

APPENDIX D EXISTING ROAD CONDITIONS



E 1300 Rd: Rutted pavement on approach N 2000 Rd



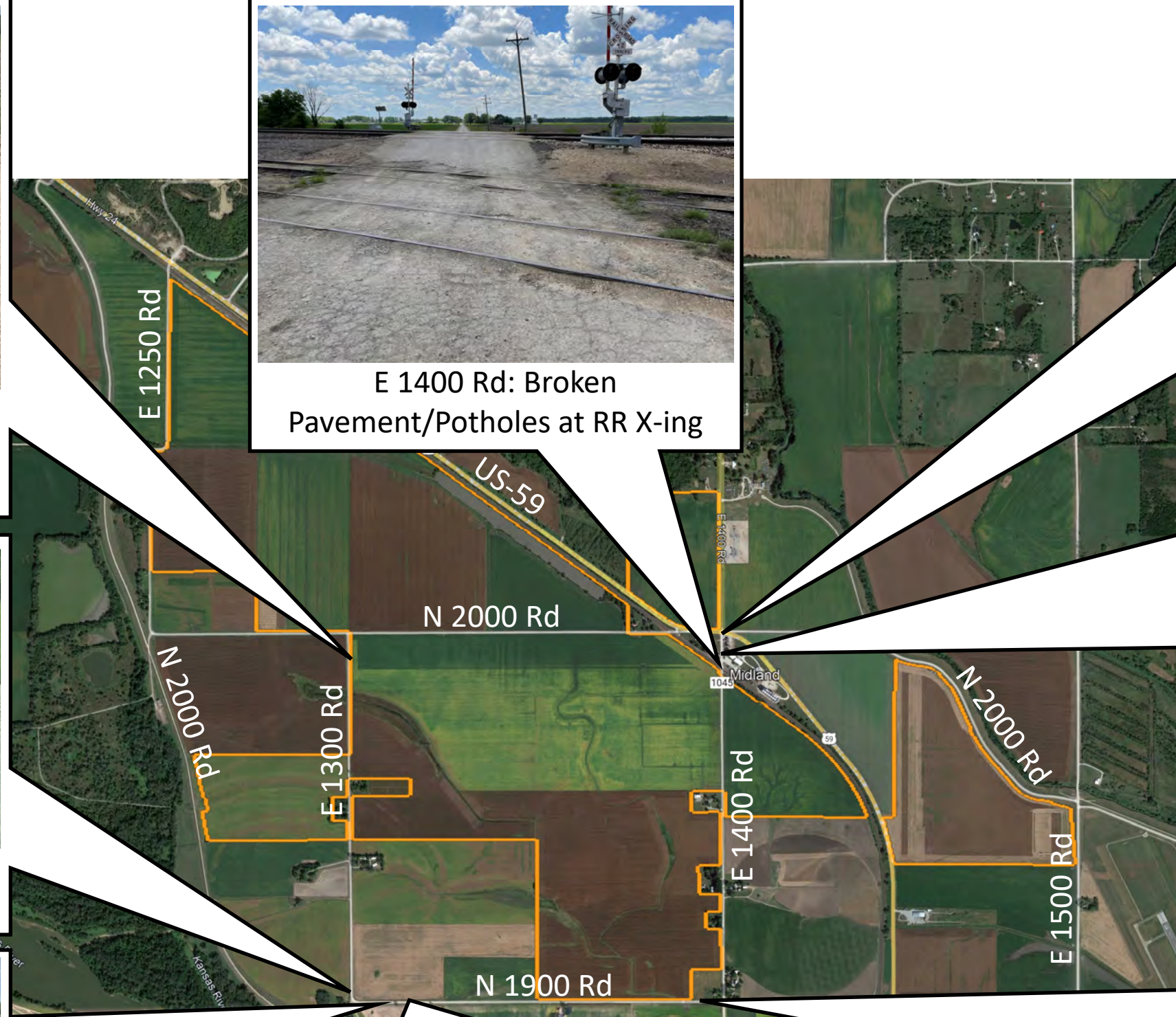
E 1400 Rd: Broken Pavement/Potholes at RR X-ing



E 1400 Rd: Broken pavement on approach to US-59



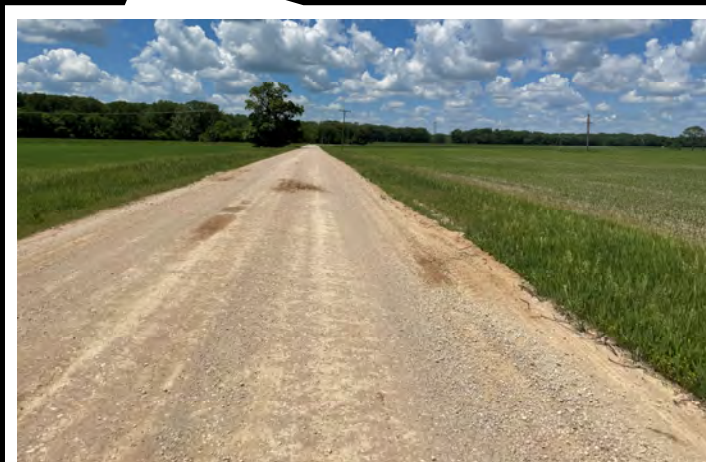
E 1300 Rd: Large rut north of N 1900 Rd



Series of potholes and standing water b/w RR X-ing and US-59



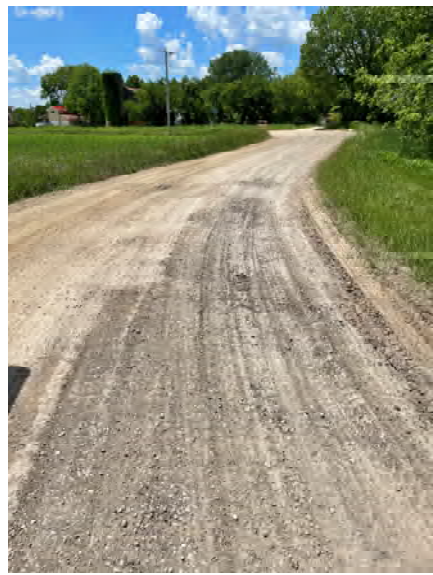
N 1900 Rd: Series of ruts & potholes east of E 1300 Rd



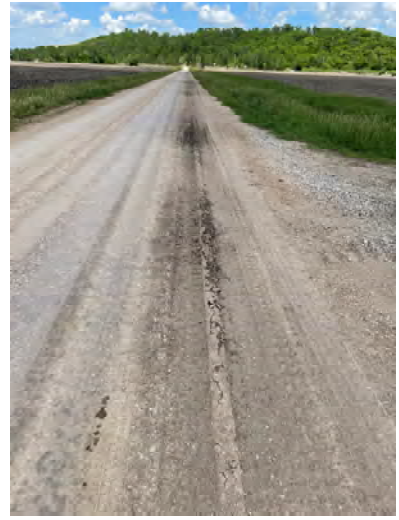
N 1900 Rd: Series of ruts & potholes east of E 1300 Rd



N 1900 Rd: Series of potholes west of E 1400 Rd



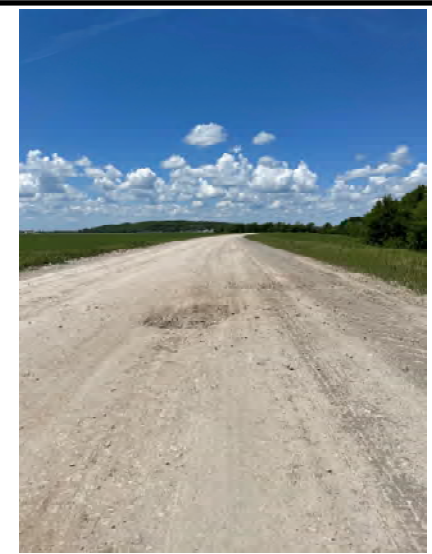
E 1250 Rd: Series of potholes and rutting along sharp turn south of US-59



E 1250 Rd: Series of potholes and rutting south of US-59



N 2000 Rd: Series of potholes, rutting, and standing water east of E 1400 Rd



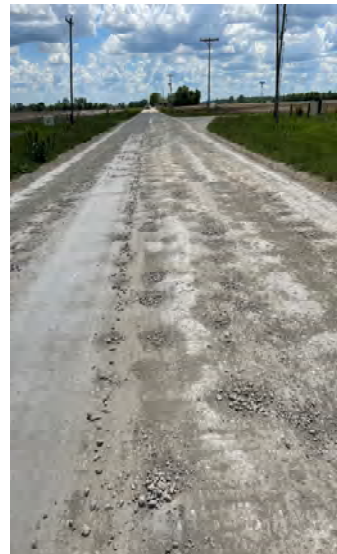
Series of potholes west of E 1500 Rd



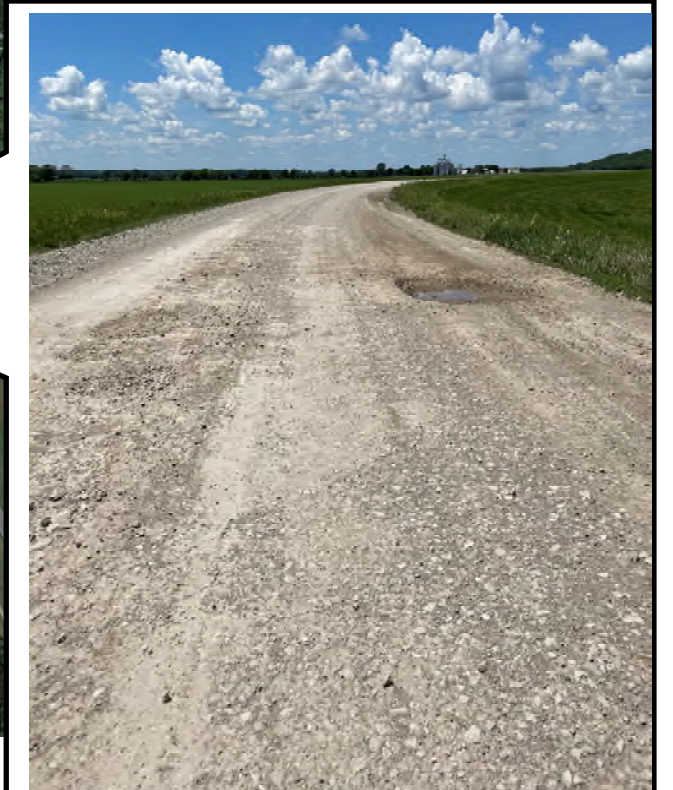
E 1250 Rd: Series of potholes north of N 2000 Rd



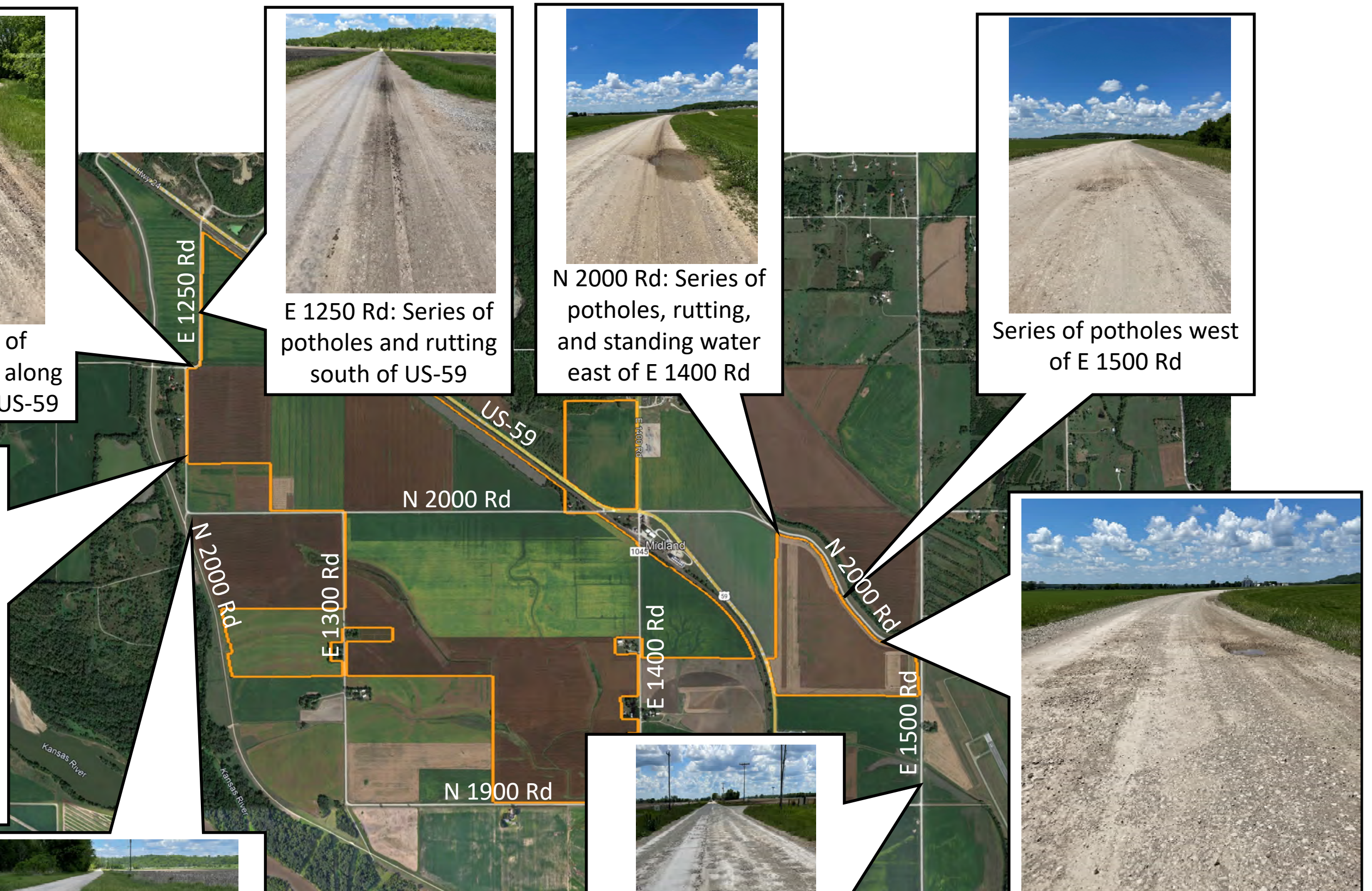
E 1250 Rd: Potholes & rut north of N 2000 Rd



E 1500 Rd: Series of ruts & potholes east of N 1900 Rd



N 2000 Rd: Large potholes west of E 1500 Rd





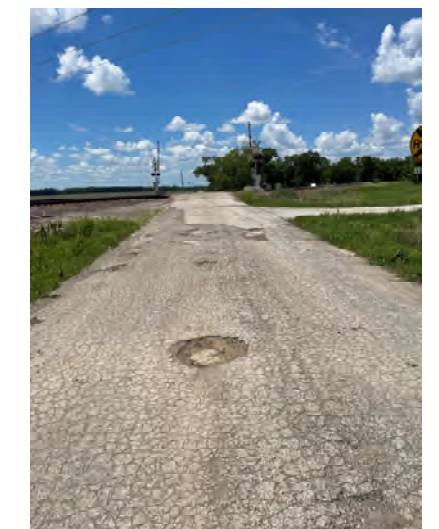
N 2000 Rd: Broken Pavement/
Potholes west of E 1400 Rd



N 2000 Rd: Broken
Pavement/Potholes
near driveway of home



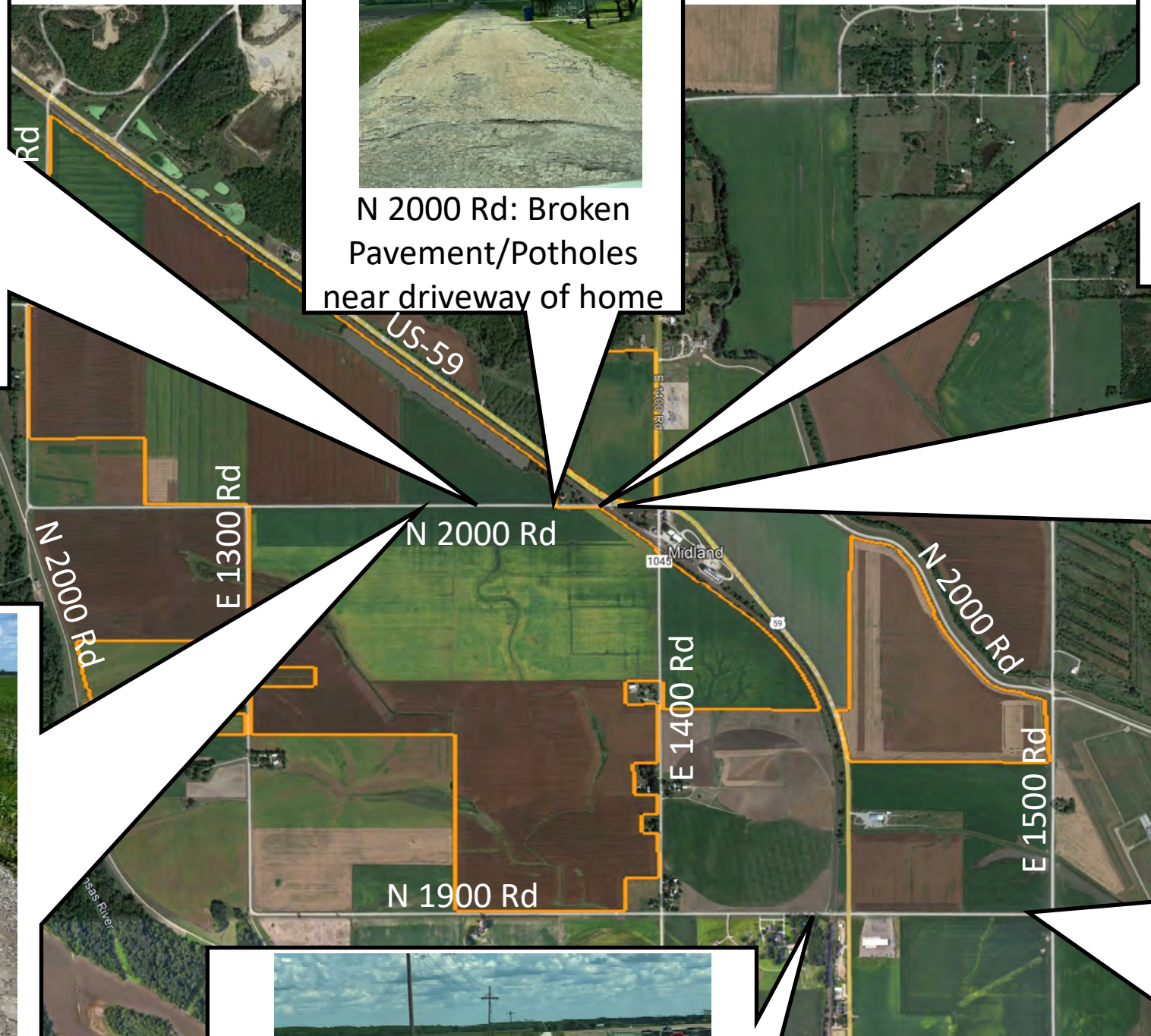
N 2000 Rd: Cracked
pavement on W of US-59



Series of potholes and broken
pavement b/w RR X-ing and US-59



N 2000 Rd: Broken Pavement/
Potholes west of E 1400 Rd



N 1900 Rd: Broken Pavement/
Potholes west of US-59



N 1900 Rd: Series of potholes west
of E 1500 Rd

APPENDIX E CONSTRUCTION TRAFFIC ANALYSIS

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	4	5	10	1	1	42	241	15	2	357	1
Future Vol, veh/h	1	4	5	10	1	1	42	241	15	2	357	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	17	2	2	8	2
Mvmt Flow	1	4	5	11	1	1	46	262	16	2	388	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	756	763	389	759	755	270	389	0	0	278	0	0
Stage 1	393	393	-	362	362	-	-	-	-	-	-	-
Stage 2	363	370	-	397	393	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	325	334	659	323	338	769	1170	-	-	1285	-	-
Stage 1	632	606	-	657	625	-	-	-	-	-	-	-
Stage 2	656	620	-	629	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	312	318	659	305	321	769	1170	-	-	1285	-	-
Mov Cap-2 Maneuver	312	318	-	305	321	-	-	-	-	-	-	-
Stage 1	602	605	-	626	596	-	-	-	-	-	-	-
Stage 2	623	591	-	618	605	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.6		16.6		1.2		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1170	-	-	428	323	1285	-
HCM Lane V/C Ratio	0.039	-	-	0.025	0.04	0.002	-
HCM Control Delay (s)	8.2	0	-	13.6	16.6	7.8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↗	
Traffic Vol, veh/h	0	0	65	126	228	0
Future Vol, veh/h	0	0	65	126	228	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	14	8	2
Mvmt Flow	0	0	71	137	248	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	248	248	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-
Pot Cap-1 Maneuver	0	791	1318	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	791	1318	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	2.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1318	-	-	-
HCM Lane V/C Ratio	0.054	-	-	-
HCM Control Delay (s)	7.9	0	0	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	10	112	0	0	228	1
Future Vol, veh/h	0	0	0	0	0	0	10	112	0	0	228	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	12	2	2	7	2
Mvmt Flow	0	0	0	0	0	0	11	122	0	0	248	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	393	393	249	393	393	122	249	0	0	122	0	0
Stage 1	249	249	-	144	144	-	-	-	-	-	-	-
Stage 2	144	144	-	249	249	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	566	543	790	566	543	929	1317	-	-	1465	-	-
Stage 1	755	701	-	859	778	-	-	-	-	-	-	-
Stage 2	859	778	-	755	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	562	538	790	562	538	929	1317	-	-	1465	-	-
Mov Cap-2 Maneuver	562	538	-	562	538	-	-	-	-	-	-	-
Stage 1	748	701	-	851	771	-	-	-	-	-	-	-
Stage 2	851	771	-	755	701	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0		0.6		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	-	-	1465	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-	-	-	-
HCM Control Delay (s)	7.8	0	-	0	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	56	7	1	3	3	342	4	3	292	0
Future Vol, veh/h	0	1	56	7	1	3	3	342	4	3	292	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	14	2	2	10	2
Mvmt Flow	0	1	61	8	1	3	3	372	4	3	317	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	705	705	317	734	703	374	317	0	0	376	0	0
Stage 1	323	323	-	380	380	-	-	-	-	-	-	-
Stage 2	382	382	-	354	323	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	351	361	724	336	362	672	1243	-	-	1182	-	-
Stage 1	689	650	-	642	614	-	-	-	-	-	-	-
Stage 2	640	613	-	663	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	347	359	724	306	360	672	1243	-	-	1182	-	-
Mov Cap-2 Maneuver	347	359	-	306	360	-	-	-	-	-	-	-
Stage 1	687	648	-	640	612	-	-	-	-	-	-	-
Stage 2	634	611	-	604	648	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.5		15.2		0.1		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1243	-	-	711	365	1182	-
HCM Lane V/C Ratio	0.003	-	-	0.087	0.033	0.003	-
HCM Control Delay (s)	7.9	0	-	10.5	15.2	8.1	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↗	
Traffic Vol, veh/h	0	53	0	195	194	0
Future Vol, veh/h	0	53	0	195	194	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	14	8	2
Mvmt Flow	0	58	0	212	211	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	211	211	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-
Pot Cap-1 Maneuver	0	829	1360	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	829	1360	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1360	-	829	-
HCM Lane V/C Ratio	-	-	0.069	-
HCM Control Delay (s)	0	-	9.7	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	21	0	0	0	0	207	0	0	164	1
Future Vol, veh/h	1	0	21	0	0	0	0	207	0	0	164	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	7	2	2	8	2
Mvmt Flow	1	0	23	0	0	0	0	225	0	0	178	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	404	404	179	415	404	225	179	0	0	225	0	0
Stage 1	179	179	-	225	225	-	-	-	-	-	-	-
Stage 2	225	225	-	190	179	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	557	536	864	548	536	814	1397	-	-	1344	-	-
Stage 1	823	751	-	778	718	-	-	-	-	-	-	-
Stage 2	778	718	-	812	751	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	557	536	864	534	536	814	1397	-	-	1344	-	-
Mov Cap-2 Maneuver	557	536	-	534	536	-	-	-	-	-	-	-
Stage 1	823	751	-	778	718	-	-	-	-	-	-	-
Stage 2	778	718	-	791	751	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		0		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1397	-	-	843	-	1344	-	-
HCM Lane V/C Ratio	-	-	-	0.028	-	-	-	-
HCM Control Delay (s)	0	-	-	9.4	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

