^
N

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Maronda Homes/DR Horton Single Family Development Distribution	

^
N

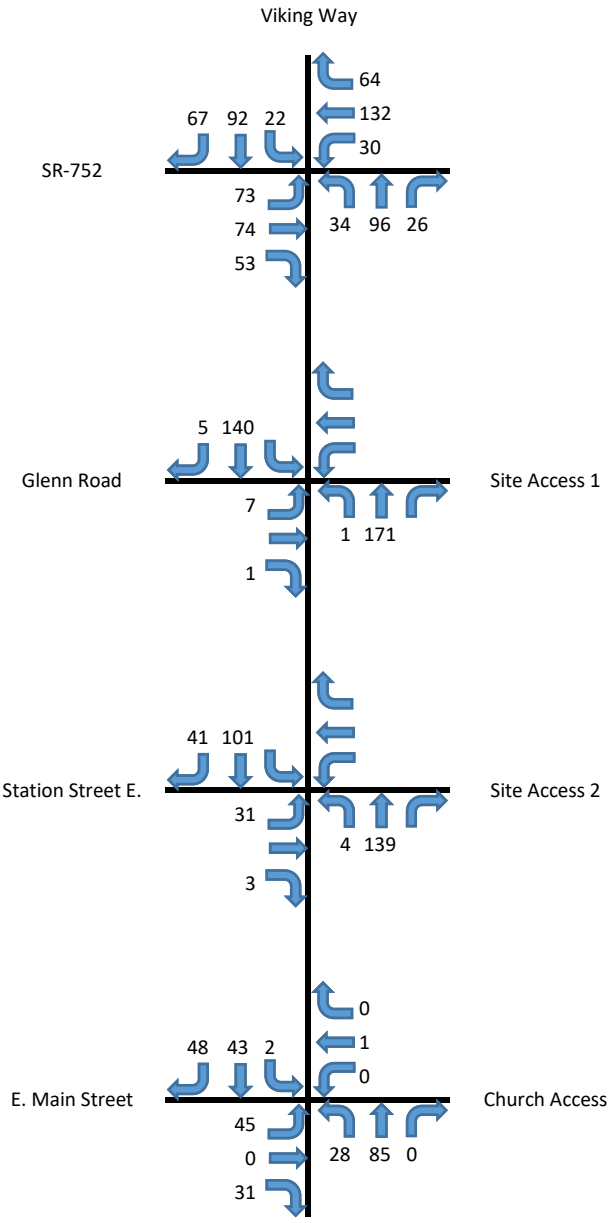


	Year	Period	Scenario	Plate
CARPENTER MARTY transportation			Maronda Homes Multifamily Development Distribution	

^
N

	Year	Period	Scenario	Plate
CARPENTER MARTY transportation	2022	AM	Count	

^
N

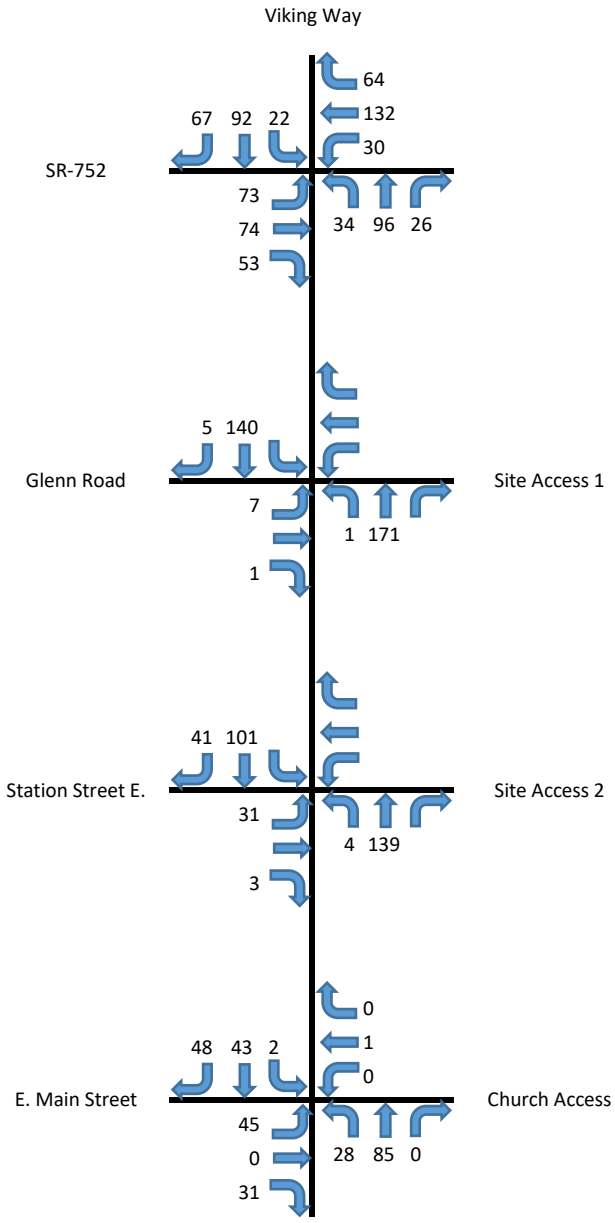


	Year	Period	Scenario	Plate
CARPENTER MARTY transportation	2022	AM	No Build	A1

^

N

Growth Rate 2%



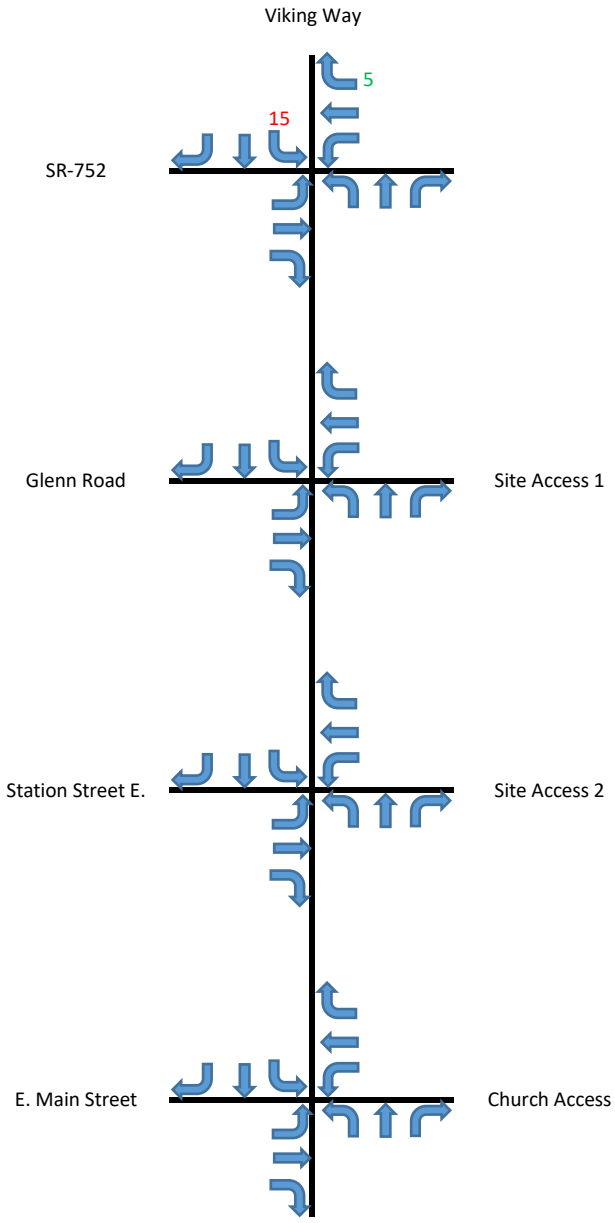
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		AM	Maronda Homes/DR Horton Single Family Development Traffic	B1

^

N

Enter 103

Exit 292



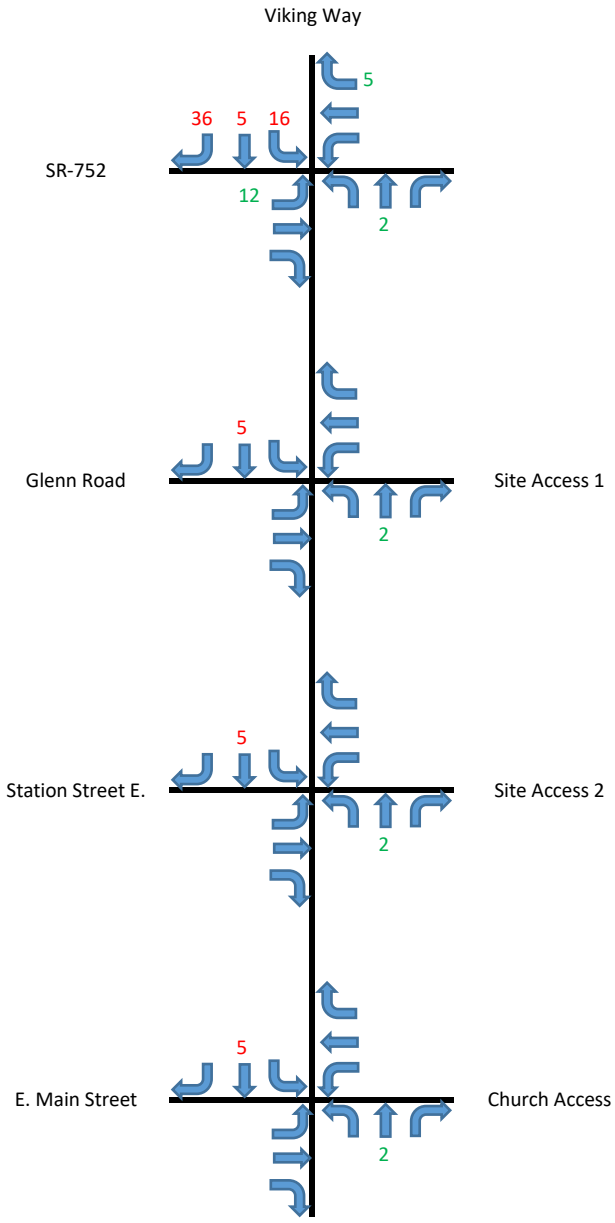
	Year	Period	Scenario	Plate
CARPENTER MARTY transportation		AM	Maronda Homes Multifamily Development Traffic	C1

^

N

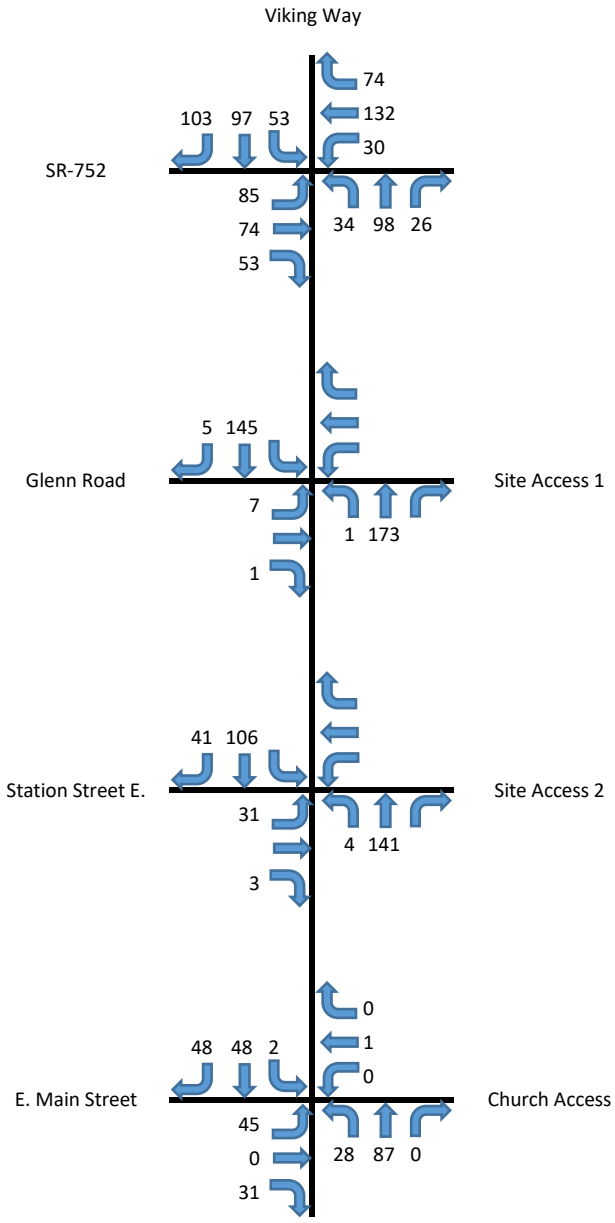
Enter 33

Exit 104



Year	Period	Scenario	Plate
2022	AM	No Build	D1 = A1 + B1 + C1

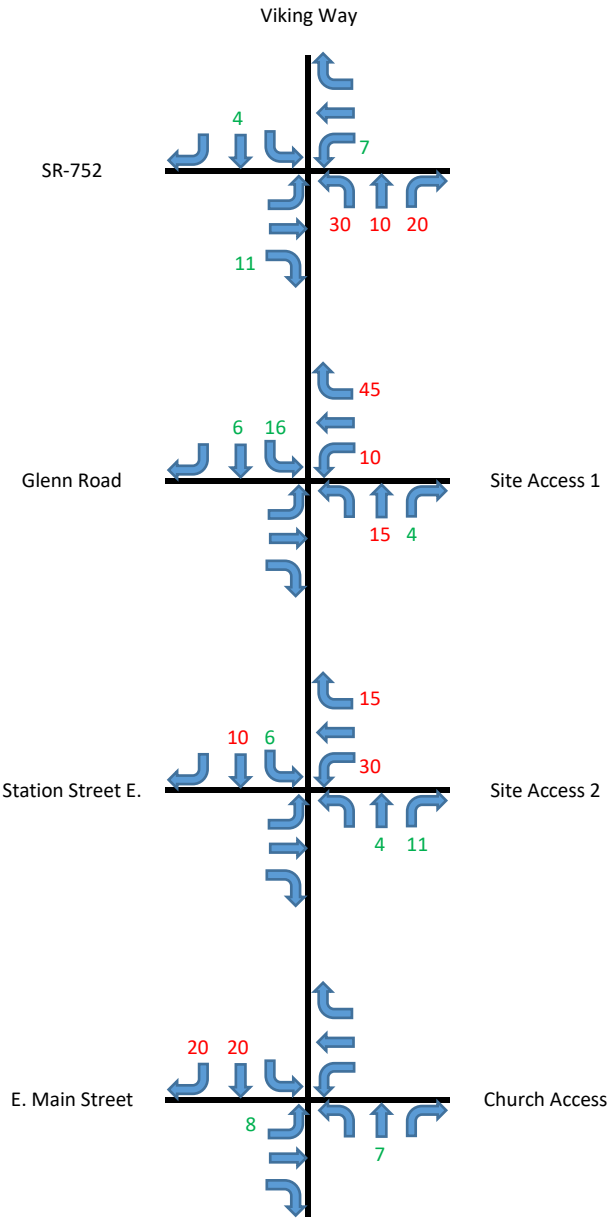
^
N



	Year	Period	Scenario	Plate
CARPENTER MARTY transportation		AM	Non-Pass-By Traffic	E1

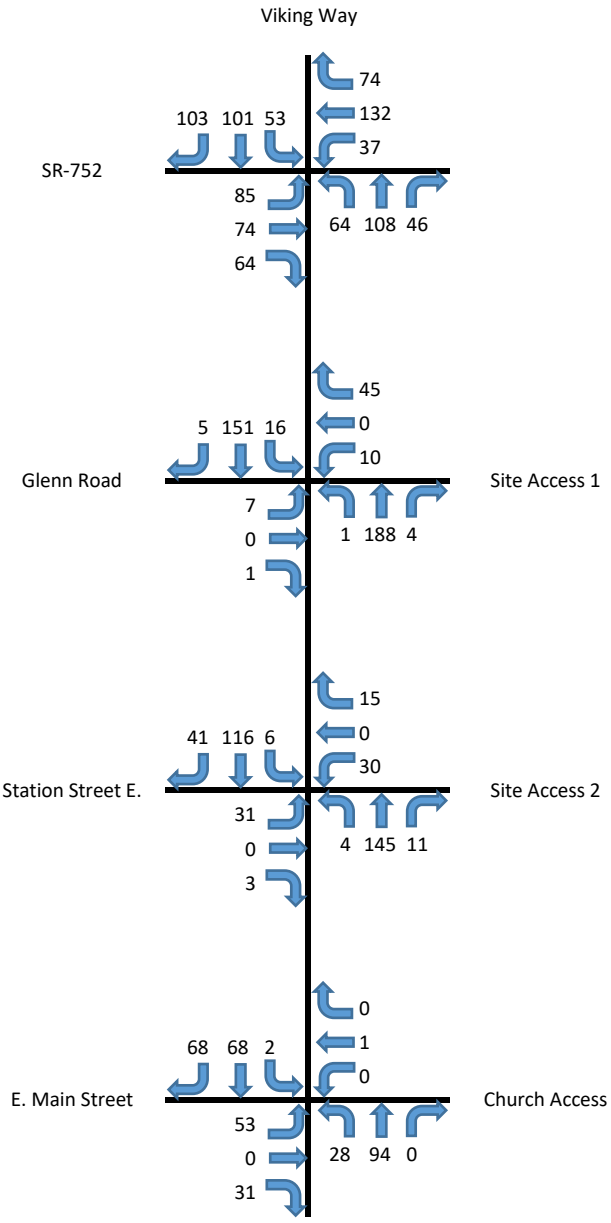
^
N

Enter 37
Exit 100



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2022	AM	Build	F1 = D1 + E1

^
N



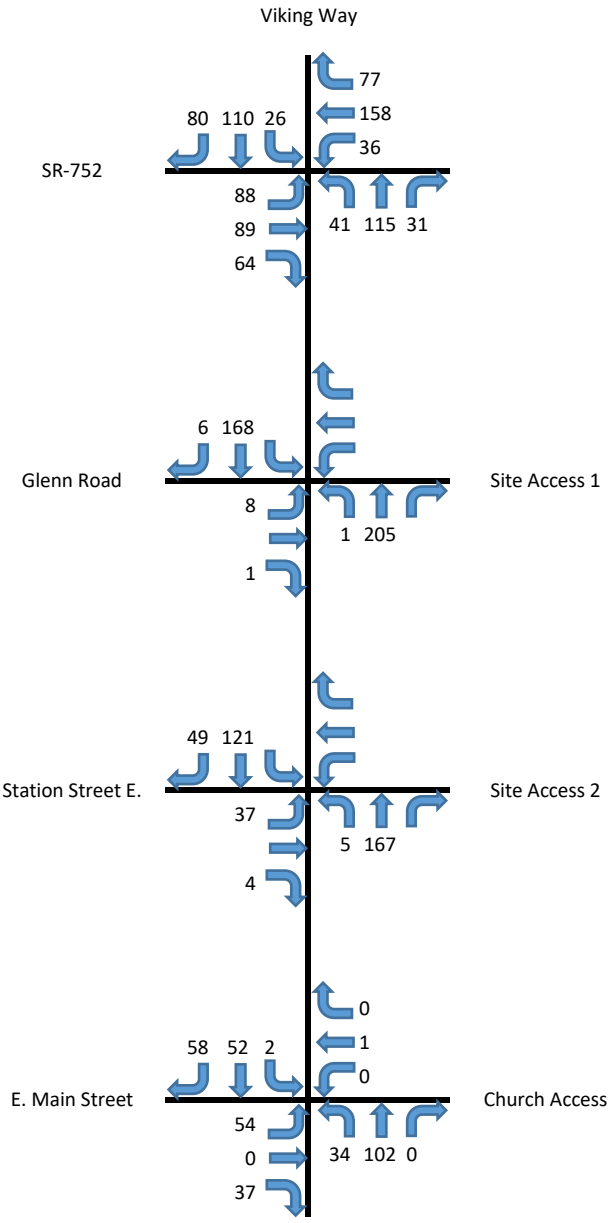
Ashville Fischer Homes TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2032	AM	No Build	G1

^

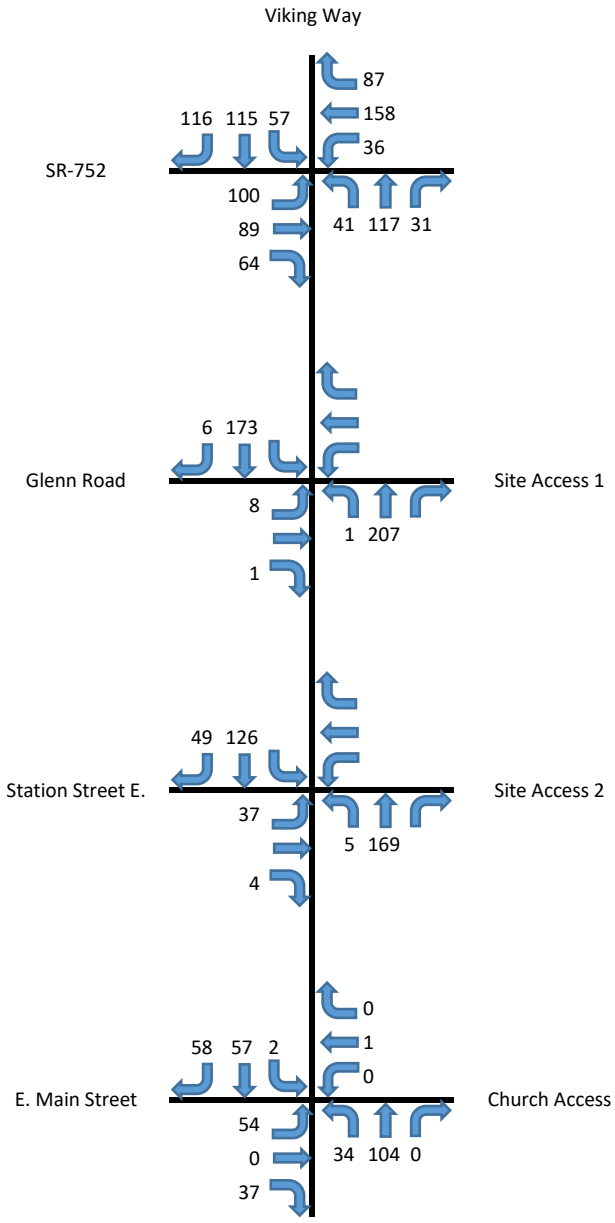
N

Growth Rate 2%



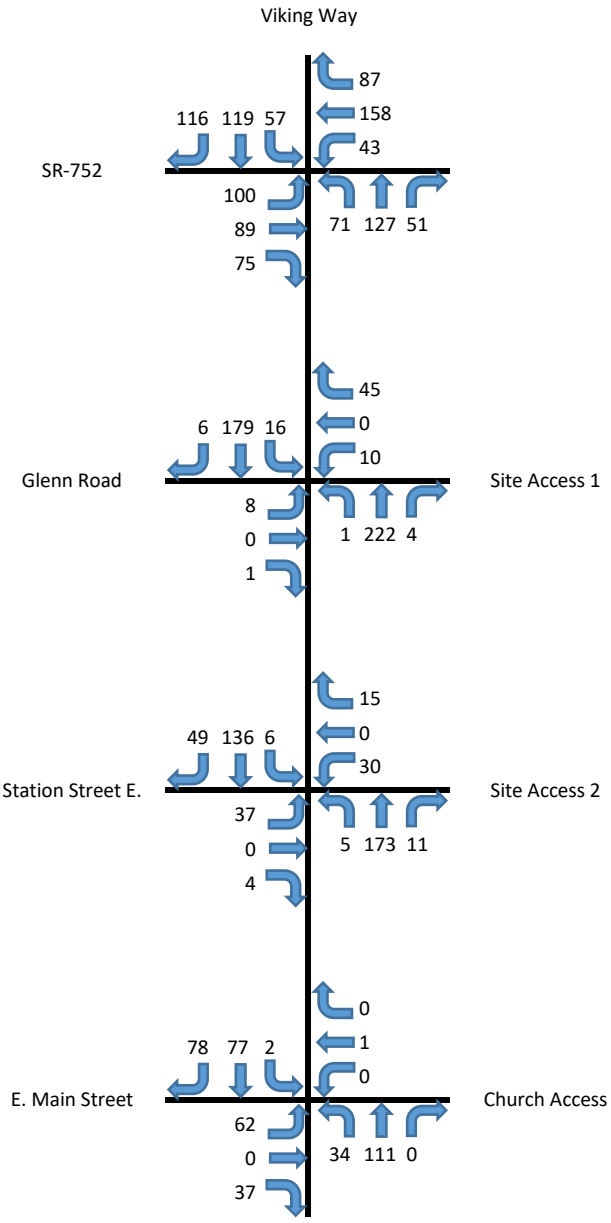
Year	Period	Scenario	Plate
2032	AM	No Build	H1 = G1 + B1 + C1

^
N



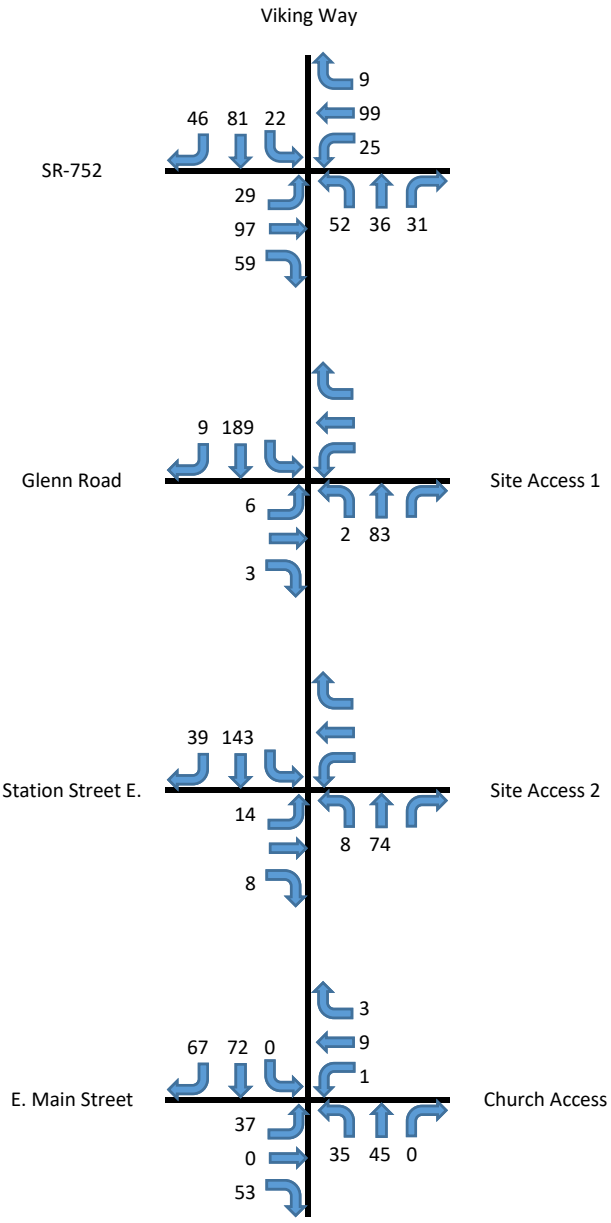
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2032	AM	Build	I1 = E1 + H1

^
N



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2022	PM	Count	

^
N

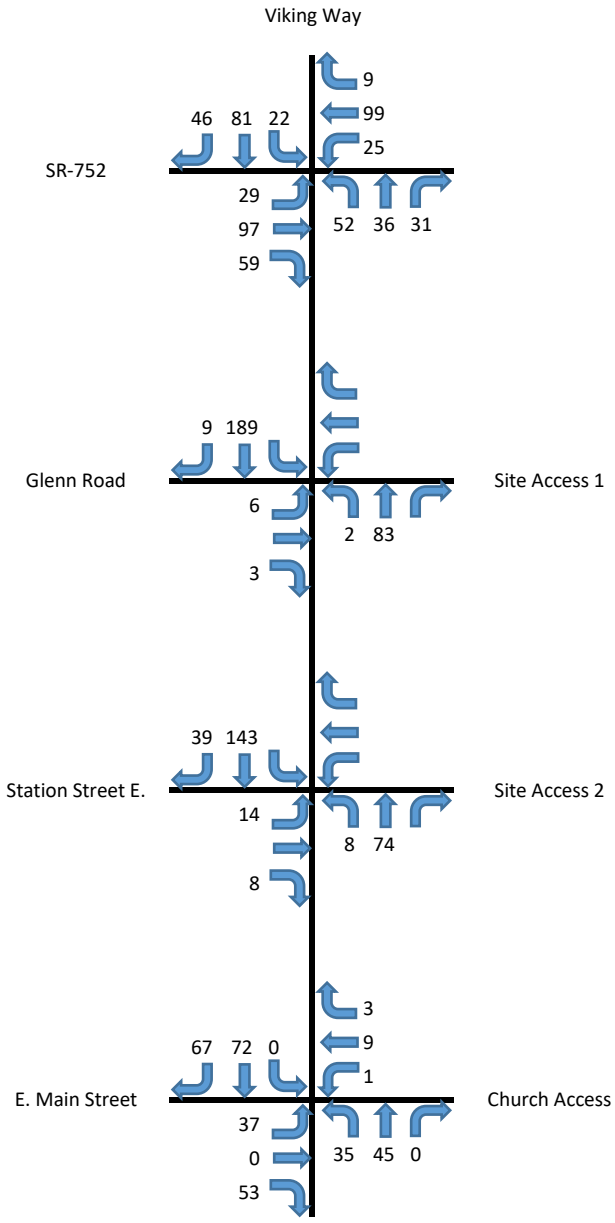


CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2022	PM	No Build	A2

^

N

Growth Rate 2%



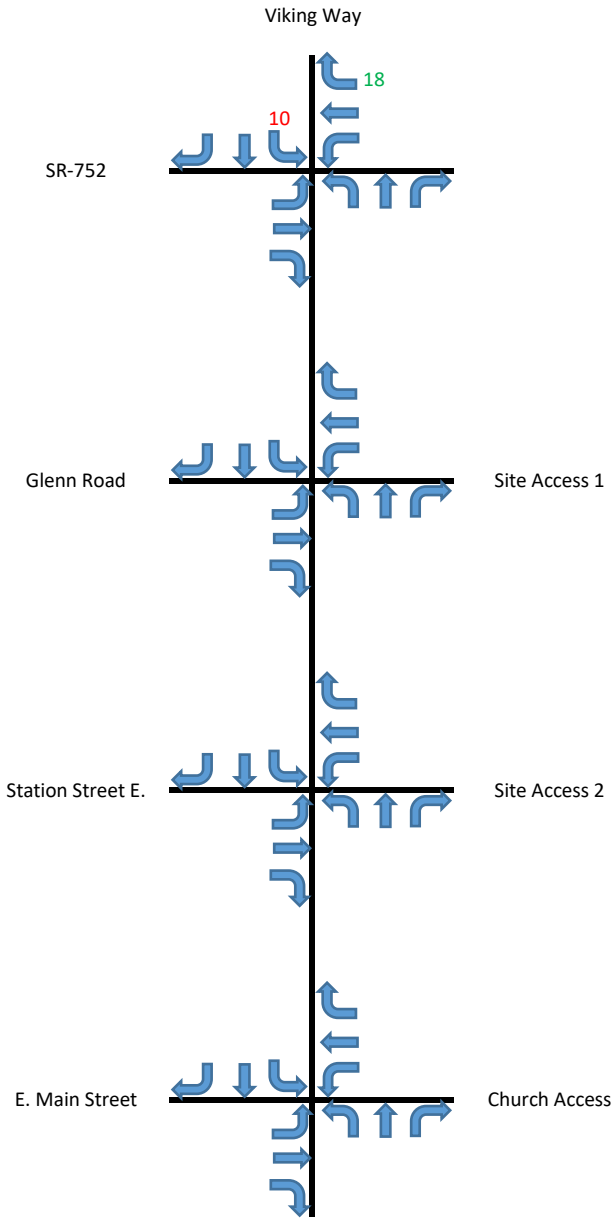
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Maronda Homes/DR Horton Homes Single Family Development Traffic	B2

^

N

Enter 351

Exit 206



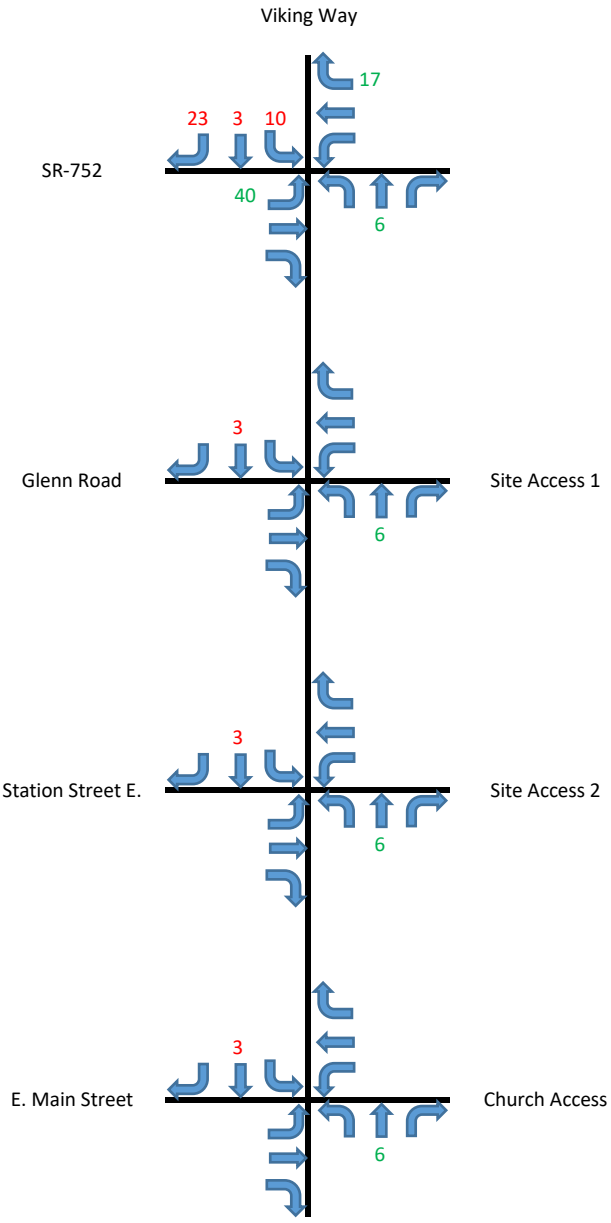
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Maronda Homes Multifamily Development Traffic	C2

^

N

Enter 113

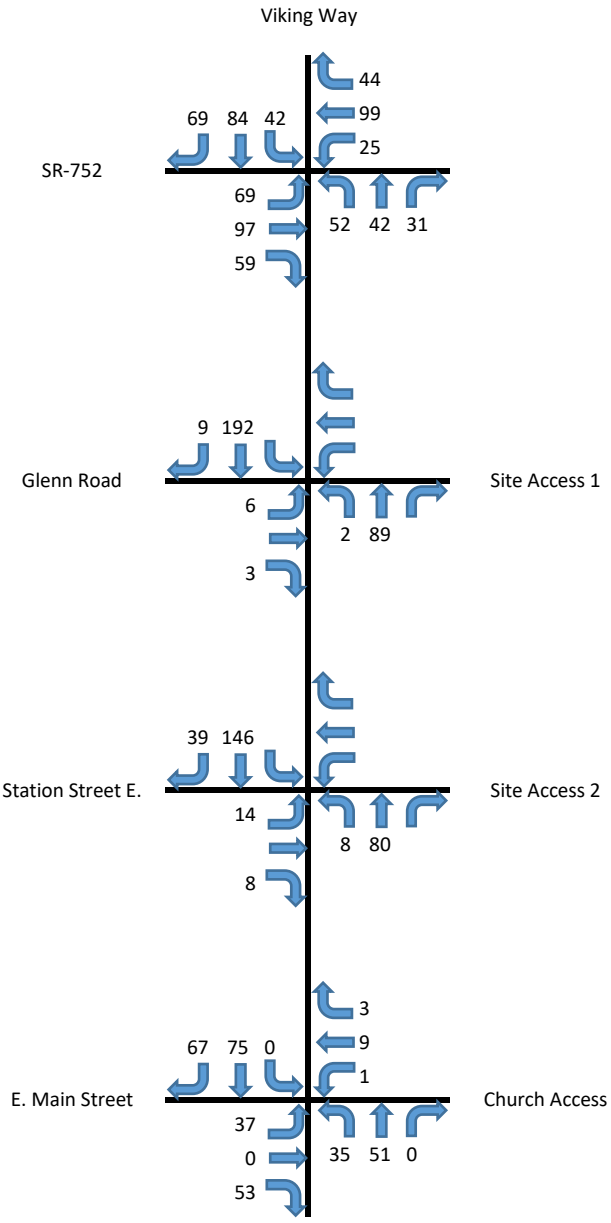
Exit 66



Ashville Fischer Homes TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2022	PM	No Build	D2 = A2 + B2 + C2

^
N

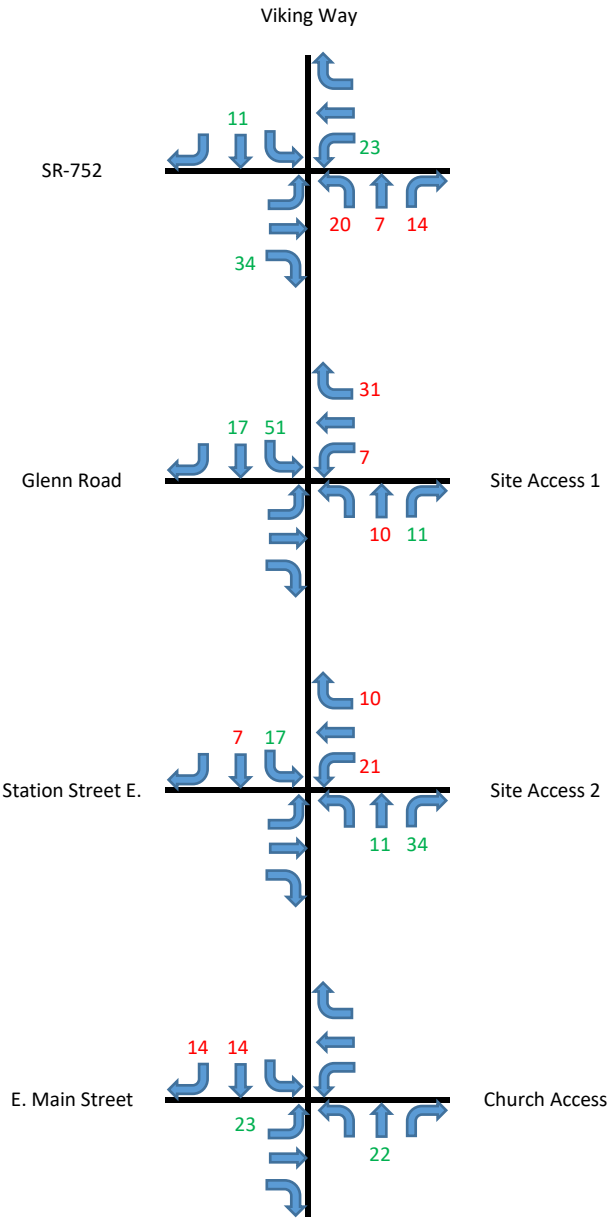


Ashville Fischer Homes TIS
Traffic Volume Calculations

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Non-Pass-By Traffic	E2

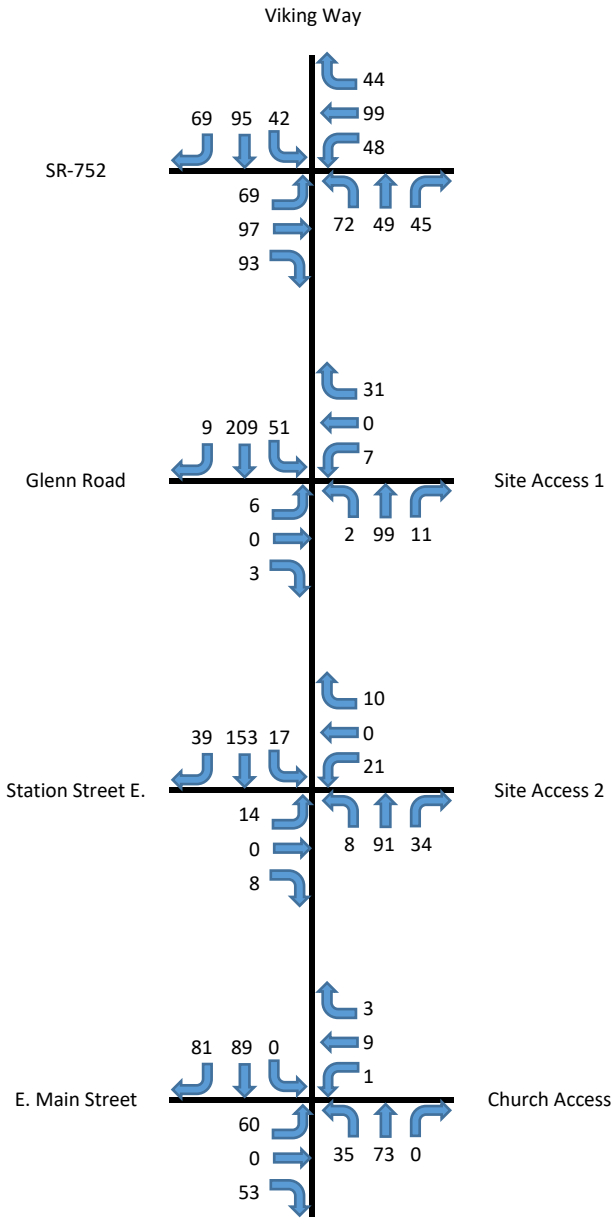
^
N

Enter 113
Exit 69



Year	Period	Scenario	Plate
2022	PM	Build	F2 = D2 + E2

^
N

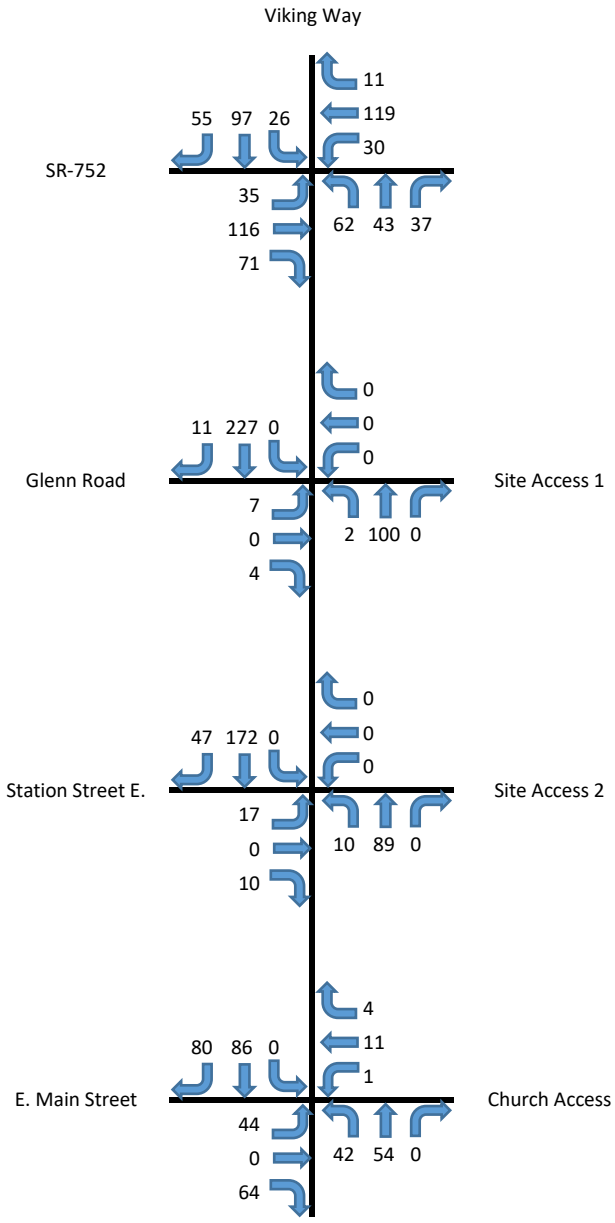


	Year	Period	Scenario	Plate
CARPENTER MARTY transportation	2032	PM	No Build	G2

^

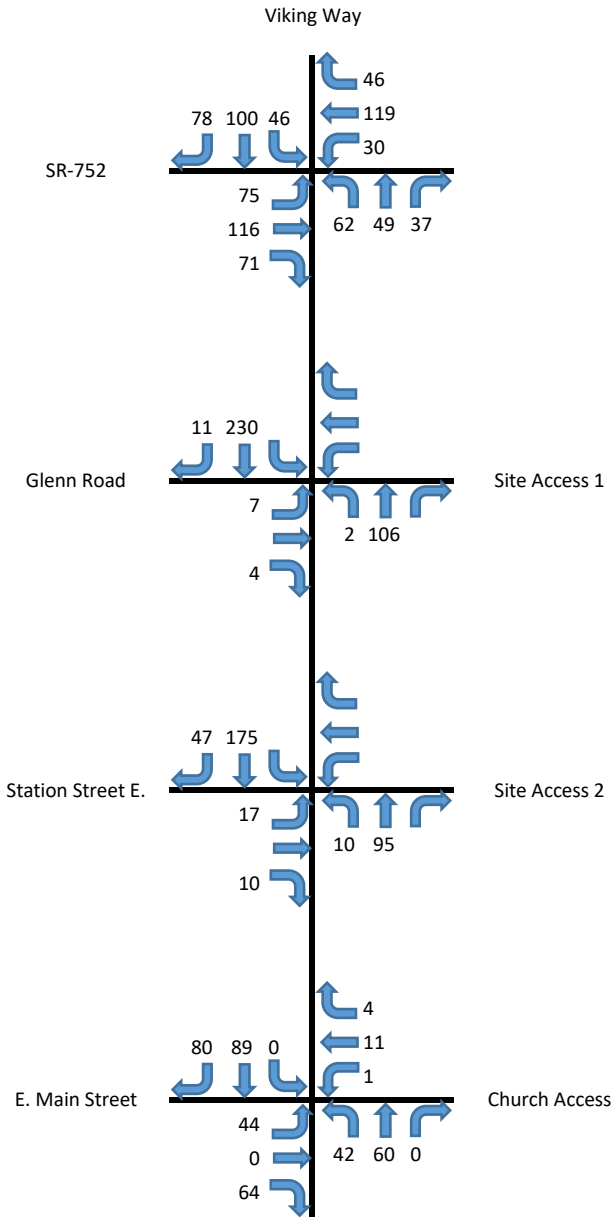
N

Growth Rate 2%



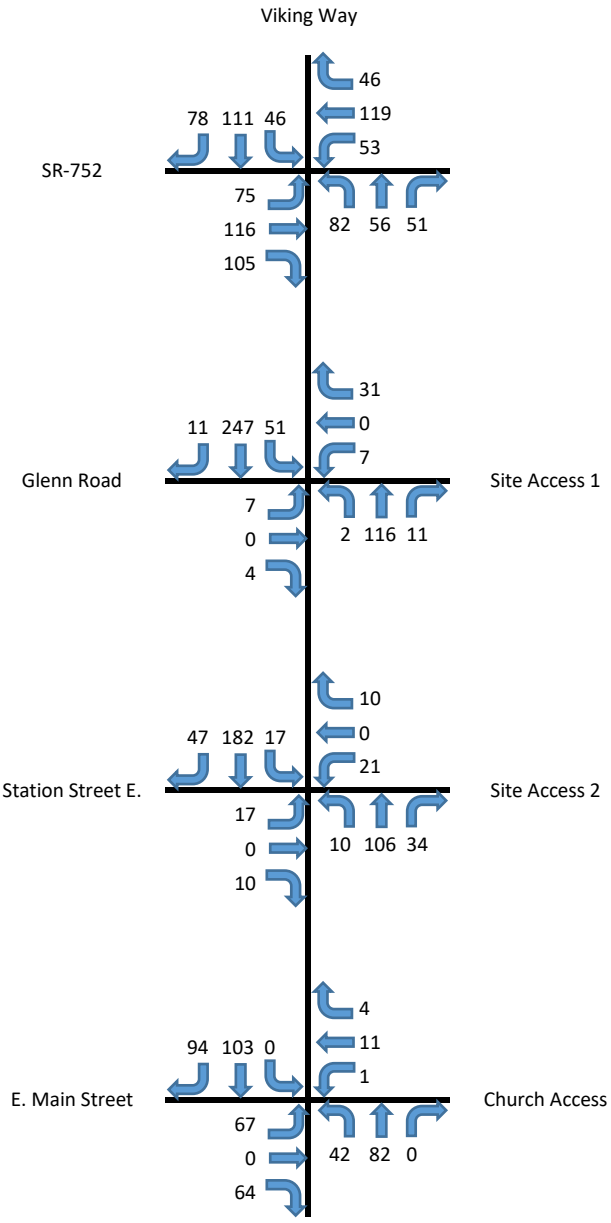
Year	Period	Scenario	Plate
2032	PM	No Build	H2 = G2 + B2 + C2

^
N



Year	Period	Scenario	Plate
2032	PM	Build	I2 = E2 + H2

^
N



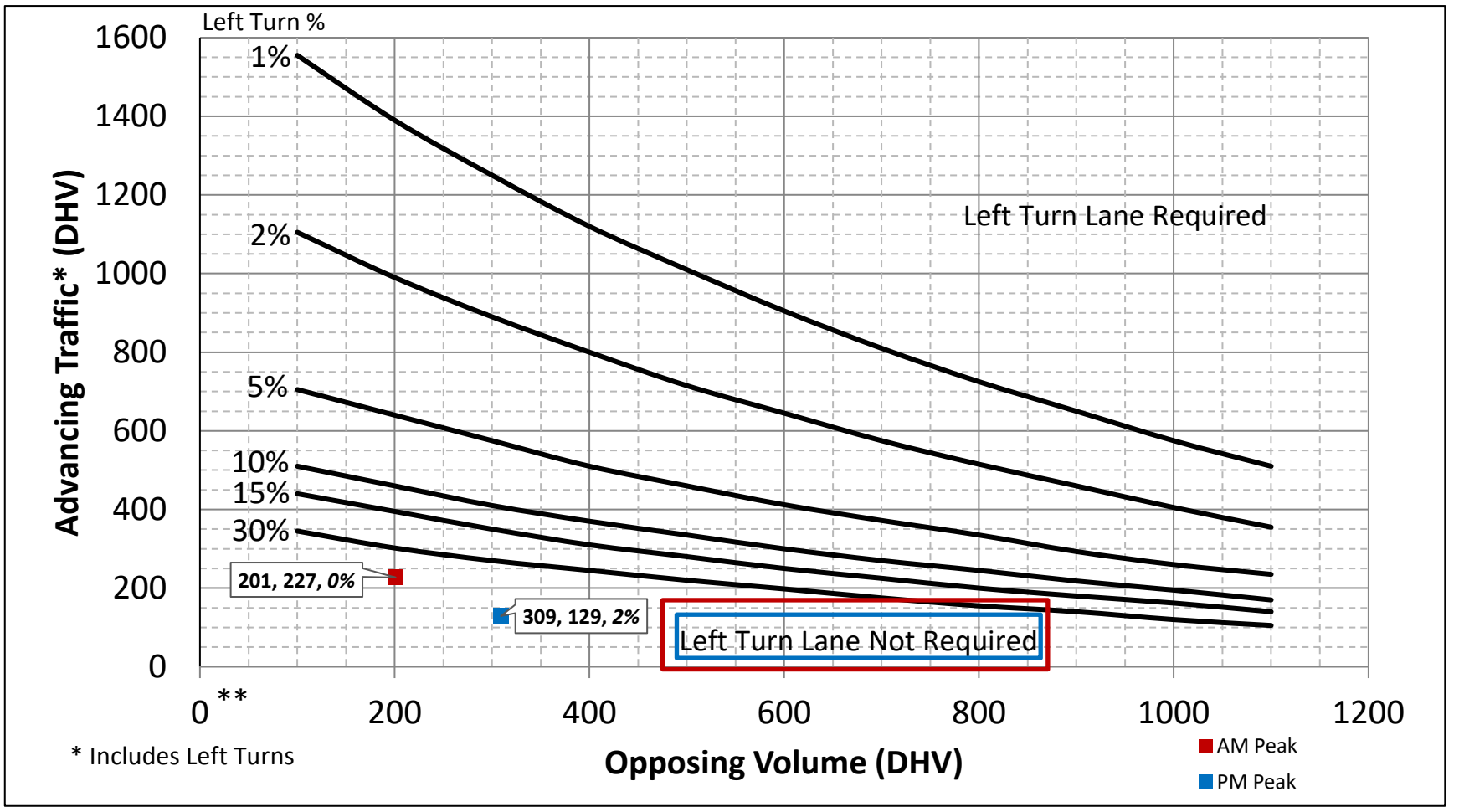
Appendix E
Turn Lane Warrant & Length Analysis

Appendix E

CARPENTER MARTY transportation

2-Lane Highway Left Turn Lane Warrant

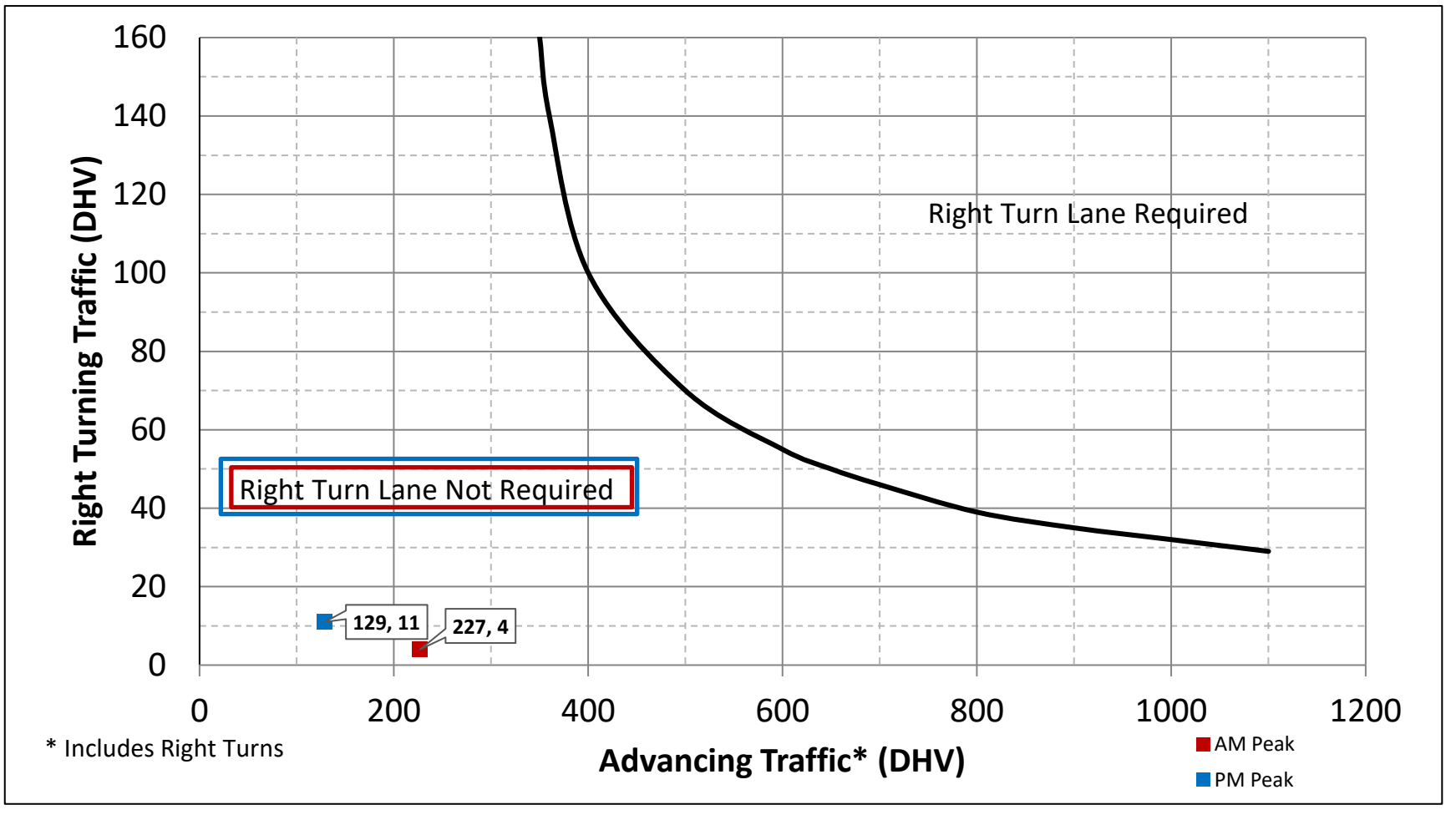
(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	1	**VPH**	
	Advancing Traffic	227	**VPH**	
	Opposing Volume	201	**VPH**	
	Left Turn Percentage	0%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		** Turn Lane Length includes 50 ft diverging taper*
	Offset Width	12		
	Approach Taper	320		
PM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	2	**VPH**	
	Advancing Traffic	129	**VPH**	
	Opposing Volume	309	**VPH**	
	Left Turn Percentage	2%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		** Turn Lane Length includes 50 ft diverging taper*
	Offset Width	12		
	Approach Taper	320		
Is Left Turn Warrant Met		No	**No Left Turn Lane Required**	

2-Lane Highway Right Turn Lane Warrant
(= < 40 mph or 70 kph Posted Speed)

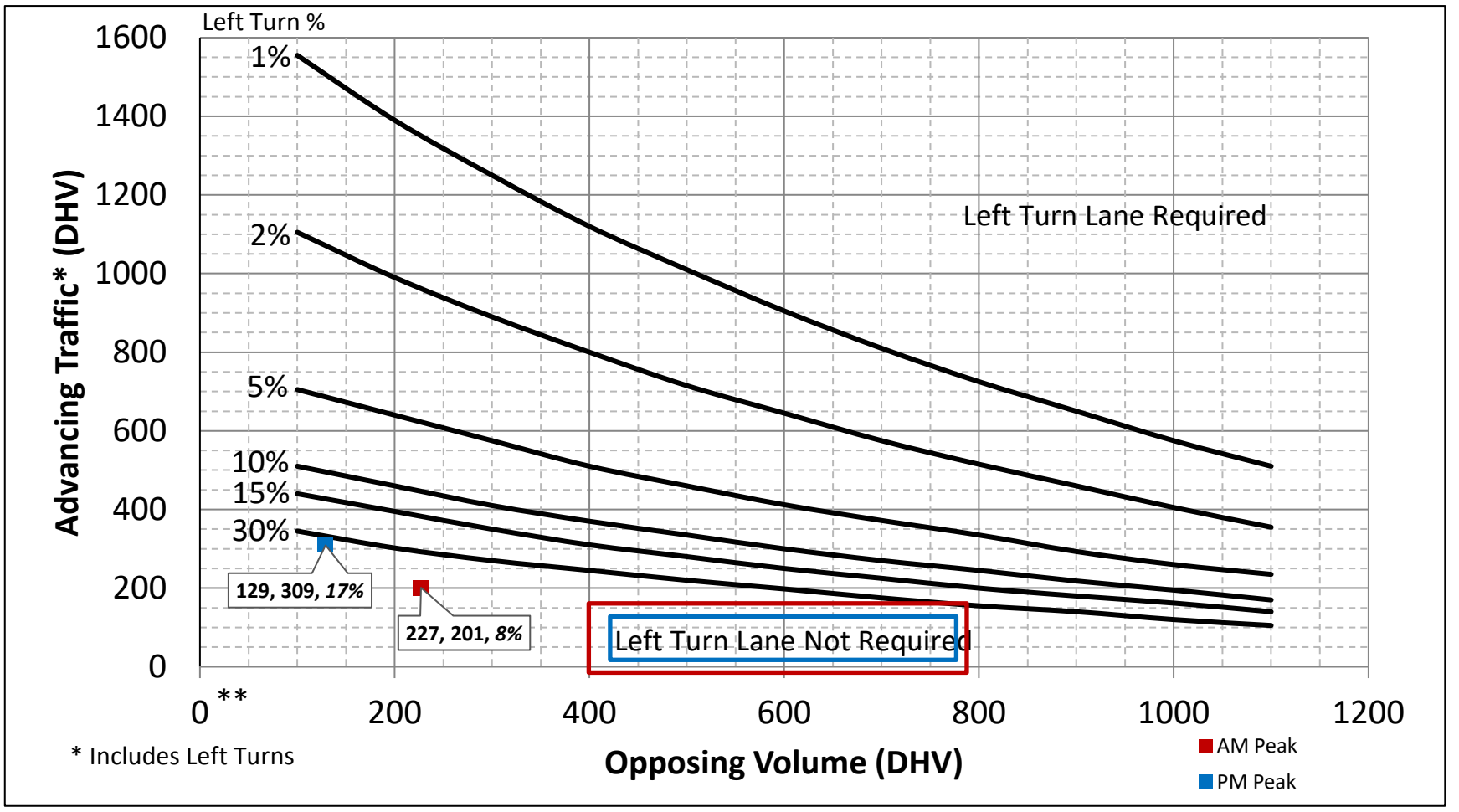


Turn Lane Length Calculations

AM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	4	**VPH**	
	Advancing Traffic	227	**VPH**	
	Right Turn Percentage	2%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		** Turn Lane Length includes 50 ft diverging taper*
PM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	11	**VPH**	
	Advancing Traffic	129	**VPH**	
	Right Turn Percentage	9%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		** Turn Lane Length includes 50 ft diverging taper*
Is Right Turn Warrant Met		No	**No Right Turn Lane Required**	

2-Lane Highway Left Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)

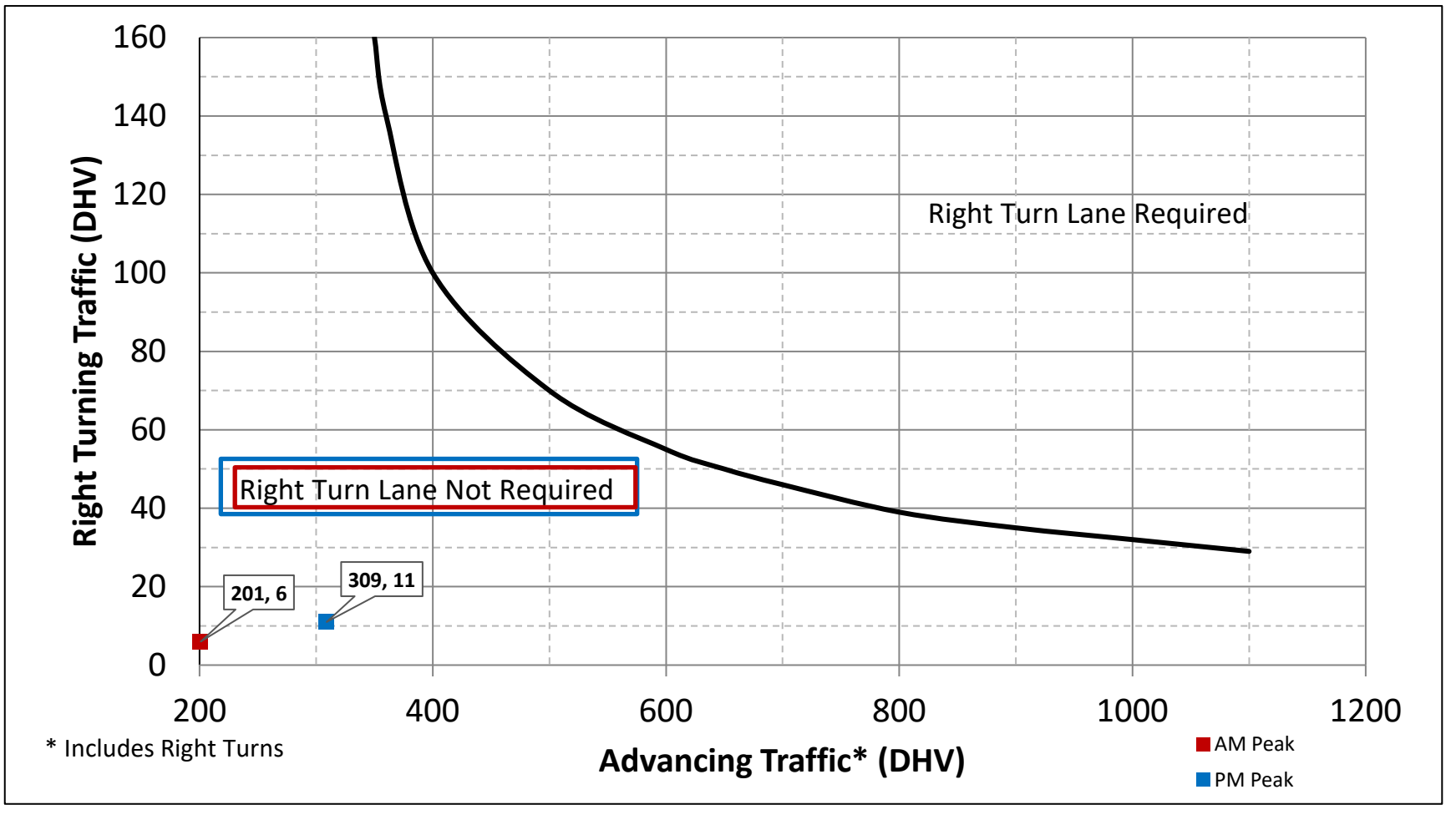


Turn Lane Length Calculations

AM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	16	**VPH**	
	Advancing Traffic	201	**VPH**	
	Opposing Volume	227	**VPH**	
	Left Turn Percentage	8%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		** Turn Lane Length includes 50 ft diverging taper*
	Offset Width	12		
	Approach Taper	320		
PM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	51	**VPH**	
	Advancing Traffic	309	**VPH**	
	Opposing Volume	129	**VPH**	
	Left Turn Percentage	17%		
	Location Type	Through Road		
	Condition	C		
	Vehicles/Cycle	1		
	Turn Lane Length	165		** Turn Lane Length includes 50 ft diverging taper*
	Offset Width	12		
	Approach Taper	320		
Is Left Turn Warrant Met		No	**No Left Turn Lane Required**	

2-Lane Highway Right Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)

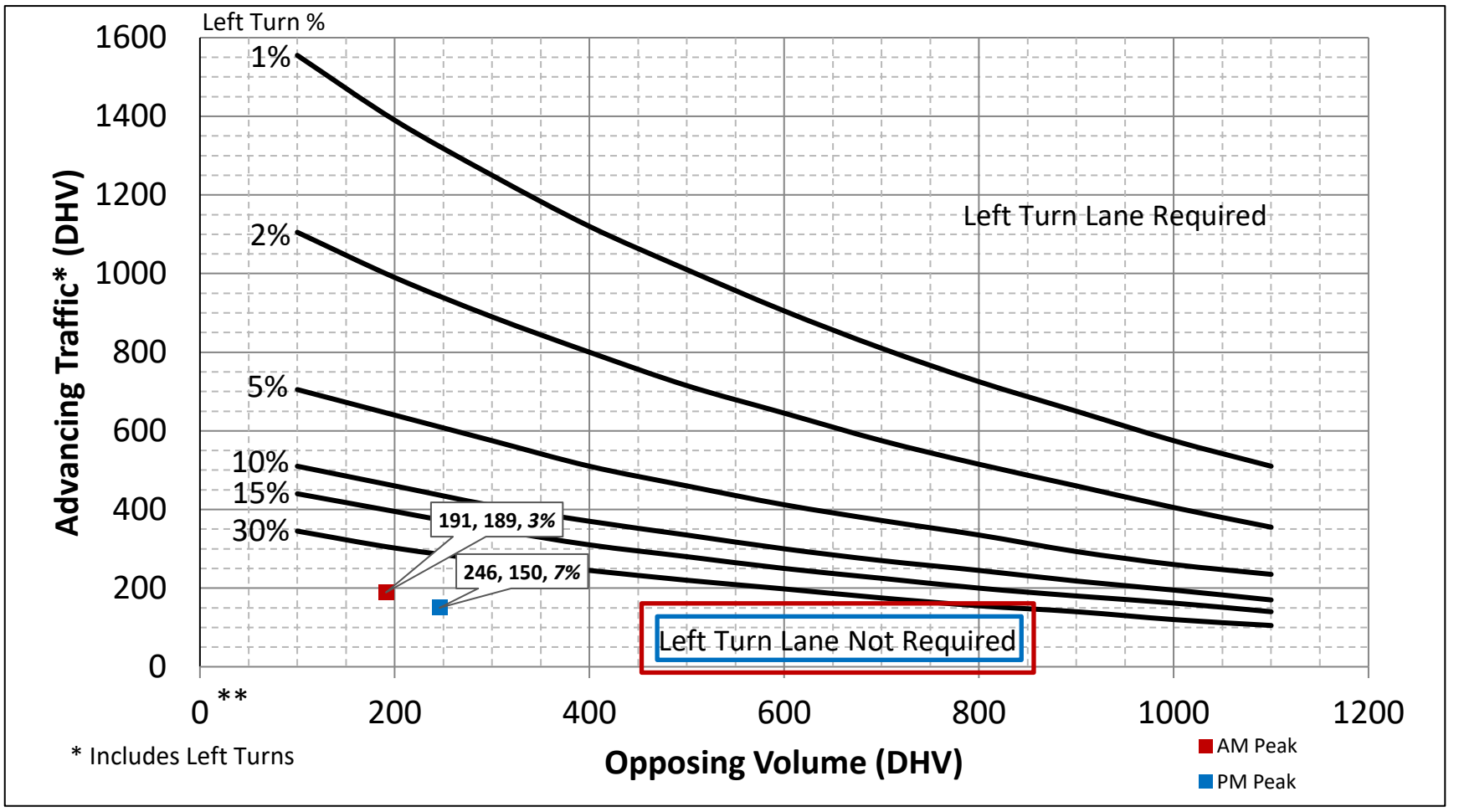


Turn Lane Length Calculations

AM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	6	**VPH**	
	Advancing Traffic	201	**VPH**	
	Right Turn Percentage	3%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		** Turn Lane Length includes 50 ft diverging taper*
PM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	11	**VPH**	
	Advancing Traffic	309	**VPH**	
	Right Turn Percentage	4%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		** Turn Lane Length includes 50 ft diverging taper*
Is Right Turn Warrant Met		No	**No Right Turn Lane Required**	

2-Lane Highway Left Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)

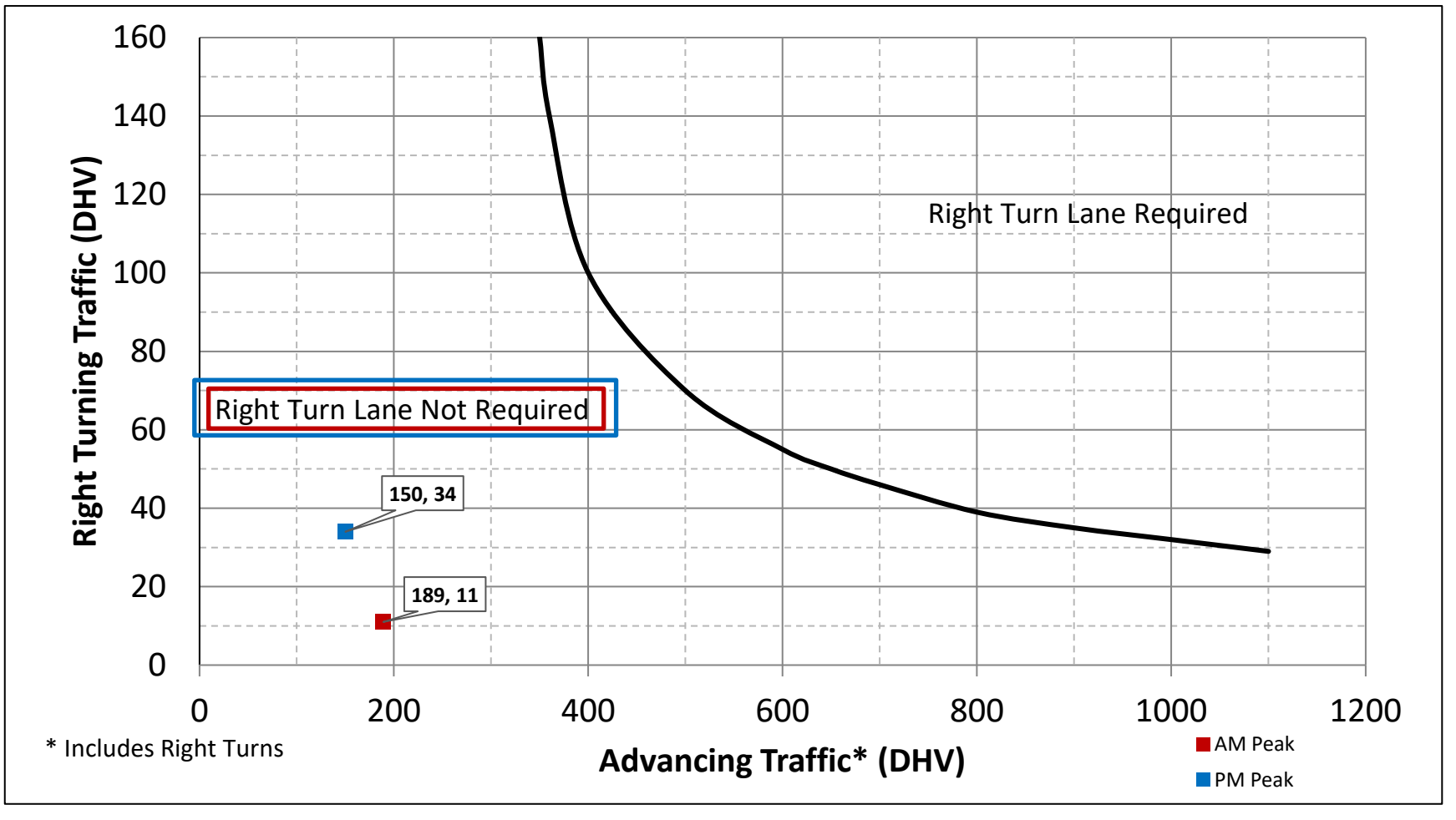


Turn Lane Length Calculations

AM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	5	VPH	
	Advancing Traffic	189	VPH	
	Opposing Volume	191	VPH	
	Left Turn Percentage	3%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	320		
PM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	10	VPH	
	Advancing Traffic	150	VPH	
	Opposing Volume	246	VPH	
	Left Turn Percentage	7%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	320		
Is Left Turn Warrant Met		No	No Left Turn Lane Required	

2-Lane Highway Right Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)

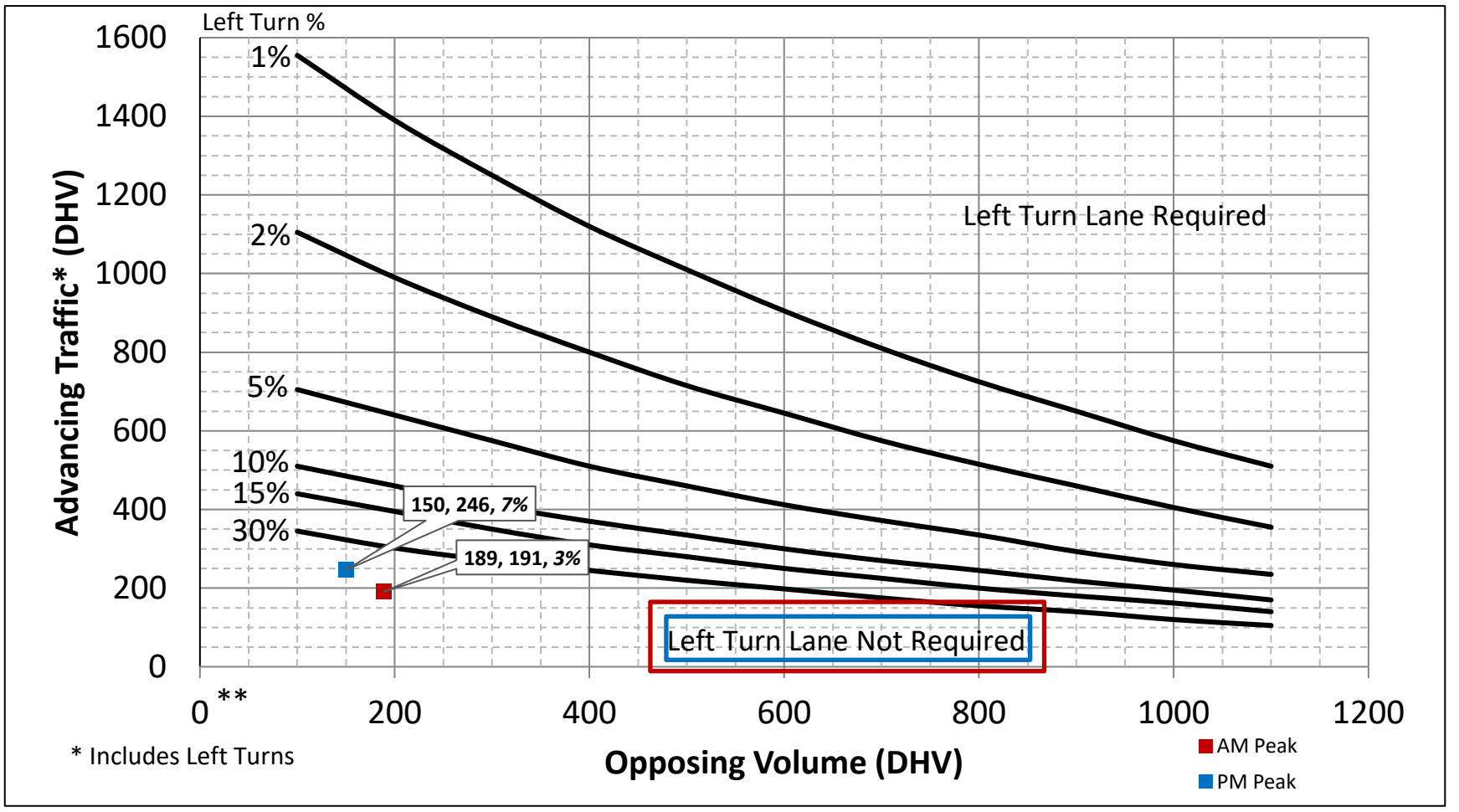


Turn Lane Length Calculations

AM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	11	VPH	
	Advancing Traffic	189	VPH	
	Right Turn Percentage	6%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
PM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	34	VPH	
	Advancing Traffic	150	VPH	
	Right Turn Percentage	23%		
	Location Type	Through Road		
	Condition	C		
	Vehicles/Cycle	1		
	Turn Lane Length	165		* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		No	No Right Turn Lane Required	

2-Lane Highway Left Turn Lane Warrant

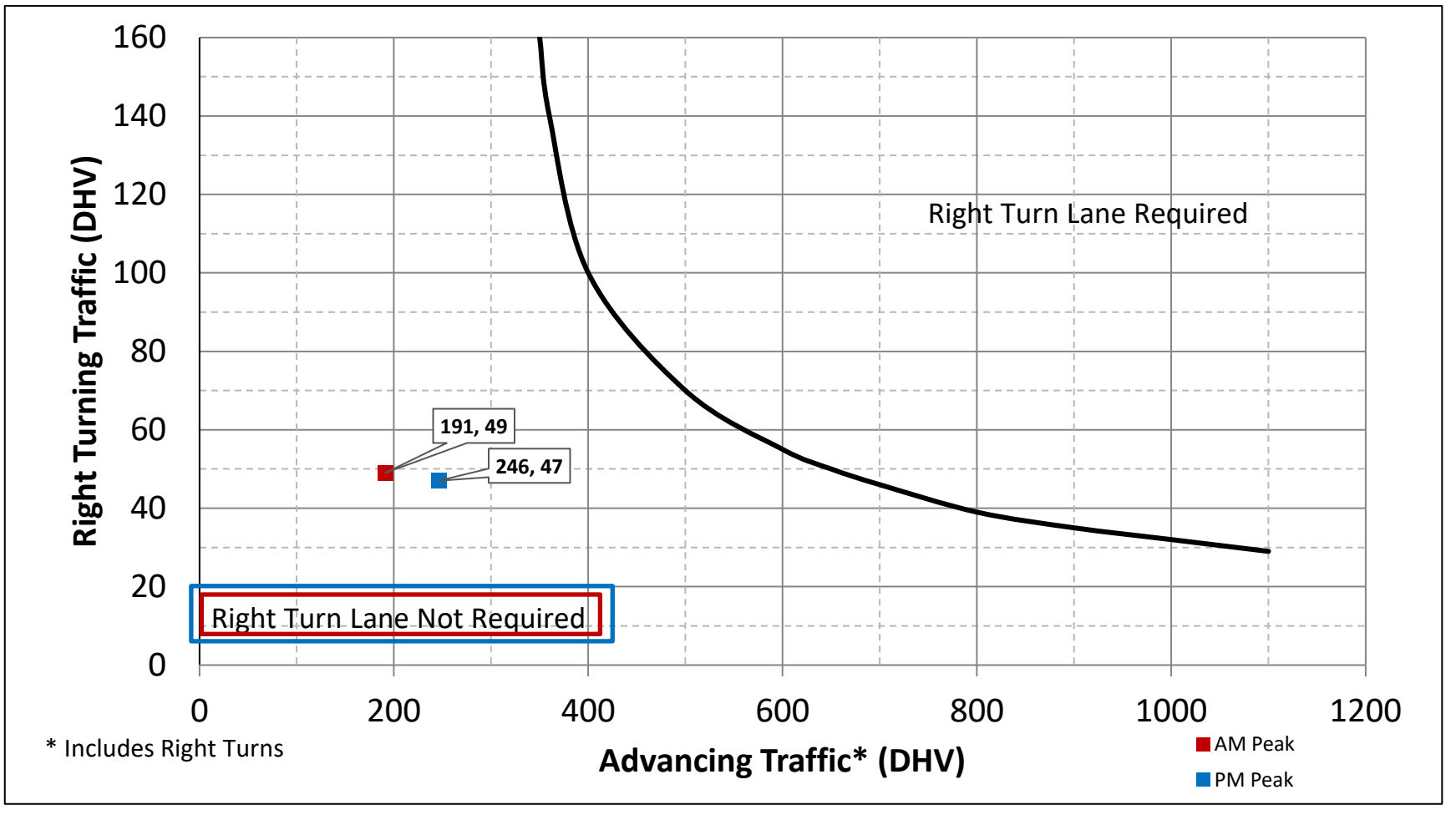
(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	6	**VPH**	
	Advancing Traffic	191	**VPH**	
	Opposing Volume	189	**VPH**	
	Left Turn Percentage	3%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		** Turn Lane Length includes 50 ft diverging taper*
	Offset Width	12		
	Approach Taper	320		
PM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	17	**VPH**	
	Advancing Traffic	246	**VPH**	
	Opposing Volume	150	**VPH**	
	Left Turn Percentage	7%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		** Turn Lane Length includes 50 ft diverging taper*
	Offset Width	12		
	Approach Taper	320		
Is Left Turn Warrant Met		No	**No Left Turn Lane Required**	

2-Lane Highway Right Turn Lane Warrant
(= < 40 mph or 70 kph Posted Speed)

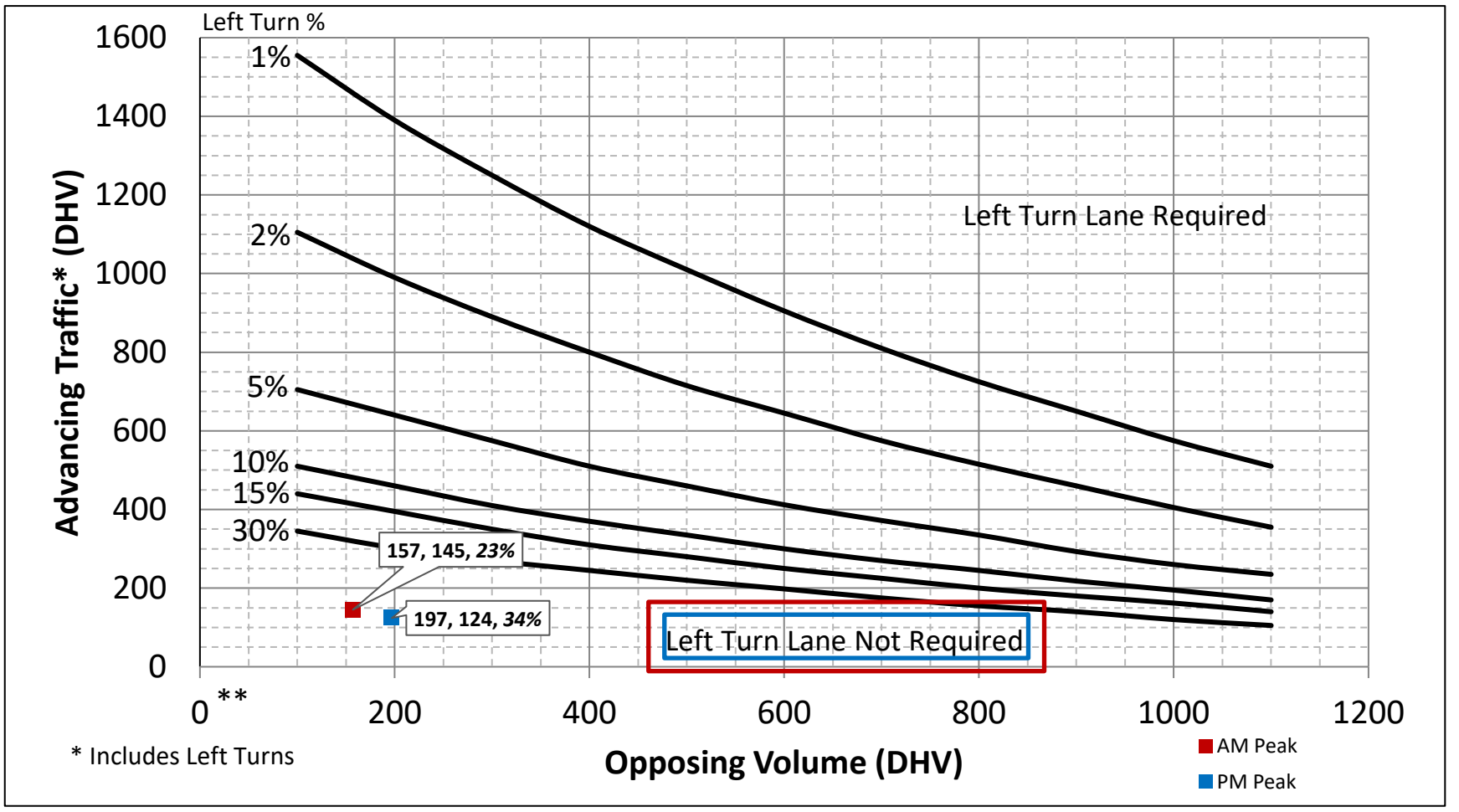


Turn Lane Length Calculations

AM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	49	**VPH**	
	Advancing Traffic	191	**VPH**	
	Right Turn Percentage	26%		
	Location Type	Through Road		
	Condition	C		
	Vehicles/Cycle	1		
	Turn Lane Length	165		** Turn Lane Length includes 50 ft diverging taper*
PM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	47	**VPH**	
	Advancing Traffic	246	**VPH**	
	Right Turn Percentage	19%		
	Location Type	Through Road		
	Condition	C		
	Vehicles/Cycle	1		
	Turn Lane Length	165		** Turn Lane Length includes 50 ft diverging taper*
Is Right Turn Warrant Met		No	**No Right Turn Lane Required**	

2-Lane Highway Left Turn Lane Warrant

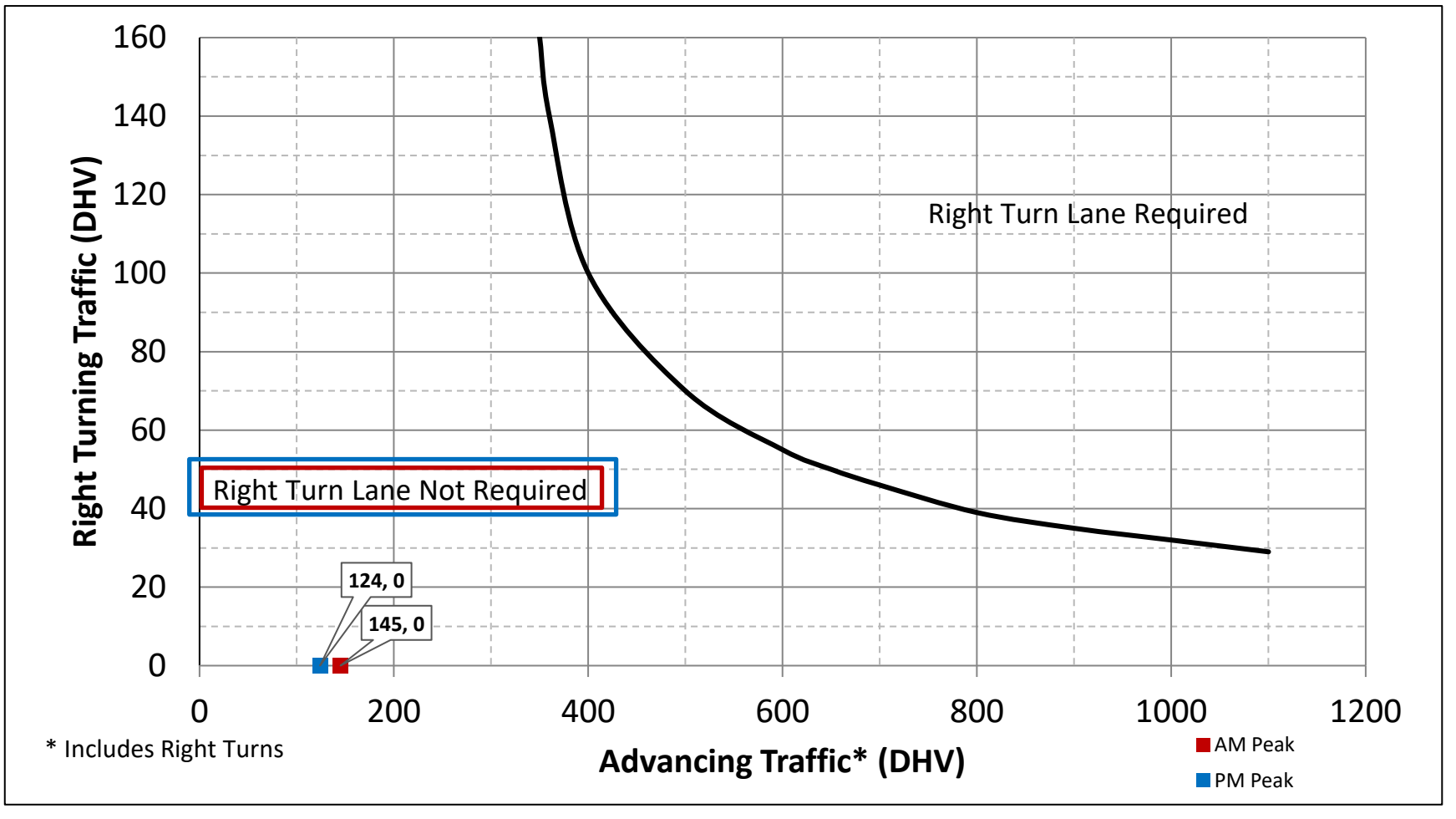
(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	34	**VPH**	
	Advancing Traffic	145	**VPH**	
	Opposing Volume	157	**VPH**	
	Left Turn Percentage	23%		
	Location Type	Through Road		
	Condition	C		
	Vehicles/Cycle	1		
	Turn Lane Length	165		** Turn Lane Length includes 50 ft diverging taper*
	Offset Width	12		
	Approach Taper	320		
PM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	42	**VPH**	
	Advancing Traffic	124	**VPH**	
	Opposing Volume	197	**VPH**	
	Left Turn Percentage	34%		
	Location Type	Through Road		
	Condition	C		
	Vehicles/Cycle	1		
	Turn Lane Length	165		** Turn Lane Length includes 50 ft diverging taper*
	Offset Width	12		
	Approach Taper	320		
Is Left Turn Warrant Met		No	**No Left Turn Lane Required**	

2-Lane Highway Right Turn Lane Warrant
(= < 40 mph or 70 kph Posted Speed)

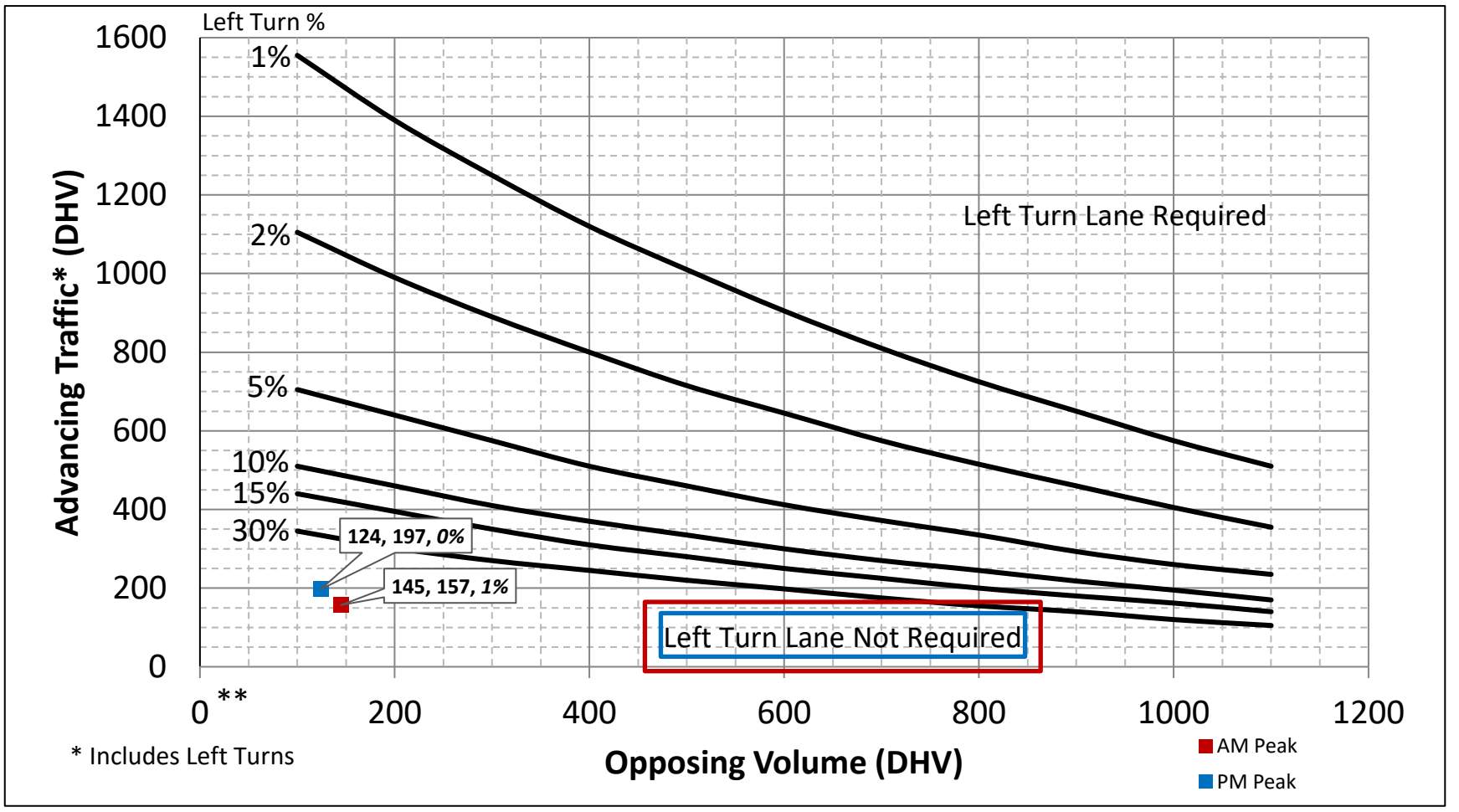


Turn Lane Length Calculations

AM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	0	VPH	
	Advancing Traffic	145	VPH	
	Right Turn Percentage	0%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
PM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	0	VPH	
	Advancing Traffic	124	VPH	
	Right Turn Percentage	0%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
Is Right Turn Warrant Met		No	No Right Turn Lane Required	

2-Lane Highway Left Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)

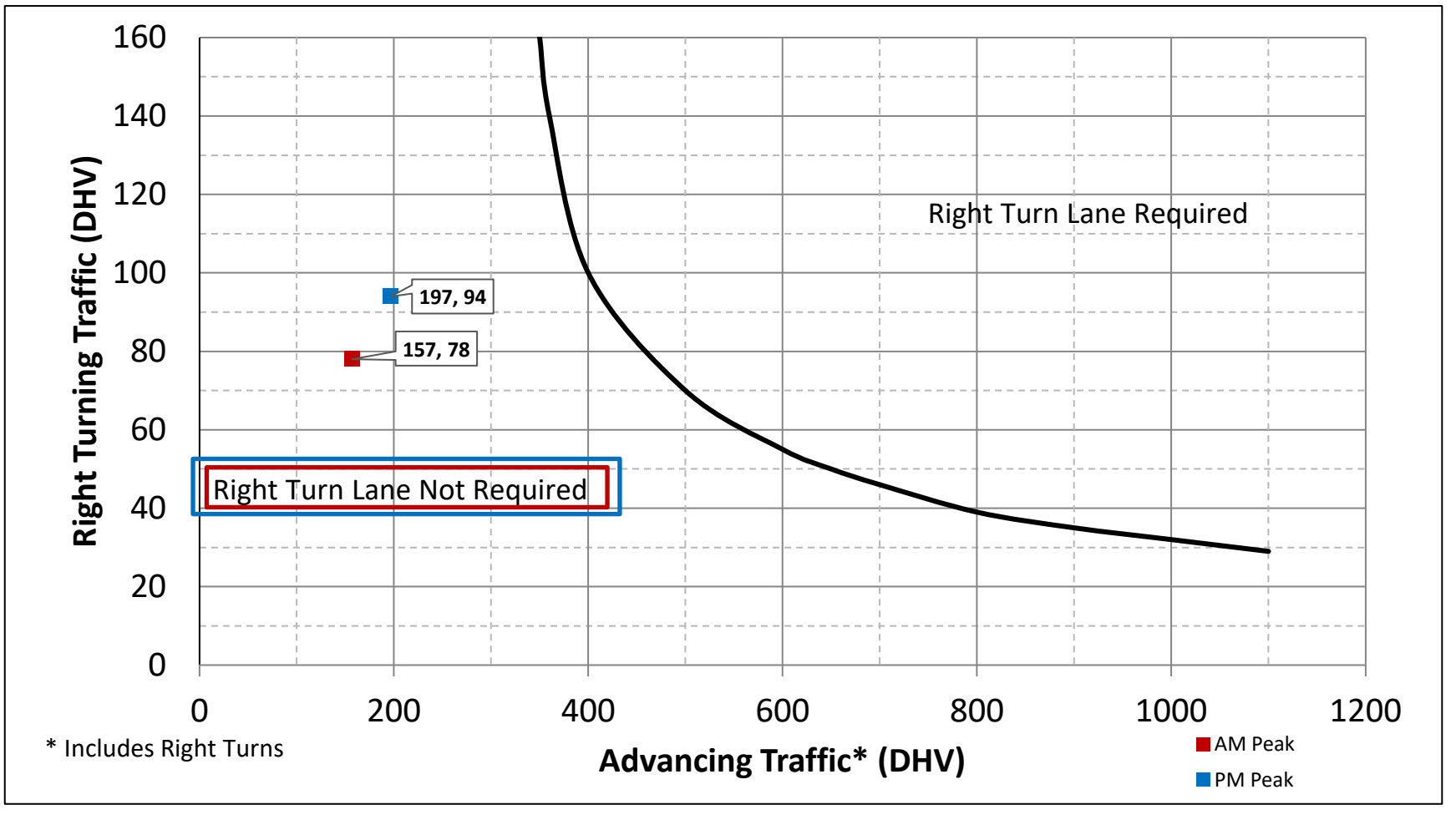


Turn Lane Length Calculations

AM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	2	VPH	
	Advancing Traffic	157	VPH	
	Opposing Volume	145	VPH	
	Left Turn Percentage	1%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	320		
PM Peak	Design Speed	40	mph	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	*Assume 60*	
	Turn Lane Volume	0	VPH	
	Advancing Traffic	197	VPH	
	Opposing Volume	124	VPH	
	Left Turn Percentage	0%		
	Location Type	Through Road		
	Condition	B		
	Vehicles/Cycle	1		
	Turn Lane Length	125		* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12		
	Approach Taper	320		
Is Left Turn Warrant Met		No	No Left Turn Lane Required	

2-Lane Highway Right Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	78	**VPH**	
	Advancing Traffic	157	**VPH**	
	Right Turn Percentage	50%		
	Location Type	Through Road		
	Condition	C		
	Vehicles/Cycle	2		
	Turn Lane Length	215		** Turn Lane Length includes 50 ft diverging taper*
PM Peak	**Design Speed**	40	**mph**	
	Traffic Control	Unsignalized		
	Cycle Length	Unsignalized		
	Cycles Per Hour	60	***Assume 60***	
	Turn Lane Volume	94	**VPH**	
	Advancing Traffic	197	**VPH**	
	Right Turn Percentage	48%		
	Location Type	Through Road		
	Condition	C		
	Vehicles/Cycle	2		
	Turn Lane Length	215		** Turn Lane Length includes 50 ft diverging taper*
Is Right Turn Warrant Met		No	**No Right Turn Lane Required**	

Appendix F
Capacity Analysis

CARPENTER MARTY transportation

HCS All-Way Stop Control Report

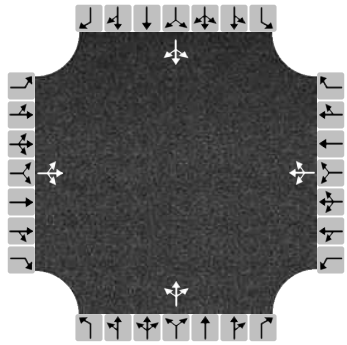
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM No Build
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & SR-752
Jurisdiction	Village of Ashville
East/West Street	SR-752
North/South Street	Viking Way
Peak Hour Factor	0.92

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	85	74	53	30	132	74	34	98	26	53	97	103
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	230			257			172			275		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.205			0.228			0.153			0.244		
Final Departure Headway, hd (s)	5.59			5.46			5.75			5.42		
Final Degree of Utilization, x	0.358			0.389			0.274			0.414		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.59			3.46			3.75			3.42		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	230			257			172			275		
Capacity	644			660			626			664		
95% Queue Length, Q_{95} (veh)	1.6			1.8			1.1			2.0		
Control Delay (s/veh)	11.7			11.9			10.9			12.2		
Level of Service, LOS	B			B			B			B		
Approach Delay (s/veh)	11.7			11.9			10.9			12.2		
Approach LOS	B			B			B			B		
Intersection Delay, s/veh | LOS	11.7						B					

HCS All-Way Stop Control Report

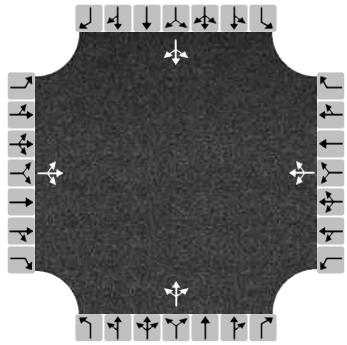
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Build
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & SR-752
Jurisdiction	Village of Ashville
East/West Street	SR-752
North/South Street	Viking Way
Peak Hour Factor	0.92

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	85	74	64	37	132	74	64	108	46	53	101	103
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	242			264			237			279		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.215			0.235			0.211			0.248		
Final Departure Headway, hd (s)	5.88			5.79			5.91			5.71		
Final Degree of Utilization, x	0.396			0.425			0.389			0.443		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.88			3.79			3.91			3.71		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	242			264			237			279		
Capacity	612			622			609			631		
95% Queue Length, Q_{95} (veh)	1.9			2.1			1.8			2.3		
Control Delay (s/veh)	12.7			13.0			12.6			13.2		
Level of Service, LOS	B			B			B			B		
Approach Delay (s/veh)	12.7			13.0			12.6			13.2		
Approach LOS	B			B			B			B		
Intersection Delay, s/veh | LOS	12.9						B					

HCS All-Way Stop Control Report

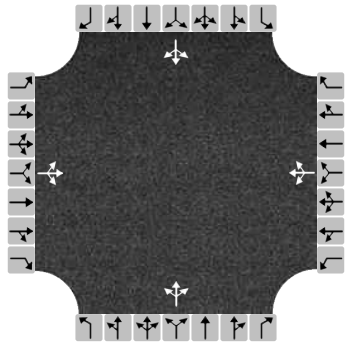
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Analysis Time Period (hrs)	0.25
Time Analyzed	PM No Build
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & SR-752
Jurisdiction	Village of Ashville
East/West Street	SR-752
North/South Street	Viking Way
Peak Hour Factor	0.92

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	69	97	59	25	99	44	52	42	31	42	84	69
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	245			183			136			212		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.217			0.162			0.121			0.188		
Final Departure Headway, hd (s)	5.02			5.08			5.29			5.08		
Final Degree of Utilization, x	0.341			0.258			0.200			0.299		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.02			3.08			3.29			3.08		

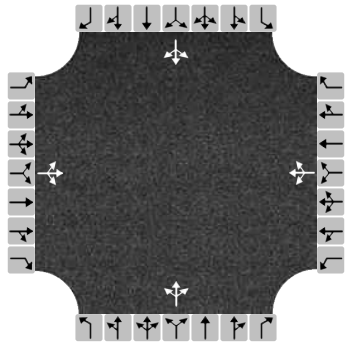
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	245			183			136			212		
Capacity	716			708			680			709		
95% Queue Length, Q_{95} (veh)	1.5			1.0			0.7			1.3		
Control Delay (s/veh)	10.6			9.8			9.6			10.2		
Level of Service, LOS	B			A			A			B		
Approach Delay (s/veh)	10.6			9.8			9.6			10.2		
Approach LOS	B			A			A			B		
Intersection Delay, s/veh | LOS	10.1						B					

HCS All-Way Stop Control Report

General Information		Site Information	
Analyst	LRY	Intersection	Viking Way & SR-752
Agency/Co.	CMTran	Jurisdiction	Village of Ashville
Date Performed		East/West Street	SR-752
Analysis Year	2022	North/South Street	Viking Way
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.92
Time Analyzed	PM Build		
Project Description	Ashville Fischer Homes TIS		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	69	97	93	48	99	44	72	49	45	42	95	69
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	282			208			180			224		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.250			0.185			0.160			0.199		
Final Departure Headway, hd (s)	5.27			5.46			5.60			5.44		
Final Degree of Utilization, x	0.412			0.315			0.281			0.338		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.27			3.46			3.60			3.44		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	282			208			180			224		
Capacity	683			659			643			662		
95% Queue Length, Q_{95} (veh)	2.0			1.3			1.1			1.5		
Control Delay (s/veh)	11.9			10.9			10.8			11.2		
Level of Service, LOS	B			B			B			B		
Approach Delay (s/veh)	11.9			10.9			10.8			11.2		
Approach LOS	B			B			B			B		
Intersection Delay, s/veh | LOS	11.3						B					

HCS All-Way Stop Control Report

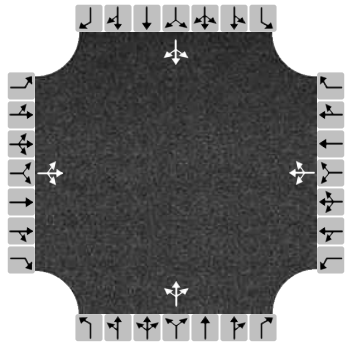
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Analysis Time Period (hrs)	0.25
Time Analyzed	AM No Build
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & SR-752
Jurisdiction	Village of Ashville
East/West Street	SR-752
North/South Street	Viking Way
Peak Hour Factor	0.92

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	100	89	64	36	158	87	41	117	31	57	115	116
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	275			305			205			313		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.244			0.271			0.183			0.278		
Final Departure Headway, hd (s)	6.15			6.00			6.38			6.00		
Final Degree of Utilization, x	0.470			0.509			0.364			0.521		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	4.15			4.00			4.38			4.00		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	275			305			205			313		
Capacity	585			600			564			600		
95% Queue Length, Q_{95} (veh)	2.5			2.9			1.7			3.0		
Control Delay (s/veh)	14.5			15.1			13.0			15.3		
Level of Service, LOS	B			C			B			C		
Approach Delay (s/veh)	14.5			15.1			13.0			15.3		
Approach LOS	B			C			B			C		
Intersection Delay, s/veh | LOS	14.6						B					

HCS All-Way Stop Control Report

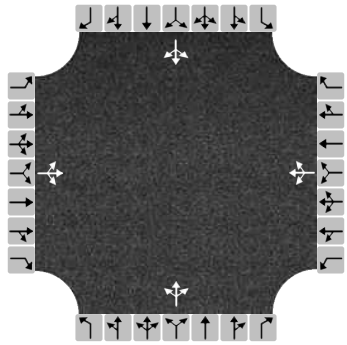
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Build
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & SR-752
Jurisdiction	Village of Ashville
East/West Street	SR-752
North/South Street	Viking Way
Peak Hour Factor	0.92

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	100	89	75	43	158	87	71	127	51	57	119	116
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	287			313			271			317		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.255			0.278			0.241			0.282		
Final Departure Headway, hd (s)	6.56			6.44			6.64			6.40		
Final Degree of Utilization, x	0.523			0.560			0.499			0.564		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	4.56			4.44			4.64			4.40		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	287			313			271			317		
Capacity	549			559			543			563		
95% Queue Length, Q_{95} (veh)	3.0			3.4			2.8			3.5		
Control Delay (s/veh)	16.5			17.3			16.1			17.3		
Level of Service, LOS	C			C			C			C		
Approach Delay (s/veh)	16.5			17.3			16.1			17.3		
Approach LOS	C			C			C			C		
Intersection Delay, s/veh | LOS	16.8						C					

HCS All-Way Stop Control Report

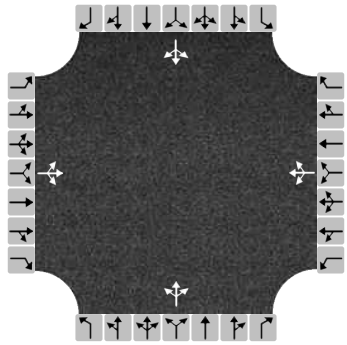
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Analysis Time Period (hrs)	0.25
Time Analyzed	PM No Build
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & SR-752
Jurisdiction	Village of Ashville
East/West Street	SR-752
North/South Street	Viking Way
Peak Hour Factor	0.92

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	75	116	71	30	119	46	62	49	37	46	100	78
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	285			212			161			243		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.253			0.188			0.143			0.216		
Final Departure Headway, hd (s)	5.34			5.45			5.68			5.43		
Final Degree of Utilization, x	0.422			0.321			0.254			0.367		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.34			3.45			3.68			3.43		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	285			212			161			243		
Capacity	674			660			634			663		
95% Queue Length, Q_{95} (veh)	2.1			1.4			1.0			1.7		
Control Delay (s/veh)	12.2			11.0			10.6			11.5		
Level of Service, LOS	B			B			B			B		
Approach Delay (s/veh)	12.2			11.0			10.6			11.5		
Approach LOS	B			B			B			B		
Intersection Delay, s/veh | LOS	11.5						B					

HCS All-Way Stop Control Report

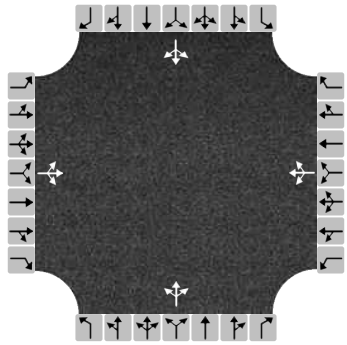
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Build
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & SR-752
Jurisdiction	Village of Ashville
East/West Street	SR-752
North/South Street	Viking Way
Peak Hour Factor	0.92

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	75	116	105	53	119	46	82	56	51	46	111	78
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	322			237			205			255		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.286			0.211			0.183			0.227		
Final Departure Headway, hd (s)	5.61			5.85			6.00			5.81		
Final Degree of Utilization, x	0.502			0.385			0.342			0.413		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.61			3.85			4.00			3.81		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	322			237			205			255		
Capacity	641			616			600			619		
95% Queue Length, Q_{95} (veh)	2.8			1.8			1.5			2.0		
Control Delay (s/veh)	14.1			12.5			12.1			12.8		
Level of Service, LOS	B			B			B			B		
Approach Delay (s/veh)	14.1			12.5			12.1			12.8		
Approach LOS	B			B			B			B		
Intersection Delay, s/veh | LOS	13.0						B					

HCS Two-Way Stop-Control Report

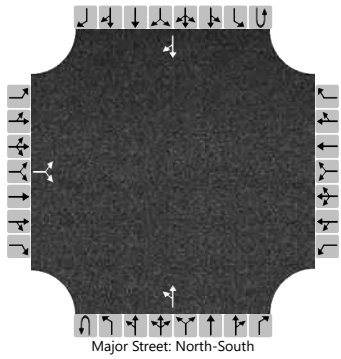
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Time Analyzed	AM No Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Glenn Road
Jurisdiction	Village of Ashville
East/West Street	Glenn Road
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		7		1						1	173				145	5
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9							1						
Capacity, c (veh/h)			667							1410						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			10.5							7.6	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		10.5								0.0						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

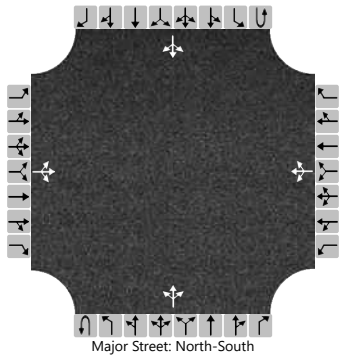
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Time Analyzed	AM Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Site Access 1/Glenn Road
Jurisdiction	Village of Ashville
East/West Street	Site Access 1/Glenn Road
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	0	1		10	0	45		1	188	4		16	151	5
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				60			1				17		
Capacity, c (veh/h)			540				758			1402				1356		
v/c Ratio			0.02				0.08			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.0				0.3			0.0				0.0		
Control Delay (s/veh)			11.8				10.2			7.6	0.0	0.0		7.7	0.1	0.1
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		11.8				10.2				0.0				0.8		
Approach LOS		B				B				A				A		

HCS Two-Way Stop-Control Report

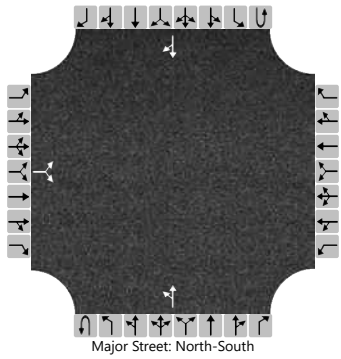
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Time Analyzed	PM No Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Glenn Road
Jurisdiction	Village of Ashville
East/West Street	Glenn Road
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		6		3						2	89				192	9
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			10							2						
Capacity, c (veh/h)			718							1345						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			10.1							7.7	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		10.1								0.2						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

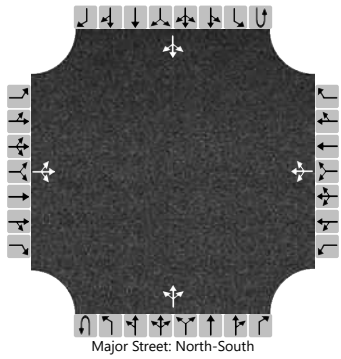
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Time Analyzed	PM Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Site Access 1/Glenn Road
Jurisdiction	Village of Ashville
East/West Street	Site Access 1/Glenn Road
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	0	3		7	0	31		2	99	11		51	209	9
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			10				41			2				55		
Capacity, c (veh/h)			548				801			1324				1462		
v/c Ratio			0.02				0.05			0.00				0.04		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.1		
Control Delay (s/veh)			11.7				9.7			7.7	0.0	0.0		7.6	0.3	0.3
Level of Service (LOS)			B				A			A	A	A		A	A	A
Approach Delay (s/veh)	11.7				9.7				0.2				1.7			
Approach LOS	B				A				A				A			

HCS Two-Way Stop-Control Report

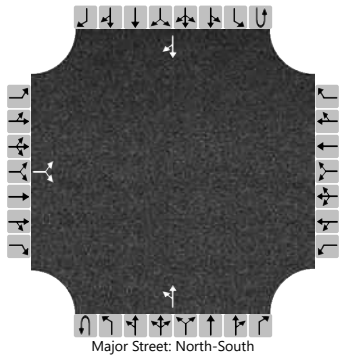
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Time Analyzed	AM No Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Glenn Road
Jurisdiction	Village of Ashville
East/West Street	Glenn Road
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		8		1						1	207				173	6
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			10							1						
Capacity, c (veh/h)			609							1373						
v/c Ratio			0.02							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			11.0							7.6	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		11.0								0.0						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

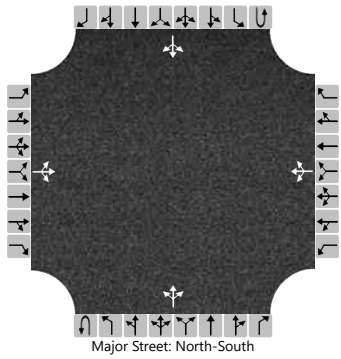
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Time Analyzed	AM Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Site Access 1/Glenn Road
Jurisdiction	Village of Ashville
East/West Street	Site Access 1/Glenn Road
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	0	1		10	0	45		1	222	4		16	179	6
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			10				60			1				17		
Capacity, c (veh/h)			484				713			1365				1315		
v/c Ratio			0.02				0.08			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.3			0.0				0.0		
Control Delay (s/veh)			12.6				10.5			7.6	0.0	0.0		7.8	0.1	0.1
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		12.6				10.5				0.0				0.7		
Approach LOS		B				B				A				A		

HCS Two-Way Stop-Control Report

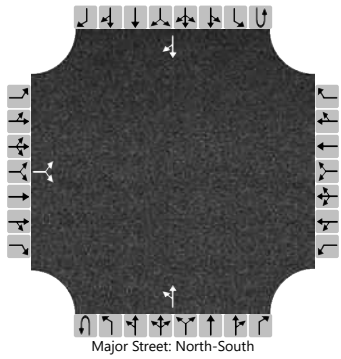
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Time Analyzed	PM No Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Glenn Road
Jurisdiction	Village of Ashville
East/West Street	Glenn Road
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		7		4						2	106				230	11
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12							2						
Capacity, c (veh/h)			672							1297						
v/c Ratio			0.02							0.00						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			10.5							7.8	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		10.5								0.2						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

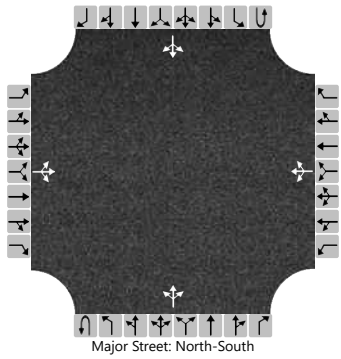
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Time Analyzed	PM Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Site Access 1/Glenn Road
Jurisdiction	Village of Ashville
East/West Street	Site Access 1/Glenn Road
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	0	4		7	0	31		2	116	11		51	247	11
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			12				41			2				55		
Capacity, c (veh/h)			510				765			1276				1440		
v/c Ratio			0.02				0.05			0.00				0.04		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.1		
Control Delay (s/veh)			12.2				10.0			7.8	0.0	0.0		7.6	0.3	0.3
Level of Service (LOS)			B				A			A	A	A		A	A	A
Approach Delay (s/veh)	12.2				10.0				0.1				1.5			
Approach LOS	B				A				A				A			

HCS Two-Way Stop-Control Report

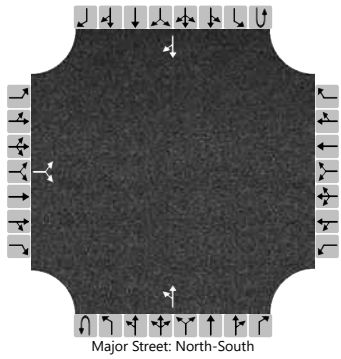
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Time Analyzed	AM No Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Station Street E.
Jurisdiction	Village of Ashville
East/West Street	Station Street E.
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		31		3						4	141				106	41
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			37							4						
Capacity, c (veh/h)			703							1413						
v/c Ratio			0.05							0.00						
95% Queue Length, Q_{95} (veh)			0.2							0.0						
Control Delay (s/veh)			10.4							7.6	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		10.4								0.2						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

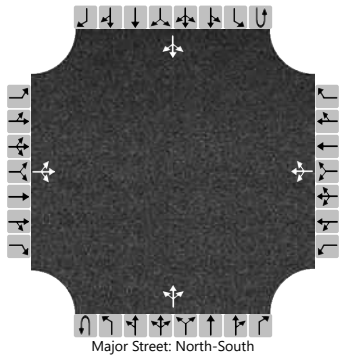
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Time Analyzed	AM Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Site Access 2/Station Street E.
Jurisdiction	Village of Ashville
East/West Street	Site Access 2/Station Street E.
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		31	0	3		30	0	15		4	145	11		6	116	41
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			37				49			4				7		
Capacity, c (veh/h)			624				697			1400				1402		
v/c Ratio			0.06				0.07			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.2				0.2			0.0				0.0		
Control Delay (s/veh)			11.1				10.6			7.6	0.0	0.0		7.6	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	11.1				10.6				0.2				0.3			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

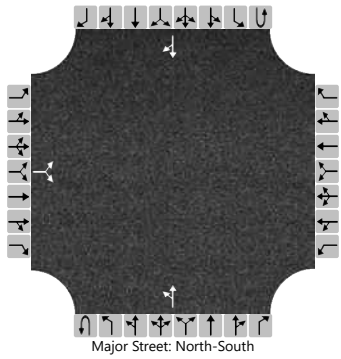
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Time Analyzed	PM No Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Station Street E.
Jurisdiction	Village of Ashville
East/West Street	Station Street E.
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		14		8						8	80				146	39
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24							9						
Capacity, c (veh/h)			750							1365						
v/c Ratio			0.03							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			10.0							7.7	0.1					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		10.0								0.7						
Approach LOS		A								A						

HCS Two-Way Stop-Control Report

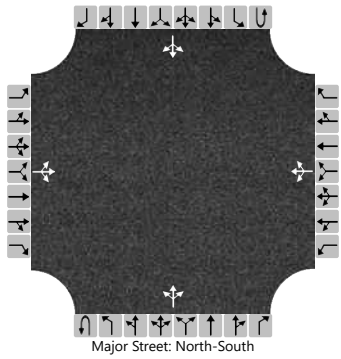
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Time Analyzed	PM Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Site Access 2/Station Street E.
Jurisdiction	Village of Ashville
East/West Street	Site Access 2/Station Street E.
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		14	0	8		21	0	10		8	91	34		17	153	39
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				34			9				18		
Capacity, c (veh/h)			665				673			1356				1442		
v/c Ratio			0.04				0.05			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			10.6				10.6			7.7	0.1	0.1		7.5	0.1	0.1
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		10.6				10.6				0.5				0.7		
Approach LOS		B				B				A				A		

HCS Two-Way Stop-Control Report

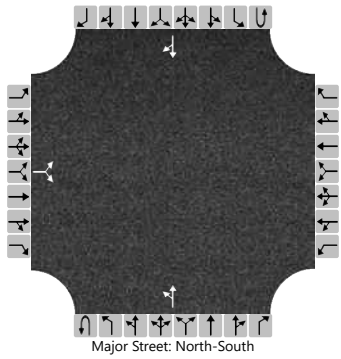
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Time Analyzed	AM No Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Station Street E.
Jurisdiction	Village of Ashville
East/West Street	Station Street E.
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		37		4						5	169				126	49
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			45							5						
Capacity, c (veh/h)			653							1378						
v/c Ratio			0.07							0.00						
95% Queue Length, Q_{95} (veh)			0.2							0.0						
Control Delay (s/veh)			10.9							7.6	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		10.9								0.3						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

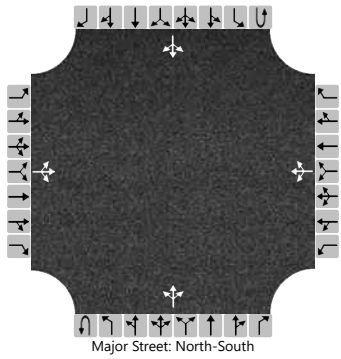
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Time Analyzed	AM Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Site Access 2/Station Street E.
Jurisdiction	Village of Ashville
East/West Street	Site Access 2/Station Street E.
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		37	0	4		30	0	15		5	173	11		6	136	49
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			45				49			5				7		
Capacity, c (veh/h)			574				648			1365				1366		
v/c Ratio			0.08				0.08			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.3				0.2			0.0				0.0		
Control Delay (s/veh)			11.8				11.0			7.6	0.0	0.0		7.6	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		11.8				11.0				0.2				0.3		
Approach LOS		B				B				A				A		

HCS Two-Way Stop-Control Report

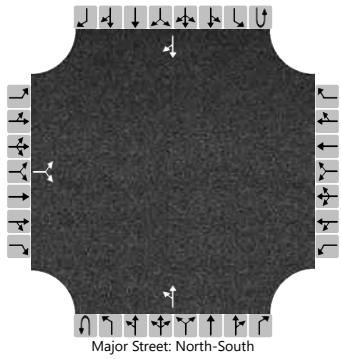
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Time Analyzed	PM No Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Station Street E.
Jurisdiction	Village of Ashville
East/West Street	Station Street E.
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		17		10						10	95				175	47
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			29							11						
Capacity, c (veh/h)			703							1319						
v/c Ratio			0.04							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			10.3							7.8	0.1					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		10.3								0.8						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

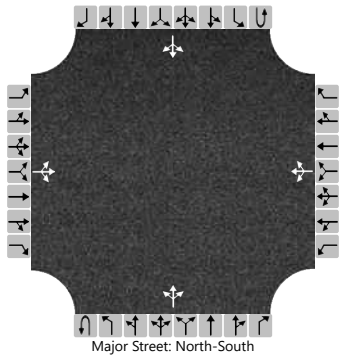
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Time Analyzed	PM Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & Site Access 2/Station Street E.
Jurisdiction	Village of Ashville
East/West Street	Site Access 2/Station Street E.
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		17	0	10		21	0	10		10	106	34		17	182	47
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)			0				0									
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			29				34			11				18		
Capacity, c (veh/h)			618				627			1311				1422		
v/c Ratio			0.05				0.05			0.01				0.01		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			11.1				11.1			7.8	0.1	0.1		7.6	0.1	0.1
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		11.1				11.1				0.6				0.6		
Approach LOS		B				B				A				A		

HCS Two-Way Stop-Control Report

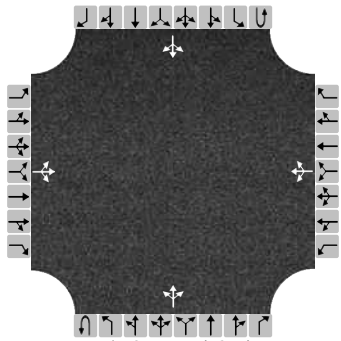
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Time Analyzed	AM No Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & E. Main Street
Jurisdiction	Village of Ashville
East/West Street	E. Main Street
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		45	0	31		0	1	0		28	87	0		2	48	48
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			83				1			30				2		
Capacity, c (veh/h)			789				625			1481				1493		
v/c Ratio			0.10				0.00			0.02				0.00		
95% Queue Length, Q_{95} (veh)			0.3				0.0			0.1				0.0		
Control Delay (s/veh)			10.1				10.8			7.5	0.2	0.2		7.4	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		10.1				10.8				1.9				0.2		
Approach LOS		B				B				A				A		

HCS Two-Way Stop-Control Report

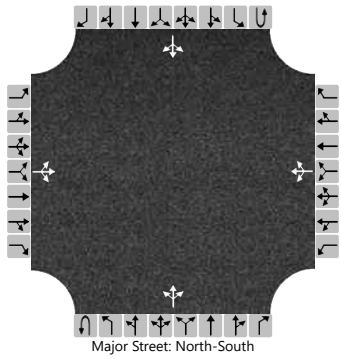
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Time Analyzed	AM Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & E. Main Street
Jurisdiction	Village of Ashville
East/West Street	E. Main Street
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		53	0	31		0	1	0		28	94	0		2	68	68
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			91				1			30				2		
Capacity, c (veh/h)			737				584			1428				1484		
v/c Ratio			0.12				0.00			0.02				0.00		
95% Queue Length, Q_{95} (veh)			0.4				0.0			0.1				0.0		
Control Delay (s/veh)			10.6				11.2			7.6	0.2	0.2		7.4	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	10.6				11.2				1.9				0.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

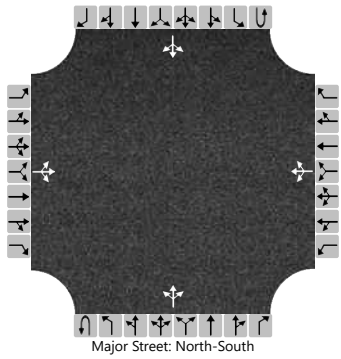
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Time Analyzed	PM No Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & E. Main Street
Jurisdiction	Village of Ashville
East/West Street	E. Main Street
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		37	0	53		1	9	3		35	51	0		0	75	67
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			98				14			38				0		
Capacity, c (veh/h)			799				672			1420				1543		
v/c Ratio			0.12				0.02			0.03				0.00		
95% Queue Length, Q_{95} (veh)			0.4				0.1			0.1				0.0		
Control Delay (s/veh)			10.1				10.5			7.6	0.2	0.2		7.3	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	10.1				10.5				3.2				0.0			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

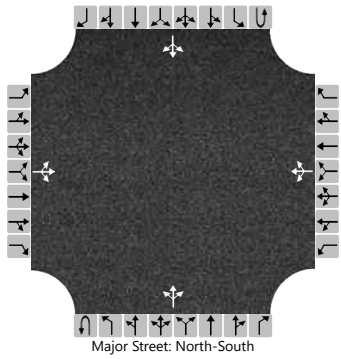
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2022
Time Analyzed	PM Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & E. Main Street
Jurisdiction	Village of Ashville
East/West Street	E. Main Street
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		60	0	53		1	9	3		35	73	0		0	89	81
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			123				14			38				0		
Capacity, c (veh/h)			726				630			1384				1512		
v/c Ratio			0.17				0.02			0.03				0.00		
95% Queue Length, Q_{95} (veh)			0.6				0.1			0.1				0.0		
Control Delay (s/veh)			11.0				10.8			7.7	0.2	0.2		7.4	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		11.0				10.8				2.6				0.0		
Approach LOS		B				B				A				A		

HCS Two-Way Stop-Control Report

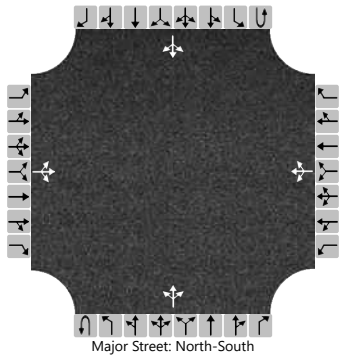
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Time Analyzed	AM No Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & E. Main Street
Jurisdiction	Village of Ashville
East/West Street	E. Main Street
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		54	0	37		0	1	0		34	104	0		2	57	58
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			99				1			37				2		
Capacity, c (veh/h)			744				581			1455				1470		
v/c Ratio			0.13				0.00			0.03				0.00		
95% Queue Length, Q_{95} (veh)			0.5				0.0			0.1				0.0		
Control Delay (s/veh)			10.6				11.2			7.5	0.2	0.2		7.5	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	10.6				11.2				2.0				0.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

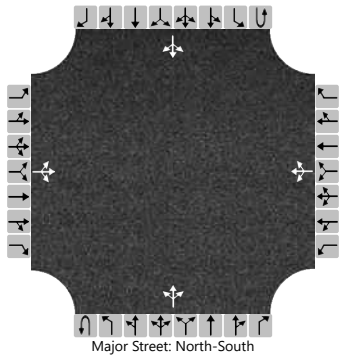
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Time Analyzed	AM Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & E. Main Street
Jurisdiction	Village of Ashville
East/West Street	E. Main Street
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		62	0	37		0	1	0		34	111	0		2	77	78
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			108				1			37				2		
Capacity, c (veh/h)			695				543			1403				1461		
v/c Ratio			0.15				0.00			0.03				0.00		
95% Queue Length, Q_{95} (veh)			0.5				0.0			0.1				0.0		
Control Delay (s/veh)			11.1				11.6			7.6	0.2	0.2		7.5	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		11.1				11.6				2.0				0.1		
Approach LOS		B				B				A				A		

HCS Two-Way Stop-Control Report

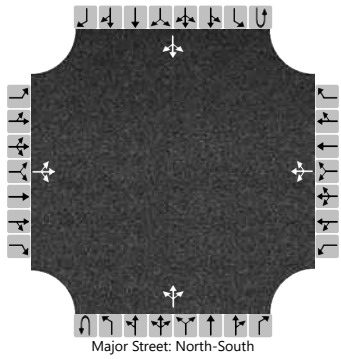
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Time Analyzed	PM No Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & E. Main Street
Jurisdiction	Village of Ashville
East/West Street	E. Main Street
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		44	0	64		1	11	4		42	60	0		0	89	80
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			117				17			46				0		
Capacity, c (veh/h)			756				633			1385				1530		
v/c Ratio			0.16				0.03			0.03				0.00		
95% Queue Length, Q_{95} (veh)			0.5				0.1			0.1				0.0		
Control Delay (s/veh)			10.6				10.8			7.7	0.3	0.3		7.4	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	10.6				10.8				3.3				0.0			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

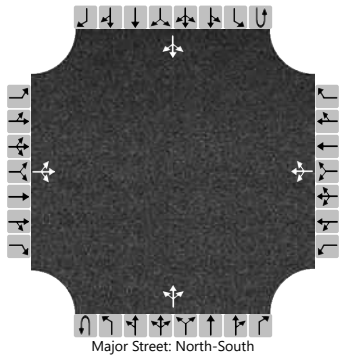
General Information

Analyst	LRY
Agency/Co.	CMTran
Date Performed	
Analysis Year	2032
Time Analyzed	PM Build
Intersection Orientation	North-South
Project Description	Ashville Fischer Homes TIS

Site Information

Intersection	Viking Way & E. Main Street
Jurisdiction	Village of Ashville
East/West Street	E. Main Street
North/South Street	Viking Way
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		67	0	64		1	11	4		42	82	0		0	103	94
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			142				17			46				0		
Capacity, c (veh/h)			686				594			1350				1500		
v/c Ratio			0.21				0.03			0.03				0.00		
95% Queue Length, Q_{95} (veh)			0.8				0.1			0.1				0.0		
Control Delay (s/veh)			11.6				11.2			7.8	0.3	0.3		7.4	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)		11.6				11.2				2.8				0.0		
Approach LOS		B				B				A				A		

Appendix G
Sight Distance Analysis

Appendix G

CARPENTER MARTY transportation

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MODEL: Sheet 1 PAPERSIZE: 17x11(In.) DATE: 4/14/2022 TIME: 11:33:24 AM USER: lyates
P:\TRA\22\22013 - Ashville Fischer Homes TIS\Analysis\Sight Distance\Basemap.dgn

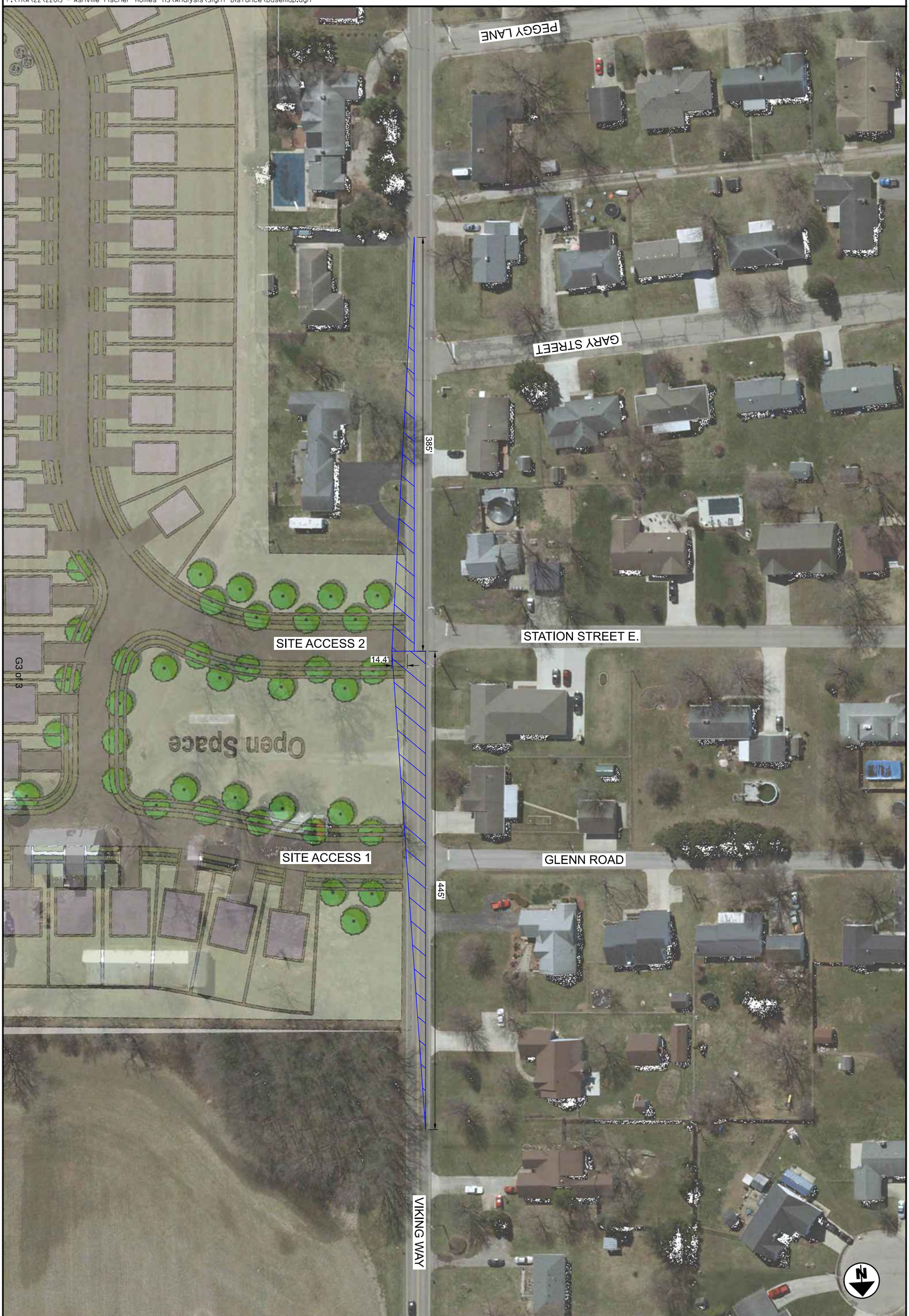
SHEET P.1 TOTAL 2	PROJECT ID 0	REVIEWER CMC 04-13-22	DESIGNER LRY	DESIGN AGENCY CARPENTER MARTY transportation

ASHVILLE FISCHER HOMES TIS
VIKING WAY & SITE ACCESS 1 SIGHT DISTANCE EXHIBIT

HORIZONTAL SCALE IN FEET
0 40
20 80

####

MODEL: Sheet 2 PAPERSIZE: 17x11(in.) DATE: 4/14/2022 TIME: 11:33:27 AM USER: lyates
P:\TRA\22\22013 - Ashville Fischer Homes TIS\Analysis\Sight Distance\Basemap.dgn



SHEET P.2 / TOTAL 2	PROJECT ID 0	REVIEWER CMC 04-13-22	DESIGNER LRY	CARPENTER MARTY transportation	DESIGN AGENCY

ASHVILLE FISCHER HOMES TIS
VIKING WAY & SITE ACCESS 2 SIGHT DISTANCE EXHIBIT

HORIZONTAL SCALE IN FEET
0 40
20 80