

## Access Control US 93 N&S Lolo to Missoula

NH 0002(606), CN 4776

# Final Access Control Report

**Prepared for:** 



Prepared by:



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## 1.0 Introduction and Purpose

Historically, the Montana Department of Transportation (MDT) has adopted access control plans in conjunction with major highway improvement projects. However, this project is a stand-alone access control project along US Highway 93 (US 93) between Lolo and Missoula [National Highway (N) 7] not associated with a design or construction project along the study corridor. The physical modifications recommended by the Access Control Plan may not be implemented until the construction of future highway design projects or as redevelopment occurs, although the techniques recommended in the plan may be implemented at any time.

MDT currently operates this corridor under Limited Access Control. This means that any new access or change in access use may or may not be granted and will be subject to MDT's System Impact Action Process.

The Access Classification Memo (August 2, 2005) documents the existing accesses along the corridor and identifies the access management guidelines and concepts that are used in this report. This document comprises the Draft Access Control Report, which describes the access management techniques within the Access Control Plan. The purpose of this report is to document the guidelines and traffic analysis utilized for the recommendations shown in the Access Control Plan.

The Access Control Plan defines specific access locations consistent with the guidelines and techniques presented in this report. Access control options were analyzed for existing accesses with opportunities for modification and/or consolidation. Future access locations, configurations, and operational characteristics are identified for undeveloped properties and properties with redevelopment potential, and recommendations are documented in this final Access Control Plan for the US 93 highway segment from US 12 in Lolo to the Bitterroot River Bridge south of Missoula.

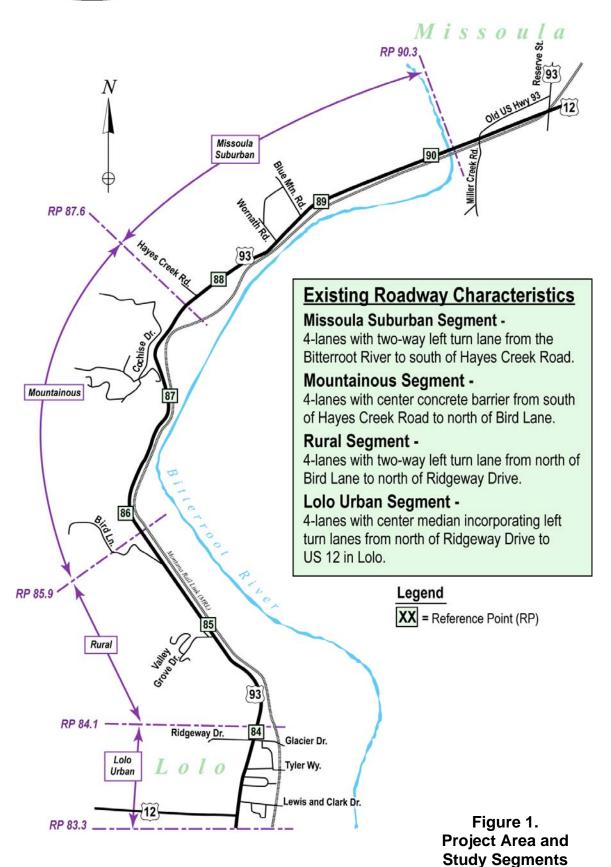
#### 1.1 PROJECT LOCATION AND STUDY LIMITS

The project is located on US 93 in Missoula County. The study segment, from RP (MP) 83.26 to RP (MP) 90.33, initiates within the town of Lolo and terminates on the southern edge of Missoula. The limits of the study area extend from just south of the intersection of US 93 and US 12 in Lolo to south of the US 93 and Miller Creek Road intersection, on the northern edge of the bridge over the Bitterroot River.

The study corridor was broken into segments based on changes in the character of the roadway, existing adjacent land uses and existing access density. The southern section of the project is urban in nature. The northern section of the highway has a suburban character as the highway approaches Missoula. The middle sections of the corridor currently have a rural character, although that may change in the future with proposed development. **Figure 1** illustrates the limits of the project and the study segments of the corridor.













#### 2.0 Traffic Volumes

The existing and future traffic volumes for the project were presented in the *Preliminary Traffic Engineering and Geometrics Report*, which was submitted to MDT in July, 2005. To maintain consistency with the major planning efforts within the study area, the future traffic volume projections for the US 93 corridor developed for the *Miller Creek Road Environmental Impact Statement* (EIS) were utilized for this project. Since the submittal of the traffic report, the traffic projections for the Miller Creek Road EIS have been modified to reflect expected growth south of the project in Ravalli County and consider the traffic forecasts presented in the *Missoula Long Range Transportation Plan - 2025*.

The 2025 traffic volume projections presented in this report supersede the traffic projections shown in the July 2005 *Preliminary Traffic Engineering and Geometrics Report.* The existing traffic volumes utilized in the traffic analysis, which have not been modified from the traffic engineering report, are also presented for reference.

#### 2.1 EXISTING (2004) TRAFFIC VOLUMES

Traffic volumes along the US 93 corridor were collected for this project over several weekdays in October 2004. These volumes were multiplied by a seasonal factor to calculate the 2004 Average Annual Daily Traffic (AADT) volume at the various locations shown in **Figure 2**. The highest traffic volumes along US 93 were near the Bitterroot River Bridge with almost 26,000 vehicles per day (vpd). Large commercial vehicles (trucks) comprise approximately 6 percent of the daily traffic volume on US 93. The counts collected for this study are consistent with 2004 ADT volumes along the corridor provided by MDT.

The major roads accessing US 93 within the study area were also counted. These AADT volumes are also shown in Figure 2. AADT volumes on the intersecting roads range from approximately 3,500 vpd along US 12 to less than 100 vpd along Wornath Road west of US 93.

Intersection turning movement counts were collected at the ten major intersections within the study corridor and the Miller Creek Road intersection in October 2004 during the AM and PM peak weekday traffic periods. Morning counts were conducted from 7:00 to 9:00 AM and evening counts were conducted from 4:00 to 6:00 PM. Typically, these are the commuter travel time periods when daily traffic volumes on study area roads reach their highest levels. These intersection turning movement volumes are shown in **Figure 3**.





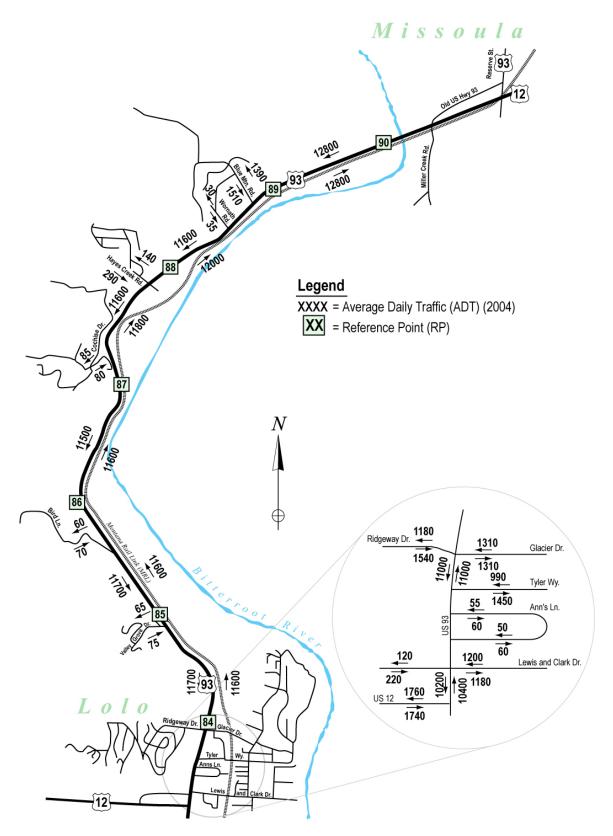


Figure 2. Existing Average Daily Traffic







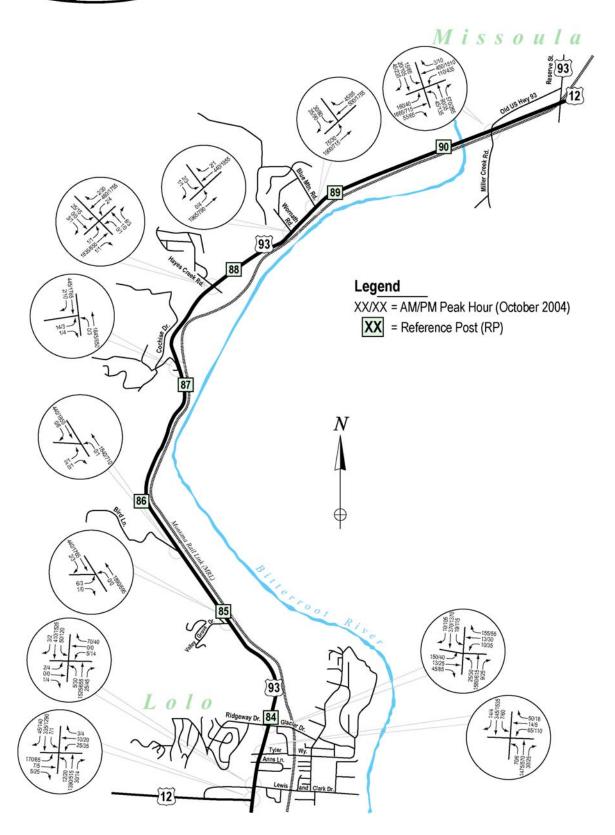


Figure 3. Existing Peak Hour Traffic







#### 2.2 2025 DAILY VOLUME PROJECTIONS

The future traffic volume projections for the US 93 corridor developed for the Miller Creek Road Environmental Impact Statement (EIS) were reviewed for this project. The traffic volumes reviewed for this project were for the No-Action Alternative of the Miller Creek Road EIS, meaning there are no dramatic changes to the existing roadway network. Traffic forecasts initially developed for the Miller Creek Road EIS were based on the Missoula urban area travel demand model utilized by MDT Urban Transportation Planning staff. The travel model was used to conduct the Missoula Long Range Transportation Plan - 2025 and adjustments to the model for the Miller Creek Road project were coordinated with the Missoula Office of Planning and Grants (OPG) and consultant staff working on the Transportation Plan update. The initial traffic forecasts identified a traffic forecast on US 93 south of Miller Creek Road of 29,300 for the year 2025, which is an increase of approximately 20 percent over existing ADT volumes and would equal an average growth rate of approximately one (1) percent per year.

During the review of future traffic volumes for this Access Control Study, MDT expressed concern over the relatively low growth rate associated with the travel demand model. This concern resulted from the substantially higher growth rates that have been experienced along the corridor in recent years, including 2.9 percent in the last 15 years and 2.2 percent in the last 10 years. **Table 1** shows a comparative summary of existing and forecast AADT volumes on major study area roadway segments using the updated traffic forecasts for the US 93 corridor developed for the Miller Creek Road EIS.

Future traffic volumes on the public roads accessing US 93 in the study area were calculated based on historic traffic volumes and potential development trends. Traffic volumes on the roadways that basically serve residential areas, such as Cochise Drive, are expected to experience limited traffic growth. The traffic volumes developed for Bird Lane and Valley Grove Drive considered the daily traffic forecasted from the proposed Liberty Cove Subdivision. Traffic on US 12 west of US 93 is expected to increase by about 2,300 vpd, which equals an average growth rate of approximately 2.4 percent per year.

A substantial increase in traffic is anticipated along the US 93 study corridor as a result of multiple factors, including:

- Increasing travel demand generated by planned growth in Missoula and Ravalli County southwest of Missoula;
- Current and planned development along US 93 within the study corridor, specifically within the Rural and Missoula Suburban study segments;
- Increasing use of recreational areas served by intersecting roadways within the study corridor.







Table 1. Future (2025) Annual Average Daily Traffic (AADT) Volumes

Roadway	Location	Existing ADT Volume (veh/day) (2)	Future AADT Volume (veh/day)
US 93	Lolo to Hayes Creek Rd	23,400	38,510
US 93	Hayes Creek Rd to Blue Mountain Rd	23,600	39,050
US 93	North of Blue Mountain Rd	25,600	39,870
Blue Mountain Rd	West of US 93	2,900	4,350
Hayes Creek Rd	West of US 93	430	680
Cochise Dr	West of US 93	165	185
Bird Lane	West of US 93	130	480 <sup>(1)</sup>
Valley Grove Dr	West of US 93	140	495 <sup>(1)</sup>
Ridgeway Dr	West of US 93	2,700	3,700
Glacier Dr	East of US 93	2,600	3,200
Tyler Way	East of US 93	2,400	3,000
US 12	West of US 93	3,500	5,800

Sources: Miller Creek Road EIS Revised Alternatives Traffic Analysis Findings Memorandum (March 16, 2006), DEA, Proposed Development Traffic Study and MDT

The 2025 horizon year is consistent with the future transportation system planning year for the Missoula Transportation Plan update and represents the future design year for the Miller Creek Road EIS as well as this Access Control Study. Comparing existing ADT volumes with forecast 2025 AADT volumes reveals that traffic volumes are expected to increase on all major roadway segments within the study area.

The updated traffic forecasts developed for the Miller Creek Road EIS indicate that traffic volumes on the US 93 corridor will increase substantially south of Blue Mountain Road to approximately 39,050 vehicles per day (vpd). This represents an increase of about 65 percent over existing ADT volumes. This increase in traffic volume is based on the large increase in population and housing development expected in Ravalli County south of Lolo. It is anticipated that this development will result in a large increase in trips to Missoula along the study corridor for employment and services. Planning for this expected population growth is important to provide adequate capacity for the traveling public into the future. If the expected development south of Missoula County does not occur or, for some reason, future traffic volumes do not increase as anticipated, the highway corridor will simply operate at even better levels of service than planned.



<sup>(1)</sup> Future AADT includes daily traffic expected from proposed Liberty Cove Subdivision as shown in the traffic impact study (August 2001)

<sup>(2)</sup> Existing ADT Volume calculated from traffic counts collected for this study in October 2004



## 3.0 Access Management Concepts

#### 3.1 ACCESS MANAGEMENT GUIDELINES

Access management guidelines were developed for the roadway categories of the corridor and presented in the *Access Classification Memo*. These guidelines, shown in **Table 2**, are specific to this study corridor and are consistent with the recommended Montana access guidelines shown in the *MDT Access Management Project* report (April 1999) and the guidelines used in the US 93 Access Control and Corridor Preservation Project (Evaro to Polson).

The application of the access management guidelines for the US 93 study corridor should be flexible in order to achieve the safety and operational goals of the Access Control Plan. The spacing and design of accesses may differ slightly from the corridor guidelines due to topographic, property ownership and sight distance constraints and other issues. Sight distance is an issue at many locations along the corridor and should be checked at all proposed access locations. If the corridor guidelines are not met, a traffic study should be required to show negligible impacts of a proposed access on corridor and adjacent access operations. The use of existing accesses by a new development should also be examined.

These guidelines were used in the development of the Access Control Plan.







Table 2. US 93 Lolo to Missoula Access Management Guidelines

			Unsignalized		uxiliary Lane ume Warrants	Denial of Direct Access
Access	Minimum	Minimum	Access	Left Turn	Right Turn	if Other Access
Category <sup>(4)</sup>	Signal Spacing	Median Opening Spacing	Spacing	Decel	Decel	Available?
Rural	1.6 km (1 mile)	0.8 km (1/2 mile) – Full (1)	400 m (1320 ft)	Required	See Montana Traffic	Yes
		0.4 km (1/4 mile) – Directional (2)			Engineering Manual <sup>(3)</sup>	
Intermediate	0.8 km (1/2 mile)	0.8 km (1/2 mile) – Full <sup>(1)</sup>	400 m (1320 ft)	Required	See Montana Traffic	Yes
		0.4 km (1/4 mile) – Directional (2)			Engineering Manual <sup>(3)</sup>	
Developed	0.4 km (1/4 mile)	0.4 km (1/4 mile) – Full <sup>(1)</sup>	200 m (660 ft)	Required	See Montana Traffic	Yes
		0.2 km (1/8 mile) – Directional (2)			Engineering Manual <sup>(3)</sup>	

Source: David Evans and Associates, Inc.

Developed - Highly developed areas through communities which have traditionally relied on highway access with small lots and streets at city block spacing.





<sup>(2)</sup> D = Directional Only
(3) See criteria in *Montana Traffic Engineering Manual*, Figure 28.4B
(4) Rural - Areas which are and will continue to be primarily undeveloped and which exhibit principally an agricultural or natural character Intermediate - Areas that typically are located on the fringe of a community which represent large parcels and local street systems at less frequent spacing.



#### 3.2 ACCESS MANAGEMENT PRINCIPLES

MDT has a specific policy statement regarding access management. As stated in the MDT 1992 Access Management Plan:

"It is the policy of the Montana Department of Transportation to manage access to highway facilities on the state highway system. The purpose of access management is to maintain the flow of traffic and the functional integrity of the highway, enhance public safety, preserve the public's investment in the highway, reduce future maintenance costs, and permit highway expansion on existing locations."

Each access along the US 93 study corridor was classified into one of four basic access types, as described below.

- Field Access for field or property maintenance or low-volume recreational activities, such as fishing or hunting.
- Residential Access serving residential property.
- Commercial Relatively high-volume access with the potential for frequent use by unfamiliar drivers.
- Public Intersection of a public roadway.

The accesses to the Lolo School were classified as Commercial accesses because, although it is a public school facility, the traffic conditions at the driveways are more similar to a commercial site than a public road intersection.

There are general principles of access management that will be employed during the development of the US 93 Lolo to Missoula Access Control Plan. These guiding principles are summarized below.

#### **New Accesses**

- To the extent possible, all new direct access to US 93 should be limited to public roads.
- New direct private access to US 93 generally would not be granted unless no other reasonable alternative access (e.g. rerouting, consolidation with another access, etc.) to the public road system is available.
- If reasonable alternative access is unavailable or if it can be shown to be beneficial to the safe operation of US 93, one direct access per parcel may be allowed. Additional access may be allowed if a traffic engineering study documents significant benefits to the safe operation of US 93.
- Whenever possible, new access should be shared with an adjacent property.
- New accesses may be limited to right-in/right-out movements unless the location meets spacing requirements and magnitude of use warrants a fullmovement access.







New accesses shall be subject to MDT's System Impact Action Process.

#### **Existing Accesses**

- Existing access should be eliminated if reasonable alternative access to the public road system can be provided.
- Whenever reasonable, existing multiple accesses to a single parcel should be combined.
- Adjacent property owners should be encouraged to share accesses.
- Existing non-standard accesses should be brought into compliance with current MDT access approach design standards.
- Existing accesses may be limited to right-in/right-out movements unless the location meets spacing requirements and magnitude of use warrants a fullmovement access.

#### Land Use Changes

- A change in approach volumes of 20 percent or greater from the original access permit's stated volume or a new generator which produces 150 or more vehicle trips per day would be considered a land use change and will require a new approach permit. The determination of the new approach volume shall be based on the criteria and methodology contained in the current edition of the *ITE Trip Generation Manual*, or shall be taken from an approved traffic study.
- Any land use changes (i.e., from Residential to Commercial) would require that a new approach permit application be submitted to MDT and that the access be re-evaluated for safety, location and size. Based on this evaluation, mitigation measures may be required by MDT to maintain a safe and efficient highway.
- Re-evaluation may result in relocation or elimination of the approach, if alternate reasonable access is appropriate and available at the time of application.
- Parcels subdivided after the Access Control Plan is completed should not receive any additional direct access to US 93 and such action should require re-evaluation of the access permit.
- Agricultural changes in land use would not qualify as a land use change for the purpose of this discussion.
- Land use changes shall be subject to MDT's System Impact Action Process.

#### Field Accesses

New field accesses should be discouraged.







- Every reasonable attempt should be made to eliminate existing field accesses by providing alternative access to the local public road system.
- Only one access should be recommended for each individual parcel/property that has no other access available.
- Consolidation of field accesses should be encouraged among adjoining property owners.
- Field access may be limited to right-in/right-out movements. Special consideration may be given to those farmers or ranchers having access to land on both sides of the highway.





## 4.0 Corridor Access Management

The following sections describe the access management techniques utilized within each segment. The Access Control Plan recommends the elimination of existing and future direct access to US 93 for many properties with access to other intersecting public roads. At these locations, the traffic accessing the properties will be directed through existing public road intersections.

Operational analyses of the public road intersections were performed to assess the impacts of the additional parcel traffic on intersection performance under existing and forecasted (2025) traffic conditions. The existing and future analyses used the traffic volumes collected and developed for the project as shown in the Traffic Volumes section of this report. Traffic signal timing was optimized in the operational analysis to maximize traffic operations along US 93 without adversely impacting the side roads.

This Access Control Plan documents the access control guidelines for the US 93 study corridor and identifies the major points of access along the highway. However, the traffic control infrastructure required for highway or intersection capacity improvements (i.e., traffic signal, junior interchange, additional through highway lanes) will be determined by a separate corridor study that is currently in the scoping process. Access recommendations are also subject to change depending on the final decision from the Miller Creek Road EIS.

Accesses serving properties across the railroad tracks east of the highway are permitted by the Montana Rail Link (MRL) railroad. MDT may grant access from the highway to the adjacent railroad property, but does not have the authority to grant access across the tracks. Therefore, any access changes across the railroad will need to be coordinated with MRL prior to implementation.

#### 4.1 LOLO URBAN SEGMENT

This highway segment starts at the beginning of the project just south of the US 93 and US 12 intersection in Lolo and continues to north of the Ridgeway Drive/Glacier Drive intersection. The segment has a distinctly urban character with commercial development adjacent to the highway and many direct highway accesses. A curbed median divides the highway between the US 12 and Tyler Way intersections, which restricts many existing accesses to right-in, right-out movements. Median openings are provided for left turn lanes at public road intersections.

This segment is categorized as Developed. Access management guidelines would require a minimum 200-meter (660-foot) unsignalized access spacing. Although this spacing seems unattainable given the existing property configurations and number of accesses in the area, access closure and consolidation will remove conflict points along the highway and create a less-complex driving environment within Lolo. Access management techniques that are recommended within this study segment include access closure and consolidation and turn restrictions with median modifications.





Several parcels along the east side of the corridor between Lewis and Clark Drive and Tyler Way are currently undeveloped. The existing accesses to most of these properties are recommended for closure with access provided via the intersecting roads. When developed, no direct access to US 93 is recommended for most of these properties. In addition, several closely spaced accesses are recommended for consolidation between adjacent parcels.

Several parcels within the Lolo Urban area have multiple accesses and a few parcels have accesses that are currently unused. These unused and some multiple accesses are recommended for closure. Many of these properties have access to the intersecting public roads. Therefore, closing the direct accesses would add traffic volumes to the intersections of the public roads. The results of the Level of Service (LOS) analysis for the public road intersections with and without the Access Control Plan recommendations are shown in **Table 3**.

Table 3. Intersection PM Peak Hour Level of Service - Lolo Urban Segment

US 93 Intersection		Witho	out Acces	s Contro	ol Plan	With Access Control Plan				
	Control	Existing		Future (2025)		Existing		Future (2025)		
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	
US 12 <sup>(2)</sup>	Signal	В	10.8	В	13.3	В	10.8	В	13.3	
Lewis and Clark Dr	Stop	F	160.3	F	370.2	F	214.0	F	814.6	
Tyler Way	Signal	В	11.0	В	12.3	В	11.2	В	12.4	
Ridgeway Dr/Glacier Dr	Signal	В	12.0	В	14.3	В	12.2	В	14.7	

Source: Analysis by David Evans and Associates

As shown, the recommended closures of direct access to US 93 and subsequent volume increases on the public roads will not have a notable detrimental effect on the signalized intersection Levels of Service within Lolo during the afternoon peak hours under existing or future traffic conditions. Increases in the delay experienced at the Lewis and Clark Drive unsignalized intersection may result from access volume being consolidated to the public road intersection.

#### 4.2 RURAL SEGMENT

This segment of US 93 traverses through open farmland with only two public road accesses to residential developments at Valley Grove Drive and Bird Lane. Both intersections are unsignalized. A two-way left turn (TWLT) lane divides the highway for the entire distance of the segment. The Montana Rail Link and Bitterroot River parallel the segment, which limits the potential for development of the open land east of the highway. However, land along the west side of the highway has been identified as available for future development.

This segment is categorized as Intermediate. Although the area currently exhibits rural characteristics with principally agricultural land uses, this section of US 93 is located on the fringe of Lolo and many parcels are anticipated for development. Therefore, it is expected that some parcels may be subdivided and more frequent and/or larger-scale access management strategies (such as





<sup>(1)</sup> LOS for stop-controlled intersections reported as LOS of the critical movement

<sup>(2)</sup> No additional traffic volume on side road with access control recommendations



traffic signals, junior interchanges or frontage roads) may be needed in the future to maintain reasonable property access.

The access management techniques recommended for this area include access closure, access consolidation and service roads. A service road would be parallel to the highway in order to provide local circulation with minimal highway access. The specific location and design of the recommended service road is subject to future development plans and final design constraints.

The access to homes and fields on the east side of US 93 near Valley Grove Drive is recommended for closure/relocation across from the public road intersection to eliminate the overlap of left turns. The atypical configuration of the Bird Lane intersection approaches should be modified to enhance the safety and operation of vehicles turning into and out of the roadway.

The future operational analysis for the Bird Lane and Valley Grove intersections include traffic expected from the proposed Liberty Cove Subdivision as shown in the traffic impact study dated August 2001. The results of the Level of Service (LOS) analysis for the public road intersections with and without the access control plan recommendations are shown in **Table 4**.

Table 4. Intersection PM Peak Hour Level of Service - Rural Segment

US 93 Intersection	Control	Witho	out Acces	s Contr	ol Plan	With Access Control Plan				
		Existing		Future (2025)		Existing		Future (2025)		
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	
Valley Grove Drive	Stop	F	151.6	F	1682.0	F	275.0	F	3144.0	
Bird Lane	Stop	F	96.7	F	2345.0	F	96.7	F	2345.0	

The unsignalized intersections at Bird Lane and Valley Grove Drive currently operate at LOS F during the afternoon peak hours and will continue to operate with high levels of delay in the future if they remain unsignalized. Although these intersections have relatively low volumes turning from the minor roads, the high volumes on the highway virtually prevent outbound left turns onto northbound US 93 during peak hours. No negative impacts will result from the access volume being consolidated at Bird Lane. Increases in the delay experienced at the Valley Grove Drive intersection may result from the residential access being relocated across from the public road intersection. If the driveway was not relocated, these delays would be experienced at the location of the driveway access with additional safety hazards caused by the overlap of left turns.

#### 4.3 MOUNTAINOUS SEGMENT

This segment of US 93 is curvilinear as the highway passes through a relatively mountainous area with steep cuts in the terrain on the west side of the roadway. This terrain and the location of the Montana Rail Link and Bitterroot River on the east side of the roadway limit the amount of development within this segment, which is categorized as Rural.





Source: Analysis by David Evans and Associates (1) LOS for stop-controlled intersections reported as LOS of the critical movement



A concrete barrier divides the highway with a narrow inside shoulder adjacent to the barrier. There is an opening in the barrier at Cochise Drive, which is the only major access to residential development along this segment. predominant in this segment with steep cuts in the terrain on the west side and downhill slopes on the east side of the highway.

Closure of the one direct residential access within the segment, located north of Bird Lane along a dangerous high-speed curve, will require new access for the two parcels via Bird Lane. Access closure is also recommended at the abandoned weigh station on the east side of the highway. One access south of the weigh station is recommended to remain open to provide recreational and maintenance access to the river.

No additional property traffic will access US 93 via Cochise Drive with the access control plan recommendations. Therefore, no negative impacts will result from access volume being consolidated to the intersection. As shown in **Table 5**, the intersection operates at LOS F during the afternoon peak hours and will continue to operate poorly in the future. However, closing two accesses at the old weigh station may improve the safety at the Cochise Drive intersection by reducing the number of conflict points at the barrier opening.

Table 5. Intersection PM Peak Hour Level of Service - Mountainous Segment

		Witho	out Acces	s Contro	ol Plan	With Access Control Plan				
US 93 Intersection	Control	Existing		Future (2025)		Existing		Future (2025)		
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	
Cochise Drive (2)	Stop	F	70.2	F	280.7	F	70.2	F	280.7	

#### 4.4 MISSOULA SUBURBAN SEGMENT

This highway segment begins south of Hayes Creek Road and extends to the end of the project south of the Miller Creek Road intersection. This segment is suburban in nature with residential and commercial development and many direct highway accesses. A two-way left turn (TWLT) lane divides the highway for the entire distance of the segment. This segment is categorized as Intermediate.

This segment contains three public road accesses at Hayes Creek Road, Wornath Road and Blue Mountain Road. The Hayes Creek Road residential development relies on an unsignalized intersection as the sole access. The residential development accessed via Wornath Road is connected by a local roadway to Blue Mountain Road, which has a traffic signal on US 93. The traffic signal was installed at Blue Mountain Road in July 1999. The development along Blue Mountain Road adjacent to the US 93 intersection is mainly commercial.

The Missoula Suburban study segment has several areas of limited sight distance, a relatively high number of closely spaced accesses and the potential for higher-density development. This segment will require the application of access management techniques ranging from access closure and consolidation





Source: Analysis by David Evans and Associates

(1) LOS for stop-controlled intersections reported as LOS of the critical movement

<sup>(2)</sup> No additional traffic volume on side road with access control recommendations



to grade-separated interchanges. Due to the potential for higher-density development and the lack of existing accesses within the area, the access control along this segment of the corridor will be more restrictive for future accesses with longer access spacing requirements and the consideration of large-scale measures, such as traffic signals and grade-separation techniques.

This study segment has an area of limited sight distance immediately north of the Access consolidation with a service road is concrete median barrier. recommended for several residential properties on the west side of the highway to limit the locations of vehicles turning with limited sight distance. For the same reason, two of the three accesses to the Blue Mountain Trailer Park on the east side of the highway are recommended for closure.

Several small parcels on the east side of the highway at Blue Mountain Road are currently served with a service road accessed north and south of the Blue Mountain Road traffic signal. The south access to this service road should be limited to right-in, right-out movements to eliminate conflicts with the northbound US 93 left turn lane at the traffic signal.

Most accesses to the properties along US 93 north of Blue Mountain Road should be limited to right-in, right-out movements to maintain the capacity of the highway corridor. However, following the distances developed in the Access Control Guidelines, a major full-movement access may be located approximately halfway between the existing traffic signals at Blue Mountain Road and Miller Creek Road. Given that impacts are mitigated through the System Impact Process, this would allow the development of a roadway system for site access on the west side of the highway. This access should be encouraged to connect to the existing road leading to Blue Mountain Road from the veterinary clinic.

The results of the Level of Service (LOS) analysis for the public road intersections with and without the access control plan recommendations are shown in Table 6. The unsignalized intersections at Hayes Creek Road and Wornath Road currently operate at LOS F during the afternoon peak hours and will continue to operate with high levels of delay in the future due to the significant volumes on the highway. No additional property traffic will access US 93 via the public roads with the access control plan recommendations within this segment of the highway. Therefore, no negative impacts will result from access volume being consolidated to the public roads.

Table 6. Intersection PM Peak Hour Level of Service - Missoula Suburban Segment

	Control	Witho	out Acces	s Contr	ol Plan	With Access Control Plan					
US 93 Intersection		Existing		Future (2025)		Existing		Future (2025)			
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay		
Hayes Creek Road (2)	Stop	F	341.1	F	2886.0	F	341.1	F	2886.0		
Wornath Road (2)	Stop	F	119.7	F	678.3	F	119.7	F	678.3		
Blue Mountain Road (2)	Signal	Α	9.8	В	19.6	Α	9.8	В	19.6		

Source: Analysis by David Evans and Associates

(1) LOS for stop-controlled intersections reported as LOS of the critical movement

<sup>(2)</sup> No additional traffic volume on side road with access control recommendations







## Appendix A

Capacity Analysis Summary and Reports







## US 93 Study Corridor Intersection PM Peak Hour Level of Service

		Witho	out Acces	s Contr	ol Plan	With Access Control Plan				
US 93 Intersection	Control	Existing		Future (2025)		Existing		Future (2025)		
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	
US 12 <sup>(2)</sup>	Signal	В	10.8	В	13.3	В	10.8	В	13.3	
Lewis and Clark Dr	Stop	F	160.3	F	370.2	F	214.0	F	814.6	
Tyler Way	Signal	В	11.0	В	12.3	В	11.2	В	12.4	
Ridgeway Dr/Glacier Dr	Signal	В	12.0	В	14.3	В	12.2	В	14.7	
Valley Grove Drive	Stop	F	151.6	F	1682.0	F	275.0	F	3144.0	
Bird Lane	Stop	F	96.7	F	2345.0	F	96.7	F	2345.0	
Cochise Drive (2)	Stop	F	70.2	F	280.7	F	70.2	F	280.7	
Hayes Creek Road (2)	Stop	F	341.1	F	2886.0	F	341.1	F	2886.0	
Wornath Road (2)	Stop	F	119.7	F	678.3	F	119.7	F	678.3	
Blue Mountain Road (2)	Signal	Α	9.8	В	19.6	Α	9.8	В	19.6	



Source: Analysis by David Evans and Associates

(1) LOS for stop-controlled intersections reported as LOS of the critical movement
(2) No additional traffic volume on side road with access control recommendations



## Appendix B

Corridor Access Inventory





	ORT

Seneral Information

Site Information

Analyst Agency or Co. Date Performed

**Fime Period** 

DEA-SST MDT 11/20/2004 PM Peak Hour Intersection Area Type Jurisdiction

Analysis Year

US 93 & US 12 All other areas

Existing - 2004

Volume and	d Timing Input					· · · · · · · · · · · · · · · · · · ·	<del></del>				<del></del>		·	
				EB		T	WB		T	NB		1	SB	
		_	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	T TH	RT
Num. of Lane	98		0	1	1	0	1	0	1	2	0	1	2	0
ane group				LT	R		LTR		L	TR	<del>                                     </del>	1	TR	<del>                                     </del>
√olume (vph			85	5	25	35	20	4	20	515	14	+-	1290	140
% Heavy ve	h		0	0	0	0	0	0	0	0	0	Ö	0	0
<b>PHF</b>			0.87	0.87	0.87	0.82	0.82	0.82	0.91	0.91	0.91	0.93	0.93	0.93
Actuated (P//			Α	Α	Α	Α	A	Α	P	P	P	P	P	P
Startup lost ti				2.0	2.0		2.0	T	2.0	2.0	1	2.0	2.0	+
Ext. eff. gree	n			2.0	2.0		2.0		2.0	2.0	1	2.0	2.0	†
Arrival type				3	3		3		3	3	1	3	3	1-
Jnlt Extension	on			3.0	3.0		3.0		3.0	3.0		3.0	3.0	<del>                                     </del>
<sup>2</sup> ed/Bike/RT0	OR Volume		0	_]	0	0	1	0	0		0	0	<del> </del>	0
ane Width				12.0	12.0		12.0		12.0	12.0		12.0	12.0	<del>                                     </del>
Parking/Grad	le/Parking		N	0	N	N	0	N	Ν	0	N	N	0	N
<sup>2</sup> arking/hr							ऻ	1	<del>                                     </del>	1		~ <del>  ``</del>	<del>                                     </del>	╁┄
3us stops/hr			0	0	7	0	1	0	O	<del>                                     </del>	0	0	<del> </del>	
Jnit Extension			3.0	3.0		3.0	<u> </u>	3.0	3.0	<del>                                     </del>	3.0	3.0	<del>                                     </del>	
Phasing	EW Perm	02		03		04	1	NS Perm	<del>* T</del>	06	T	07		8
Firming	G = 20.0	G =		G≃		G=	G	= 60.0	G =		G =		G =	<del>-</del>
Turigi Y	Y = 5	Y =		Υ=		Y =	Y	= 5	Ϋ́ =		Y =		Y =	

Duration of Analysis (hrs) =				C	ycle Length (	C = 90.0	
Lane Group Capacity	, Control Delay	, and LO	S Determination	on		:	
	EB		WB		NB		SB
Adj. flow rate	104	29	72	22	581	1	1538
ane group cap.	296	359	332	143	2403	539	2376
//c ratio	0.35	0.08	0.22	0.15	0.24	0.00	0.65
Green ratio	0.22	0.22	0.22	0.67	0.67	0.67	0.67
Jnif. delay d1	29.5	27.7	28.6	5.6	6.0	5.0	8.8
Delay factor k	0.11	0.11	0.11	0.50	0.50	0.50	0.50
ncrem. delay d2	0.7	0.1	0.3	2.3	0.2	0.0	1.4
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	30.3	27.8	28.9	7.8	6.2	5.0	10.2
ane group LOS	С	С	С	A	Ā	A	В
Apprch. delay	29.7		28.9	6	3.3		10.2
Approach LOS	С		С		A		В
ntersec. delay	10.8		Inte	ersection LOS	}		В

 $\epsilon CS20\theta \theta^{TM}$ 

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Version 4.1

		SHORT REPORT	· · · · · · · · · · · · · · · · · · ·	
General Information	on	Site Information		
Analyst Agency or Co, Date Performed Fime Period	DEA-SST MDT 3/27/06 PM Peak Hour	Intersection Area Type Jurisdiction Analysis Year	US 93 & US 12 All other areas 2025	

volume and Timing input		EΒ			1475		<del></del>					
	LT	TTH	T or	-	WB			NB			SB	
Num. of Lanes			RT		TH	RT	LT	ŤH	RT	LT	TH	RT
	0	1	1	0	1	0	1	2	0	1	2	ō
_ane group	- 1	LT	R		LTR	<b>—</b>	L	TR	† <del></del>	L	TR	+-
√olume (vph)	140	8	40	35	20	4	30	625	144	1		+
% Heavy veh	0	0	O	0	0	0	0	025	14	17	1715	230
2HF	0.87	0.87	0.87		0.82	0.82	0.91	0.91	0.91	0.93	0	0
Actuated (P/A)	Α	Α	A	A	A	A	P	P	P	D.93	0.93	0.93
Startup lost time		2.0	2.0		2.0	<del>  '`-</del>	2.0	2.0	+	2.0	P 2.0	P
Ext. eff. green		2.0	2.0		2.0	<del>                                     </del>	2.0	2.0	+	2.0		┿
Arrival type		3	3		3	<del></del>	3	3	<del> </del>	3	2.0	┿
Jnit Extension		3.0	3.0		3.0	<del>                                     </del>	3.0	3.0	┼	3.0		┼—
Ped/Bike/RTOR Volume	0	<del>†</del> .	0	0	1	10	0	3.0	0		3.0	<del>  _</del>
ane Width		12.0	12.0		12.0	<del>                                     </del>	12.0	12.0	<del>  '</del> -	0	40.0	0
Parking/Grade/Parking	N	0	N	N	0	1 <sub>N</sub>	4		<del> </del>	12.0	12.0	<b>↓</b>
Parking/hr	<del>-   ``-</del>	+	<del>                                     </del>		<del>  '</del>	- 14	N	0	N	N	0	N
Bus stops/hr		0	0	<del></del>	0	<del> </del>	0	10		0		├─
Jnit Extension		3.0	3.0	$\dashv$	3.0	╅——	3.0	<del></del>	+	<del></del>	0	<del> </del>
Phasing EW Perm	02	03			4	10.5		3.0	<u> </u>	3.0	3.0	
G = 460 G		G =		04 G =		NS Perm		06		07	0	8
iming $Y = 5$ Y		Y=		Y =		= 64.0	G =		Ğ=		G =	
Ouration of Analysis (hrs) = $0.25$				T -	<u> </u>	= 5	Υ =	le i enati	Υ=	00.0	Y=	

Cycle Length C = 90.0									
Lane Group Capacity	, Control Dela	y, and LC	S Determinati	on					
- <u></u>	EB		WB		NB		SB		
Adj. flow rate	170	46	72	33	702	1	2091		
₋ane group cap.	240	287	162	85	2564	507	2527		
//c ratio	0.71	0.16	0.44	0.39	0.27	0.00	0.83		
Green ratio	0.18	0.18	0.18	0.71	0.71	0.71	0.71		
Jnif. delay d1	34.8	31.3	33.0	5.2	4.7	3.8	9.1		
Delay factor k	0.27	0.11	0.11	0.50	0.50	0.50	0.50		
ncrem, delay d2	9.3	0.3	1.9	12.8	0.3	0.0	3.3		
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000		
Control delay	44.1	31.6	35.0	18.0	4.9	3.8	12.4		
ane group LOS	D	c	c	B	A	A A			
Apprch. delay	41.4	<del>'                                    </del>	35.0	<del></del>	5.5		B		
Approach LOS	D		C				12.4		
ntersec. delay	13.3	<del>-  -</del>		ersection LOS	<u> </u>		В		
CCCCCTM				В					

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Version 4.1

	TV	O-WAY STOF	CONTR	OL SUN	IMARY			
<b>General Information</b>			Site I	nformat	lon			
Analyst Agency/Co. Date Performed Analysis Time Period	DEA-SST MDT 11/20/2004		Interse Jurisdic Analysi	ction ction		US 93 & I Existing -	Lewis & Cla 2004	nrk Drive
Project Description	PM Peak H	iour				· · · · · · · · · · · · · · · · · · ·	<del></del>	
East/West Street: Lewis	and Clark Drive		North/S	outh Stre	et: US 93			
	North-South			Period (hr				
Vehicle Volumes and		•		eriod (iii	o). U.Z.U			
Vajor Street	i Aujustinents	Northbound		F	· · · · · · · · · · · · · · · · · · ·	Coudbbo		
Vovement	1	2	3	-	4	Southbo 5	uno	6
dovernom	<del>-  </del>	<del>                                     </del>	R	<del></del>	L	T	<del></del>	R
/olume	30	655	45		120	1525		2
Peak-Hour Factor, PHF	0.93	0.93	0.93		0.96	0.96	<del></del>	0.96
Hourly Flow Rate, HFR	32	704	48		125	1588		2
Percent Heavy Vehicles	0				0			
Median Type		<del></del>		Raised o	urb			
RT Channelized			0					0
anes	1	2	0		1	2		0
Configuration	L	T	TR		L	T		TR
Jpstream Signal		0				0		
Minor Street		Westbound			<del></del>	Eastbou	ind	
Movement	7	8	9		10	1 11		12
	L	Т	R		L	Т		R
Volume	14	0	40		4	0	-	4
Peak-Hour Factor, PHF	0.85	0.85	0.85		0.66	0.66		0.66
Hourly Flow Rate, HFR	16	0	47		6	0		6
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0				o		
Flared Approach		N				N		***************************************
Storage		0				0	<u> </u>	
RT Channelized			0		<u> </u>			0
Lanes	0	1	0		0	1		0
Configuration	<del></del>	LTR	<del>†</del>			LTR		
Delay, Queue Length, an	d Level of Service	* ***		* * * * *				
Approach	NB I	SB		Westbou	nd	<u> </u>	Eastbound	
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	· · · · · · · · · · · · · · · · · · ·	LTR	<del>                                     </del>	10	LTR	<del>  '2</del>
	32				<del></del>	<del> </del>		-
v (vph)		125		63	<u></u>	-	12	1
C (m) (vph)	418	867		133	<del></del>	<u> </u>	34	ļ
v/c	0.08	0.14		0.47			0.35	
95% queue length	0.25	0.50		2.16		<u> </u>	1.15	
Control Delay	14.3	9.9		54.3			160.3	
LOS	В	Α		F			F	<u> </u>
Approach Delay	n-a		•	54.3			160.3	-
Approach LOS		<u></u> :		F		<del>                                     </del>	F	
				<del></del>		<u> </u>	<del>'</del>	

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Version 4.1a

Version 4.1d

	TV	VO-WAY STOP	CONTRO	DL SUM	MARY			
General Information	•		Site In	ıformati	on			
Analyst	DEA-SST		Intersec			US 93 & I	ewis & Cla	rk Drive
Agency/Co.	MDT		Jurisdic					
Date Performed	8/25/05		Analysi	s Year		Existing -	2004 with 5	Site
Analysis Time Period	PM Peak I	lour						<del></del>
Project Description	100.151		<b>h</b>					
East/West Street: Lewis		<u> </u>	_		et: US 93			<del></del>
Intersection Orientation:			Study P	eriod (hrs	): 0.25	<del></del> .		
Vehicle Volumes and	l Adjustment							
Vajor Street		Northbound				Southbo	und	
Vovement	1 1	2	3		<u>. 4</u>	5		6
	<u> </u>	T	R		<u>L</u>	T		R
√olume	30	655	55		145	1525		3
Peak-Hour Factor, PHF	0.93	0.93	0.93		0.96	0.96		0.96
Hourly Flow Rate, HFR	32	704	59	<u> </u>	151	1588		3
Percent Heavy Vehicles	0			<del>,l,.</del> .				
Vedian Type			1	Raised c	urb	<del></del>		
RT Channelized			0	<del></del>		<del></del>		0
anes	11	2	0		1	2		0
Configuration	<u> </u>	T	TR		L	T		TR
Jpstream Signal		0	<u> </u>		militira constituita de la constituita	0	<u></u>	
Minor Street		Westbound				Eastbou	<u>ind</u>	
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		Ŕ
Volume	23	0	69		5	0		5
Peak-Hour Factor, PHF	0.85	0.85	0.85		0.66	0.66		0.66
Hourly Flow Rate, HFR	27	0	81		7	0		7
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0				0		
Flared Approach		N				N	<u> </u>	
Storage		0				0		
RT Channelized			0					0
Lanes	0	1	0		0	1		0
Configuration		LTR			<del></del>	LTR		
Delay, Queue Length, an	d Level of Servi	ce					·	
Approach	NB	SB	<u> </u>	Westbour	nd		Eastbound	
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (vph)	32	151		108			14	
C (m) (vph)	418	859		120			29	
v/c	0.08	0.18		0.90			0.48	
95% gueue length	0.25	0.64		5.66			1.54	
Control Delay	14.3	10.1		125.0			214.0	
LOS	В	В		F			F	
Approach Delay		-		125.0	•		214.0	
Approach LOS				F			F	

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Version 4.1:

	TW	O-WAY STOP	CONTR	OL SUM	MARY			
General Information			Site I	nformat	ion			
Analyst Agency/Co.	DEA-SST MDT		Interse Jurisdia	ction			.ewis & Cla	ark Drive
Date Performed Analysis Time Period	3/27/06 PM Peak H	lour	Analys	is Year		2025		
Project Description	FWI FOOK I	ioui		<del> </del>	<del></del>			
East/West Street: Lewis a	nd Clark Drive	, <u></u>	North/S	South Stre	et: US 93			
ntersection Orientation: /		<u> </u>		Period (hrs			····	
/ehicle Volumes and	Adiustments				7			
Vajor Street	T	Northbound				Southbo	und	
Movement	1	2	3		4	5		6
	L	Ť	R		L	T		R
/olume	35	790	55		145	2030		2
Peak-Hour Factor, PHF	0.93	0.93	0.93	}	0.96	0.96		0.96
lourly Flow Rate, HFR	37	849	59		151	2114		2
Percent Heavy Vehicles	0	_	_		0	_		
Aedian Type				Raised c	urb			
RT Channelized			0					0
anes	1	2	0		1	2		0
Configuration	L	Τ	TR		L	T		TR
Jpstream Signal		0	<u> </u>			0		
linor Street		Westbound				Eastbou	ınd	
Movement	7	8	9		10	11		12
	L	Τ	R		Ļ	T		R
/olume	-17	0	50		5	0		5
eak-Hour Factor, PHF	0.85	0.85	0.85	i	0.66	0.66		0.66
lourly Flow Rate, HFR	19	0	58		7	0		7
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)	]	0				0		
lared Approach		. N				N		-
Storage		0	1			0		·
RT Channelized			0			+ -		0
anes	0	1	0		0	1		0
Configuration	<del>                                     </del>	LTR	<del>+</del>	<del></del>		LTR	<del>-  -</del>	-
Pelay, Queue Length, and	I aval of Consid			<del></del>		LIN	<u></u>	
Approach	NB NB	SB		Westbou	nd	1	Eastbound	 I
Movement	1	4	7	8	9	10	11	12
ane Configuration		L	'.	LTR	<del>                                     </del>	<del>  ''</del> -	<del> </del>	12
<del></del>	27 J	151			<u> </u>	<u> </u>	LTR	+
(vph)	262	758		77 56		1	14	+
C (m) (vph)	0.14	0.20		1.38	<del></del>		<u> </u>	
95% queue length	0.14	0.74		6.84	<u>-</u>  -		<del> </del>	+
Control Delay	21.0	10.9		370.2	<del>-</del>	-		+
OS	C C	70.9 B		370.2 F	<del></del>	<del> </del>		+
Approach Delay		<u></u>		370.2	.1.	<del> </del>	<u> </u>	<u> </u>
				370.Z F			<del> ··</del>	
Approach LOS	**			<u> </u>		1	·	

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Version 4.1ı

Version 4.1d

	TV	O-WAY STOP	CONTR	OL SUMI	MARY			
General Information			Site Ir	formati	on			
Analyst	DEA-SST		Interse			US 93 & I	Lewis & Cla	rk Drive
Agency/Co. Date Performed	MDT .		Jurisdic			<b>000</b> 5 W	<b>~</b>	
Analysis Time Period	3/27/06 PM Peak H	lour	Analysi	s Year		2025 with	Site	
Project Description	FINITEANT	ioar			·····	<del></del>		······
East/West Street: Lewis	and Clark Drive		Moeth/S	outh Stree	4. 110 Da			
Intersection Orientation:				eriod (hrs		·····	<u>.</u>	<del></del>
Vehicle Volumes and			Study r	enou (ms	0.25			
Wajor Street	l Adjustinents	Northbound		<del></del>		Southbo	und	
Viovement		2	3		4	5000000	iunu	6
	<del>                                     </del>	<del>  -</del>	Ř			<del>                                     </del>	· · ·	Ř
√olume	35	790	65		175	2030		3
Peak-Hour Factor, PHF	0.93	0.93	0.93		0.96	0.96		0.96
Hourly Flow Rate, HFR	37	849	69		182	2114		3
Percent Heavy Vehicles	0	_			0	<del>-</del>		
Median Type				Raised cu				•••
RT Channelized	<del></del>		0			<del>T</del>		0
anes	1	2	0		1	2		0
Configuration	L	T	TR		L	T		TR
Jpstream Signal		0				0		
Minor Street		Westbound				Eastbou	ınd	
Movement	7	8	9		10	11		12
	L	Т	R		L	T		R
Volume	25	0	80		6	0		6
Peak-Hour Factor, PHF	0.85	0.85	0.85		0.66	0.66		0.66
Hourly Flow Rate, HFR	29	0	94		9	Ö		9
Percent Heavy Vehicles	0	0	0		0	0		0
Percent Grade (%)		0				0		·
Flared Approach		N	1			N		· · · · · · · · · · · · · · · · · · ·
Storage		0				0		
RT Channelized	·		0					0
Lanes	0	1	0		0	1		0
Configuration		LTR	<u> </u>		<u>_</u>	LTR	<del></del>	
Delay, Queue Length, an	d Level of Servic							
Approach	NB	\$B		Westboun	d		Eastbound	· · · · · · · · · · · · · · · · · · ·
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	·	LTR	<del> </del>	10	LTR	<del>                                     </del>
v (vph)	37	182		123		<del>                                     </del>	18	<del>                                     </del>
C (m) (vph)	262	752		51			<del>                                     </del>	+
v/c	0.14	0.24		2.41	†	<del>                                     </del>	<del></del>	<del>                                     </del>
95% queue length	0.48	0.95		12.65				<del>-</del>
Control Delay	21.0	11.3	<u>,</u>	814.6	1	<del>                                     </del>	<b>—</b> ——	<del> </del>
I.OS	С	В		F	1			<del></del>
Approach Delay				814.6		<u> </u>	<u> </u>	
Approach LOS				F		<del>                                     </del>		
Sphodol COO			L	<u>-</u>		1		

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#### SHORT REPORT

**General Information** 

Site Information

Analyst Agency or Co. Date Performed Time Period

DEA-SST MDT 11/20/2004 PM Peak Hour

Intersection Агеа Туре Jurisdiction Analysis Year

US 93 & Tyler Way All other areas

Existing - 2004

	nd Timing Input													
				EB			WE	3		NB			SB	
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of La	nes		0	0	0	1	1	0	1	2	0	1	2	0
_ane group	1					L	TR		L	TR		L	TR	
√olume (vp	h)					110	5	18	6	570	25	60	1535	4
% Heavy v	eh e	·····	i			0	0	0	0	0	0	Ö	0	0
<sup>2</sup> HF					<u></u>	0.73	0.73	0.73	0.89	0.89	0.89	0.92	0.92	0.92
Actuated (F			<u> </u>			A	Α	Α	P	P	P	P	P	P
Startup lost						2.0	2.0		2.0	2.0		2.0	2.0	<u> </u>
Ext. eff. gre						2.0	2.0		2.0	2.0		2.0	2.0	<u></u>
Arrival type						3	3		3	3		3	3	I
Jnit Extens	sion					3.0	3.0	)	3.0	3.0		3.0	3.0	T
<sup>o</sup> ed/Bike/R	TOR Volume		0			0		0	0		0	0		0
ane Width	1					12.0	12.0	)	12.0	12.0	ī	12.0	12.0	T
<sup>o</sup> arking/Gra	ade/Parking		Ν		N	N	0	_ N	N	0	N	N	0	N
⊃arking/hr									i		-	T		T
3us stops/t	nr					0	0		0	0		0	0	1
Jnit Extens	sion					3.0	3.0	,	3.0	3.0		3.0	3.0	
<sup>5</sup> hasing	WB Only	02		03		04		NS Perm	1	06		07	C	)8
Fiming	G = 20.0	G =		G=		G =		G = 60.0			G =		G =	
	Y = 5	Y =	<u>-</u>	Y =	Y = Y = 5 Y = Y =				Y =					
Duration of	Analysis (hrs) ≈	0.25	-						Cyc	de Leng	th C =	90.0		

Lane Group Capacity,	Control Delay, and L	OS Determination

	EB		WB		NB		SB	
Adj. flow rate		151	32	7	668	65	1672	
ane group cap.		401	373	112	2397	485	2411	
/c ratio		0.38	0.09	0.06	0.28	0.13	0.69	
Green ratio		0.22	0.22	0.67	0.67	0.67	0.67	
Jnif. delay d1		29.7	27.8	5.2	6.1	5.5	9.3	
Delay factor k		0.11	0.11	0.50	0.50	0.50	0.50	
ricrem, delay d2		0.6	0.1	1.1	0.3	0.6	1.7	
PF factor		1.000	1.000	1.000	1.000	1.000	1.000	
Control delay		30.3	27.9	6.3	6.4	6.1	11.0	
ane group LOS		С	С	. A	Α	Α	В	
Approh. delay		2	9.9		5.4		10.8	
Approach LOS			С		A		В	
ntersec. delay	11.0	inte		ersection LOS	<u> </u>		В	

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ЭГ	IUr		ΣE	ГU	R I

General Information Site Information

Analyst Agency or Co. Date Performed Fime Period DEA-SST MDT 8/25/05 PM Peak Hour Intersection Area Type Jurisdiction Analysis Year US 93 & Tyler Way All other areas

Existing - 2004 with Site

Volume and	Timing Input												<del></del>	<del></del>
		·		EB			WB			NB			SB	
		····	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lane	s		0	0	0	1	1	0	1	2	0	1	2	0
ane group					ì	L	TR		L	TR		L.	TR	
/olume (vph)						120	6	25	6	570	30	70	1535	4
% Heavy veh	)			1		0	0	0	0	0	0	0	0	0
ΉF						0.73	0.73	0.73	0.89	0.89	0.89	0.92	0.92	0.92
Actuated (P/A						Α	A	Α	P	P	Р	P	Р	Р
Startup lost tir				İ		2.0	2.0		2.0	2.0		2.0	2.0	
xt. eff, green	1				<u> </u>	2.0	2.0		2.0	2.0		2.0	2.0	
Vrrival type						3	3		3	3	1	3	3	
Jnit Extension	n					3.0	3.0		3.0	3.0		3.0	3.0	T
ed/Bike/RTC	OR Volume		0			0		0	0		0	0	<u> </u>	0
ane Width				<u> </u>		12.0	12.0		12.0	12.0		12.0	12.0	1
arkirig/Grade	e/Parking		N		N	N	0	N	N	0	N	N	0	N
Parking/hr											T	1		
Bus stops/hr						0	0		0	0		0	0	<del> </del>
Jnit Extension	n	·				3.0	3.0		3.0	3.0		3.0	3.0	
hasing	WB Only	02		03		04		NS Perm	,	06	1	07		)8
iming	G = 20.0	G =		G=		G =		G = 60.0	G	=	G =		G =	
пину	Y = 5	Y =		Y =		Υ=		Y = 5	Υ÷	-	Y =		Υ=	

Lane (	Group (	Capacity.	Control I	Delay, and	LLOSI	Determination	

	EB		WB		NB		SB
Adj. flow rate		164	42	7	674	76	1672
ane group cap.		401	371	112	2393	482	2411
//c ratio		0.41	0.11	0.06	0.28	0.16	0.69
Green ratio		0.22	0.22	0.67	0.67	0.67	0.67
Jnif. delay d1		29.9	27.9	5.2	6.2	5.6	9.3
Delay factor k		0.11	0.11	0.50	0.50	0.50	0.50
ncrem. delay d2		0.7	0.1	1.1	0.3	0.7	1.7
PF factor		1.000	1.000	1.000	1.000	1.000	1.000
Control delay		30.6	28.1	6.3	6.5	6.3	11.0
ane group LOS		С	С	A	Α	Α	В
Apprch. delay		3	0.1	(	3.4		10.8
\pproach LOS			С		A		В
ntersec. delay	11.2		Inte	ersection LOS	3		В

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## SHORT REPORT

**General Information** 

Site Information

Analyst Agency or Co. Date Performed

Time Period

DEA-SST MDT 3/27/06 PM Peak Hour Intersection Area Type Jurisdiction Analysis Year

US 93 & Tyler Way All other areas

2025

Volume and Timing Input

TOTALING A	na riming input	<u>.                                    </u>				<del></del>	147		<del>,</del>					
			<u> </u>	EB	1 5=	<del></del>	WB			NB		4	SB	
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of La	nes		0	0	0	1	1	0	1	2	0	1	2	0
_ane group	}					L	TR		L	TR		L	TR	<b>T</b>
√olume (vp						140	5	20	6	690	30	75	2040	4
% Heavy v	/eh					0	0	Ö	O	0	0	o	0	O
PHF						0.73	0.73	0.73	0.89	0.89	0.89	0.92	0.92	0.92
Actuated (F						Α	Α	Α	P	P	P	P	P	P
Startup lost			<u> </u>			2.0	2.0		2.0	2.0		2.0	2.0	<del>                                     </del>
Ext. eff. gre						2.0	2.0		2.0	2.0	Ţ~~	2.0	2.0	1
Arrival type						3	3		3	3	1	3	3	
Unit Extens	sion					3.0	3.0		3.0	3.0		3.0	3.0	
<sup>∋</sup> ed/Bike/R	TOR Volume		0			0		0	0	1	0	0		0
_ane Width	<u> </u>					12.0	12.0		12.0	12.0		12.0	12.0	
<sup>2</sup> arking/Gra	ade/Parking		N		Ν	N	0	N	N	0	N	N	o	N
<sup>o</sup> arking/hr	-					7			1		<del> </del>	†	†	1
3us stops/h	nr					0	0		0	0		0	0	<del>                                     </del>
Jnit Extens	ion					3.0	3.0		3.0	3.0	†	3.0	3.0	<b>†</b>
<sup>&gt;</sup> hasing	WB Only	02		03		04		NS Perm		06	<del>'                                     </del>	07		8
Fiming	G = 15.0	G =		G =		G =		G = 65.0			G =		G =	
	Y = 5	Y =		Υ=		Υ=	``	<b>/</b> = 5	Y		Y =		Y =	
Duration of	Analysis (hrs) =	0.25							Сус	le Lengi	h C =	90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB		WB		NB		SB
Adj. flow rate		192	34	7	809	82	2221
_ane group cap.		301	279	84	2596	456	2612
//c ratio		0.64	0.12	0.08	0.31	0.18	0.85
Green ratio		0.17	0.17	0.72	0.72	0.72	0.72
Jnif. delay d1		35.0	31.9	3.7	4.5	4.0	9.0
Delay factor k		0.22	0.11	0.50	0.50	0.50	0.50
ncrem, <b>delay d</b> 2		4.5	0.2	1.9	0.3	0.9	3.7
PF factor		1.000	1.000	1.000	1.000	1.000	1.000
Control delay		39.4	32.1	5.6	4.8	4.9	12.7
ane group LOS		D	C	А	A	A	В
Approh. delay		3	8.3	4	4.8		12.4
\pproach LOS			D		Α		В
ntersec. delay	12.3		Inte	ersection LOS	3		В

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Version 4.1-

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ЭП	u	K I	RE:	ru	ĸı

General Information

DEA-\$ST

Agency or Co. Date Performed

Fime Period

Analyst

MDT 3/27/06 PM Peak Hour

Intersection Area Type

Site Information

US 93 & Tyler Way All other areas

Jurisdiction Analysis Year

2025 with Site Traffic

	d Timing Input				···—— ·						····		<del></del>		
	·			EΒ			W	В		T	NB		1	ŞB	
		L	T	TH	RT	LT	TI	4	RT	LT	TH	RT	LT	TH	RT
Num. of Lar	nes	0		0	0	1	1		0	1	2	0	1	2	0
_ane group	<u> </u>					L	TF	₹		L	TR		L	TR	
√olume (vpl	h)					140	6		25	6	690	35	80	2040	4
% Heavy v	eh					0	0		0	0	0	0	0	0	0
PHF						0.73	0.7	3	0.73	0.89	0.89	0.89	0.92	0.92	0.92
Actuated (P						Α	A		Α	P	P	P	P	P	P
Startup lost						2.0	2.0			2.0	2.0		2.0	2.0	1
Ext. eff. gre	en			<u> </u>	<u> </u>	2.0	2.0			2.0	2.0		2.0	2.0	
Arrival type				1		3	3			3	3		3	3	
Jnit Extensi	ion			i	i	3.0	3.	0		3.0	3.0		3.0	3.0	
Ped/Bike/R	TOR Volume	0				0			0	0		0	0	1	0
ane Width						12.0	12.	0		12.0	12.0		12.0	12.0	
Parking/ <b>Gr</b> a	ide/Parking	N	!		N	N	0	·	Ν	N	0	N	N	0	N
arking/hr		i						1		Ī					T
3us stops/h	r					0	0	,		0	0	<u> </u>	0	0	1
Jnit Extensi	ion					3.0	3.	0		3.0	3.0		3.0	3.0	
Phasing	WB Only	02		03		04		NS	Perm		06		07	C	)8
	G= 15.0	G =		G =		G =		G=	65.0	G:		G=		G =	
riming	Y = 5	Y =		Y≓		Y =		Y =	5	Υ:	3	Υ=		Y =	
Duration of	Analysis (hrs) =	0.25								Сус	de Lengi	th C =	90.0		

Lane Group Capacity, Co	JING OF	velay,	and L	OS Dei	ermina	LUOII	
		EB			WB		
Adi. flow rate				192	42		7

	EB		WB		NB	<b>i</b>	SB
Adj. flow rate		192	42	7	814	87	2221
ane group cap.		301	278	84	2594	454	2612
//c ratio		0.64	0.15	0.08	0.31	0.19	0.85
Green ratio		0.17	0.17	0.72	0.72	0.72	0.72
Jnif. delay d1		35.0	32.1	3.7	4.5	4.0	9.0
Delay factor k		0.22	0.11	0.50	0.50	0.50	0.50
ncrem. delay d2		4.5	0.3	1.9	0.3	0.9	3.7
⊃F factor		1.000	1.000	1.000	1.000	1.000	1.000
Control delay		39.4	32.3	5.6	4.8	5.0	12.7
_ane group LOS		D	С	A	Ā	Α	В
Approh. delay		3	8.2	4	4.8		12.4
Approach LOS			D		A		В
ntersec. delay	12.4	ŀ	inte	ersection LOS	3		В

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SH	a	RT	REP	ORT

**General Information** 

DEA-SST

Agency or Co. Date Performed Time Period

Analyst

MDT 11/20/2004 PM Peak Hour Site Information

Intersection Area Type

Jurisdiction Analysis Year US 93 & Glacier/Ridgeway

All other areas

Existing - 2004

olume and	Timing Input													
	<u> </u>		•	ΕB			WB			NB			SB	
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
um. of Lane	s		1	1	0	1	1	0	1	2	0	1	2	0
ane group	-		L	TR		L	TR		L	TR		L	TR	
olume (v <b>ph</b> )	)		40	25	85	35	30	55	30	615	25	115	1370	105
√ Heavy vel	n		0	0	0	0	0	0	0	0	0	0	0	0
HF			0.93	0.93	0.93	0.82	0.82	0.82	0.87	0.87	0.87	0.86	0.86	0.86
ctuated (P/A	4)		Α	Α	Α	Α	Α	Α	P	P	P	P	P	P
tartup l <mark>ost</mark> ti			2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
xt. eff. greei	n		2.0	2.0		2.0	2.0	·	2.0	2.0	1	2.0	2.0	<u> </u>
rrival type	· - · ·	]	3	3		3	3		3	3	<u> </u>	3	3	
nit Extensio	on		3.0	3.0	Ī	3.0	3.0		3.0	3.0	l	3.0	3.0	<u> </u>
ed/Bike/RT0	OR Volume		0		0	0		0	0		0	. 0		0
ane Width			12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
arking/Grad	le/Parking		N	0	Ν	N	0	N	N	0	N	N	0	N
arking/hr														
us stops/hr	<u> </u>		0	0		0	0		0	0		0	0	T
nit Extensio	on		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
hasing	EW Perm	02		03		04		NS Perm		06	. <u></u>	07		)8
iming	G = 20.0	G =		G =		= G		6 = 60.0			G≠		G=	
	Y = 5	Υ=		Y =		Υ=	<u>  Y</u>	′ = 5	Y =		Υ=		Y =	
	nalysis (hrs) =	<u> '                                   </u>		Τ =		<u> </u>		- 0		le Leng		90.0		

Lane Group Capacity, Control Delay, and LOS Determination

		EB		WB		NB	ŀ	SB		
Adj. flow rate	43	118	43	104	34	736	134	1715		
ane group cap.	291	373	288	381	103	2397	447	2386		
//c ratio	0.15	0.32	0.15	0.27	0.33	0.31	0.30	0.72		
Green ratio	0.22	0.22	0.22	0.22	0.67	0.67	0.67	0.67		
Jnif. delay d1	28.1	29.3	28.2	29.0	6.4	6.3	6.2	9.6		
Delay factor k	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50		
ncrem. delay d2	0.2	0.5	0.2	0.4	8.4	0.3	1.7	1.9		
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		
Control delay	28.4	29.8	28.4	29.4	14.8	6.6	8.0	11.5		
ane group LOS	С	С	С	С	B	Α	A	В		
Apprch. delay	29	9.4	2	9.1		7.0		11.2		
Approach LOS	,	C		С		A		В		
ntersec, delay	12	2.0		Inte	ersection LOS	3		В		

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Version 4.1

Time Period

	SHORT REPORT
General Information	Site Infe

Analyst Agency or Co. Date Performed DEA-SST MDT 8/25/05 PM Peak Hour Site Information

Intersection US 93 & Glacier/Ridgeway
Area Type All other areas

Jurisdiction

Analysis Year Existing - 2004 with Site

	l Timing Input													
			EB				W	3		NB	SB			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LŤ	TH	RT
Num. of Lane	es		1	1	0	1	1	0	1	2	0	1	2	0
ane group			Ĺ	TR		L	TR		L	TR		L	TR	
/olume (vph	)		45	30	90	35	30	55	35	615	25	115	1370	115
% Heavy veh			0	0	0	0	0	0	0	0	0	0	0	0
PHF			0.93	0.93	0.93	0.82	0.82	0.82	0.87	0.87	0.87	0.86	0.86	0.86
Actuated (P/	A)		Α	Α	Α	Α	A	Α	P	P	P	Р	P	P
Startup lost time			2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Ext. eff. green			2.0	2.0	1	2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type			3	3		3	3		3	3		3	3	
Jnit Extensio	on		3.0	3.0	1	3.0	3.0	)	3.0	3.0		3.0	3.0	
Ped/Bike/RT	OR Volume		0		0	0		0	0		0	0	12	0
ane Width			12.0	12.0		12.0	12.0	)	12.0	12.0		12.0	12.0	
Parking/Grad	ie/Parking		N	0	N	N	0	N	N	0	N	N	0	Ν
Parking/hr											F			
Bus stops/hr			0	0		0	0	:	0	0		0	0	1
Jnit Extensio	on .		3.0	3.0		3.0	3.0	)	3.0	3.0		3.0	3.0	1
hasing	EW Perm	02		03		04		NS Perm	1	06		07		)8
	G = 20.0	G=		G =		G≖		G = 60.0	G	G =		G=		
Fiming	Y = 5	Υ =		Υ=		Υ=		Y = 5	Y	Y =		Y=		
Duration of A	nalysis (hrs) =	0.25							C)	cle Leng	th C =	90.0		

Lane Group Capac			nd LOS De	terminatio						
		EΒ		WB		NB		SB		
Adj. flow rate	48	129	43	104	40	736	134	1727		
ane group cap.	291	375	279	381	101	2397	447	2383		
r/c ratio	0.16	0.34	0.15	0.27	0.40	0.31	0.30	0.72		
Green ratio	0.22	0.22	0.22	0.22	0.67	0.67	0.67	0.67		
Jnif. delay d1	28.3	29.5	28.2	29.0	6.8	6.3	6.2	9.7		
Delay factor k	0.11	0.11	0.11	0.11	0.50	0.50	0.50	0.50		
ncrem. delay d2	0.3	0.6	0.3	0.4	11.2	0.3	1.7	2.0		
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		
Control delay	28.5	30.0	28.4	29.4	18.0	6.6	8.0	11.6		
ane group LOS	С	С	С	С	В	Α	A	В		
Apprch. delay	29	9.6	2	9.1	7	7.2		11.4		
Approach LOS	(	2		С		A	Ì	В		
ntersec, delay	12	2.2		inte	ersection LOS	3		В		

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## SHORT REPORT

**General Information** 

Site Information

Analyst Agency or Co. Date Performed

Time Period

DEA-SST MDT 3/27/06 PM Peak Hour Intersection Area Type Jurisdiction Analysis Year

US 93 & Glacier/Ridgeway

All other areas

2025

Volume and Timing Input												
		EB			WB			NB		SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
_ane group	L	TR		L	TR	1	L	TR		L	TR	1
/olume (vph)	55	35	115	45	40	65	40	740	30	140	1820	140
% Heavy veh	0	0	0	Ô	0	0	0	0	0	0	0	Ö
2HF	0.93	0.93	0.93	0,82	0.82	0.82	0.87	0.87	0.87	0.86	0.86	0.86
Actuated (P/A)	A	Α	A	Α	Α	A	P	P	P	P	P	P
Startup lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	1
Ext. eff. green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type	3	3		3	3		3	3		3	3	
Unit Extension	3.0	3.0		3.0	3.0		3.0	3.0	1	3.0	3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0	1	0	0	<u></u>	0
ane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr			T				1		<u> </u>			1
Bus stops/hr	0	0		0	0		0	0		0	0	1
Jnit Extension	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	<del> </del>
Phasing EW Perm	02	03		04		NS Perm		06		07	Ċ	8
Imina	3 =	G =		G =		= 65.0			G = Y =		G =	
Y = 5 Ouration of Analysis (hrs) = 0.	<b>/</b> =	Y =		Υ=	Y	′= 5	Y =	Y =			Y ==	

			<del>:</del>			yold Edilgill (	J - 30.0					
Lane Group Capac	ity, Control	Delay, ar	ad LOS De	eterminatio	on		•					
		EB		WB		NB		SB				
Adj. flow rate	59	162	55	128	46	885	163	2279				
ane group cap.	203	280	174	287	84	2598	417	2585				
//c ratio	0.29	0.58	0.32	0.45	0.55	0.34	0.39	0.88				
Green ratio	0.17	0.17	0.17	0.17	0.72	0.72	0.72	0.72				
Jnif. delay d1	32.8	34.6	33.0	33.8	5.7	4.6	4.8	9.6				
Delay factor k	0.11	0.17	0.11	0.11	0.50	0.50	0.50	0.50				
ncrem, delay d2	0.8	3.0	1.0	1.1	23.3	0.4	2.7	4.8				
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000				
Control delay	33.6	37.6	34.0	34.9	29.0	5.0	7.6	14.3				
ane group LOS	С	D	C	С	С	A	A	В				
Apprch. delay	36	5.5	. 3	34.6		3.2	13.9					
Approach LOS	1	)		C .		A		В				
ntersec. delay	14	1.3		Inte	ersection LOS	3		7.6 14.3 A B 13.9				

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Version 4.1-

Short Report	·						^==									- Pa	ge 1 of
Seneral Info	rmation					SH	ORT			T forma	tion			~			
Seneral Information           Analyst         DEA-SST           Agency or Co.         MDT           Date Performed         3/27/06           Time Period         PM Peak Ho									terse ea T	ction ype		uS 93 & GlacierlRidgeway All other areas 2025 with Site					
Volume and	Timing Inp	ut		·													
					EB				WE				NB			SB	
				LT	TH	RT	<u> </u>	<u>.T</u>	TH	F	₹Т	LT	TH	RT	LT	TH	RT
vum. of Lane	5			1	1	0		1	1		0	1	2	0	1	2	0
_ane group				_L	TR			Ļ	TR			L	TR		L	TR	T
√olume (vph)				60	35	120	4	5	40	7	0	45	740	30	140	1820	150
% Heavy veh	1			0	0	0		0	0		0	0	0	0	0	0	0
PHF				0.93	0.93	0.93		82	0.82		82	0.87	0.87	0.87	0.86	0.86	0.86
Actuated (P/A	<del></del>			Α	Α	A			A		4	P	P	P	P	Р	P
Startup lost tir				2.0	2.0	ļ		.0	2.0			2.0	2.0	<u> </u>	2.0	2.0	
Ext. eff. green	1			2.0	2.0	ļ		.0	2.0			2.0	2.0	<u>  </u>	2.0	2.0	<u> </u>
Arrival type	<del></del>			3	3	<u> </u>		3	3			3	3	↓	3	3	
Jnit Extension				3.0	3.0	<u> </u>	3.		3.0			3.0	3.0		3.0	3.0	
<sup>⊃</sup> ed/Bike/RT0	OR Volume			0	<b>↓</b>	0					0	0	ļ	0	0		0
_ane Width		<del></del>		12.0	12.0	<u> </u>	12	2.0	12.0	12.0		12.0 12.0		12.0	12.0		
<sup>⊇</sup> arking/Grade	e/Parking			N	0	N		٧	0		N	N	0	N	N	0	N
<sup>arking/hr</sup>												<u> </u>				$\mathbf{I}$	T
Bus stops/hr				0	0		(	)	0		•	0	0		0	0	T
Jnit Extension	n	•		3.0	3.0		3.	0	3.0	,		3.0	3.0		3.0	3.0	
Phasing	EW Perm		02		03		T	04		NS F	erm	<u> </u>	06		07	T C	8
Finales	G = 15.0	G	=		G =		G =			G = 6	65.0	G =	=	G=		G=	
Fiming	Y = 5	Υ	=		Y <b>=</b>		Y =			Y = 9	5	_ Y =	ì	Y =		Y =	
Duration of A	nalysis (hrs)	= 0.2	5									Сус	le Lengt	hC≑	90.0		
Lane Grou	p Capacit	y, Co	ontro	l Del	ay, and	i LO	S De	tern	nina	tion							
				E	3			W	8				NB			SB	
Adj. flow rate			65	167	,		55	134	4		5	52	885		163	2290	T
_ane group ca			198	280	,	7	70	287	7		8	4	2598		417	2583	<del>                                     </del>
		0.33	0.60	,	0	.32	0.4	7	<u> </u>	0.		0.34	<del>                                     </del>	0.39	0.89	+-	
		0.17	0.17	7	0	.17	0.1	7		0.	72	0.72		0.72	0.72	<del>                                     </del>	
Jnif. delay d1		-	33.1	34.7	,	3	3.0	33.	9	<u> </u>	6	.3	4.6	<u> </u>	4.8	9.7	1
Delay factor k	ξ		0.11	0.19	,	o	.11	0.1	1		0.	50	0.50		0.50	0.50	$\top$
ncrem. delay			1.0	3.5		1	1.1	1.2	?		29	0.7	0.4	<u> </u>	2.7	5.0	T
<del></del>			<del>                                     </del>	-	-	$\boldsymbol{+}$		+		<del> </del>	-			<del></del>	<del>                                     </del>	<del></del>	+

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⊃F factor

Control delay

Apprch. delay

Approach LOS

ntersec. delay

Lane group LOS

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34.8

С

1.000

35.1

D

1.000

36.0

D

Intersection LOS

1.000

5.0

Α

6.7

Α

1.000

7.6

1.000

14.6

В

14.1

В

В

1.000

34.1

C

Version 4.1-

1.000

34.0

C

1.000

38.2

D

37.0

D

14.7

		-WAY STOP			*******				
General Information			Site In	forma	ation	·		•	
Analyst Agency/Co. Date Performed	DEA-SST MDT 11/20/2004		Intersec Jurisdic Analysis	tion		•	US 93 & Valley Grove Drive Existing - 2004		
Analysis Time Period	PM Peak Ho	ur						·	
Project Description									
ast/West Street: Valley G			North/South Street: US 93						
ntersection Orientation: /	North-South	<del> </del>	Study F	eriod (l	nrs): 0.25	5			
ehicle Volumes and	Adjustments								
lajor Street		Northbound			Southbound		and		
lovement	1	2	3		4		5		6
	L	T	R		<u> </u>		T (700		R
olume	0	695	0		0_		1765		3
eak-Hour Factor, PHF	0.94	0.94	1.00		1.00		0.90 1961		0.90 3
lourly Flow Rate, HFR	0	739	0		0		1901		
ercent Heavy Vehicles	0	0							
ledian Type	<del></del>	Two Way Left Turn Lane							
RT Channelized	1	2	0		0		2		0
anes	<u> </u>	T	··········				T		TR
Configuration	<u> </u>	1 0				0		111	
pstream Signal	1	Westbound			Eastbou	nd			
Minor Street	7	vvestbound 8	9		10		11	11G	12
Movement	<del>                                     </del>	T	R		L		T		R
/olume	<del></del>	0	0		3		0	<del></del>	Ö
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.37		1.00		0.37
lourly Flow Rate, HFR	0	0	0		8		0		0
Percent Heavy Vehicles	0	0	0		0		ō		0
Percent Grade (%)		0	•				0	•	
lared Approach		N					N		
Storage	·	0					0		
RT Channelized	<del></del>		0				<u> </u>		0
<del></del>	0	0	1 0		0	<del></del>	0		0
_anes Configuration	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	<del></del>				LR		
<u> </u>	<u> </u>		<u> </u>					-	
Delay, Queue Length, and		<u> </u>		Westb			<del> </del>	Eastbound	
Approach	NB	SB					40		
Movement	1	4	7	8		9	10	11	12
ane Configuration	L							LR	
(vph)	0							8	
(m) (vph)	300							32	
/c	0.00							0.25	
5% queue length	0.00							0.79	
Control Delay	17.0							151.6	
os	С							F	1
Approach Delay				·			<del>                                     </del>	151.6	
Approact Delay						<u> </u>	F		

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Version 4.1c

3/28/200€

	ΤV	VO-WAY STO	P CONTR	OL SUM	MARY			
General Information			Site I	nformatio	on .	· · · · · · · · · · · · · · · · · · ·		<u> </u>
Analyst	DEA-SST		Interse	ction		US 93 &	Valley Grov	e Drive
Agency/Co.	MDT		Jurisdie				-	
Date Performed	3/27/06	4	Anatys	is Year		Existing -	2004 with	Site
Analysis Time Period	PM Peak I	-tour	<u>l</u>		<u> </u>			
Project Description	Ones o Dutin		<b>b.</b>	<del> </del>				
East/West Street: Valley Intersection Orientation:				South Stree				
		<del></del> ··· · · · · · · · · · · · · · · · ·	Study	Period (hrs)	0.25	·		
Vehicle Volumes and	a Aajustment							
Vajor Street		Northbound			·	Southbo	und	
Vovement	1	2 T	3		<u>4</u>	5		6
Jolume	0		R		L	<u> </u>		R
Peak-Hour Factor, PHF	0.94	695 0.94	2	····	1	1765		3
Hourly Flow Rate, HFR	0.94	739	1.00	···	1.00	0.90	<del></del>	0.90
Percent Heavy Vehicles	1 0	739	2	<del></del>	1	1961	<del></del>	3
Median Type	<del></del>			Moud of T	0			
RT Channelized			1 0	Way Left To	ım Lan <del>e</del>	7	7	0
anes	1	2	0		1	2	·	0
Configuration	<u>'</u>	7	TR	_		$\frac{2}{T}$	<del></del>	TR
Jpstream Signal	<del></del>	<del>'</del> 0 -	100	<del>-   -</del>	<u> </u>	0		IR
Minor Street				<u> </u>	<del></del>			
Movement	7	Westbound 7 8			10	Eastbou	<u>ina</u>	40
MOVERNETIT	<del>'</del>	T T	9 R			11 T	<del></del>	12
Volume	1 0	0	1 7		L 3	0		R
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.37	1.00		0
Hourly Flow Rate, HFR	0	0	1.00	-	8	0	<del></del>	0.37
Percent Heavy Vehicles	1 0	0	0	<del>-  -</del>	0	0		0
Percent Grade (%)		0			····	0		<del></del> -
Flared Approach		T N	ŀ			T N	<del> </del>	
Storage		0	<del></del>			0		
RT Channelized		-	0	··		<del>-</del>		0
Lanes	0	0	0		0	0		0
Configuration		LR				LR		
Delay, Queue Length, an	d Level of Servi	ce						
Approach	NB	SB		Westbound	<u> </u>		Eastbound	
Movernent	1	4	7	8	9	10	11	12
Lane Configuration	L.	L	· · · · · ·	LR			LR	
v (vph)	0	1		1			8	1
C (m) (vph)	300	875	· · · · · · · · · · · · · · · · · · ·	633			20	<del>                                     </del>
v/c	0.00	0.00		0.00			0.40	
95% queue length	0.00	0.00		0.00	<u> </u>		1.14	
Control Delay	17.0	9.1		10.7		Ì	275.0	
LOS	С	Α		В	]		F	
Approach Delay	-			10.7	<del></del>		275.0	<del></del>
Approach LOS				В		F		

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	TW	O-WAY STOP	CONTRO	)L SU	MMARY					
General Information	· · · · · · · · · · · · · · · · · · ·		Site Information							
Analyst Agency/Co. Date Performed Analysis Time Period	DEA-SST MDT 3/27/06 PM Peak H	lour	Intersec Jurisdic Analysi:	tion		US 93 & \ 2025	/alley Grov	e Drive		
Project Description East/West Street: Valley	Canada Daire	· · · · · · · · · · · · · · · · · · ·	N - 45 10							
Intersection Orientation:			Study P		reet: US 93 nrs): 0.25					
			Potady F	enou (i	118). 0.25		·			
Vehicle Volumes and Wajor Street	i Aujustinents	Northbound	<del></del>			Southbo				
Movement	1	2	3		4	5	uria	6		
NO TO HOTE	<del>                                     </del>	<del>                                     </del>	R		<u>-</u>	T		R		
√olume	9	840	0		0	2375		16		
Peak-Hour Factor, PHF	0.94	0.94	1.00		1.00	0.90		0.90		
Hourly Flow Rate, HFR	9	893	0		0	2638		17		
Percent Heavy Vehicles	0				0					
vledian Type			Two	Vay Let	t Turn Lane					
RT Channelized			0					0		
anes	1	2	0		0	2		Ö		
Configuration	L	T				T		TR		
Jpstream Signal		0				0		· · · · · · · · · · · · · · · · · · ·		
Minor Street		Westbound				Eastbou	ınd	'		
Movement	7	8	9		10	11		12		
	L	T	R		L	Т		R		
Volume	0	0	0		10	0		5		
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.37	1.00		0.37		
Hourly Flow Rate, HFR	0	0	0		27	0		13		
Percent Heavy Vehicles	0	0	0		0	0		0		
Percent Grade (%)		0				0				
Flared Approach		N N				N				
Storage		0				0				
RT Channelized			0		<del> </del>			0		
Lanes	0	0	0		0	0		0		
Configuration		<u> </u>	<u></u>			LR				
Delay, Queue Length, ar	d Level of Service									
Approach	NB	SB		Westbo	ound		Eastbound	l		
Movement	1	4	7	8	9	10	11	12		
Lane Configuration	L						LR			
v (vph)	9						40			
C (m) (vph)	161						12			
v/c	0.06						3.33	<u> </u>		
95% queue length	0.18					1	6.00			
Control Delay	28.7						1682	<del>                                     </del>		
LOS	D						F	<del>                                     </del>		
Approach Delay			······································	•			1682	<del></del>		
Approach LOS							F			
			·				<del> · · · · · ·</del>			

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	77	VO-WAY STOP	CONTRO	OL SUMI	MARY	<u> </u>			
General Information		· · · · · · · · · · · · · · · · · · ·	Site Information						
Analyst Agency/Co. Date Performed Analysis Time Period	DEA-SST MDT 3/27/06 PM Peak I	lour	Intersed Jurisdic Analysi	tion		US 93 & 1 2025 with	Valley Grov Site	e Drive	
Project Description	0		Bar						
East/West Street: Valley				outh Stree		<u> </u>		<u>.</u>	
			Study F	Period (hrs	): 0.25				
Vehicle Volumes and	<u>l Adjustments</u>								
<u> Vlajor Street</u>		Northbound				Southbo	und		
Movement	1 1	2	3		4	5		6	
	L	T	R		<u> </u>	T		R	
√olume	9	840	2		1	2375		16	
Peak-Hour Factor, PHF	0.94	0.94	1.00		1.00	0.90		0.90	
Hourly Flow Rate, HFR	9	893	2			2638		17	
Percent Heavy Vehicles	0	<u> </u>			0			-	
Median Type			Two Way Left Turn Lane						
RT Channelized			0					0	
_anes	1	2	0		1	2	· · · · · · · · · · · · · · · · · · ·	0	
Configuration	L	T	TR		L	T		TR	
Jpstream Signal		<u> </u>	<u> </u>			0			
Minor Street		Westbound				Eastbou	ınd		
Movement	7	8	9		10	11		12	
	L	T	R		L	T		R	
Volume	0	0	1		10	0		5	
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.37	1.00		0.37	
Hourly Flow Rate, HFR	0	0	1		27	0		13	
Percent Heavy Vehicles	0	0	0		0	0	<u> </u>	0	
Percent Grade (%)		0				0			
Flared Approach		N				N			
Storage		0				0			
RT Channelized			0					0	
Lanes	O	0	0		0	0		0	
Configuration		LR				LR			
Delay, Queue Length, an	d Level of Servi	ce	<u> </u>						
Approach	NB	SB		Westboun	d		Eastbound		
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	L	L		LR			LR	†	
v (vph)	9	1		1	†	<u> </u>	40	<del>                                     </del>	
C (m) (vph)	161	767		564	†	<u> </u>	7	+	
v/c	0.06	0.00		0.00	<del>-   </del>	†	5.71	<del>                                     </del>	
95% queue length	0.18	0.00		0.01		<u> </u>	6.45	<del>                                     </del>	
Control Delay	28.7	9.7		11.4	†	<del>                                     </del>	3144		
LOS	D	A	11.4 B			<del>                                     </del>	F		
Approach Delay				11.4	<u> </u>		3144	<u> </u>	
Approach LOS			<u> </u>	В	<del></del>	1	F	· · · · · · · · · · · · · · · · · · ·	
11:	<u>.</u>								

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Version 4, le

O		O-WAY STO				- · · · · · · · · · · · · · · · · · · ·				
General Information		<u> </u>		<u>Inform</u>	ation					
Analyst Agency/Co.	DEA-SST MDT			ection		US 93 &	Bird Lane			
Date Performed	MD1 11/20/2004			liction		<b>-</b>	0004			
Analysis Time Period	PM Peak H		Analy	sis Year Existing - 2004						
Project Description	TITT CUATT	007				<del></del>				
East/West Street: Bird La	ane		North	North/South Street: US 93						
ntersection Orientation:					hrs): 0.25	<del>,</del>	*****			
Vehicle Volumes and			potady	1 enou (	1115/. 0.25	···	<del></del>			
Vajor Street	- Adjustilie iks	Northbound		· · · · · · · · · · · · · · · · · · ·		C41-1				
Movement	1	2				Southb	oung			
	L	<del>                                     </del>	· · · · · · · · · · · · · · · · · · ·		4	<u>5</u>	<del></del>	6		
√olume	1	710	i		0	1858		8 6		
Peak-Hour Factor, PHF	0.92	0.92	1.0		1.00	0.90		0.90		
Hourly Flow Rate, HFR	1	771	0		0	206		6		
Percent Heavy Vehicles	0		<del>                                     </del>		0	200	<u>'</u>	O		
Median Type	<u> </u>	<u>-                                    </u>		Two Way Left Turn Lane			<del></del>			
RT Channelized	<del></del>	0 0								
_anes	1	2		0		2				
Configuration	L	T	U		0	<del> </del>		<u> </u>		
Jpstream Signal		0	<del> </del>		<del></del>	T 0		TR		
Minor Street		Westbound Eastbound								
Movement	<del></del>	7 8			40		und			
MOACHIGHT	Ĺ	<del>                                     </del>		<del></del>	10	11		12		
√olume			R		L			R		
Peak-Hour Factor, PHF	1.00	1.00	0		1 0.05	0		1		
Hourly Flow Rate, HFR	0		1.0		0.25	1.00		0.25		
Percent Heavy Vehicles	0	0 0	0		4	0		4		
			0		0	0		0		
Percent Grade (%)		0	· ,			0	<del></del>			
Flared Approach		N	<u> </u>			N				
Storage		0				0				
RT Channelized		1.	0			1		0		
anes	0	0	0		0	0		0		
Configuration						LR	i i			
Delay, Queue Length, an	d Level of Servic	6								
Approach	NB	SB		Westbo	ound		Eastbound			
Movement	1	4	7	8	9	10	11	12		
ane Configuration	L		<del>                                     </del>	<del>                                     </del>	<del> </del>		LR	<del></del>		
	1		<del> </del>	+				-		
/ (vph)			<del> </del>	+			8	<del> </del>		
(m) (vph)	274		<del> </del>	<del></del>			47	ļ		
//c	0.00		<u> </u>				0.17			
95% queue length	0.01			1			0.55			
Control Delay	18.2					- T	96.7			
.O\$	С			1			F	†		
Approach Delay			1	<del></del>		<del></del>	96.7	<u> </u>		
NOON CHOILD CHAY		t .			1	90./				

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	TW	O-WAY STO	CONTR	OL SU	ММ	ARY					
General Information			Site I	nform	atio	n		<u></u>			
Analyst Agency/Co. Date Performed Analysis Time Period	DEÄ-SST MDT 8/25/05 PM Peak H	our	Interse Jurisdid Analysi	ction ction			US 93 & Bird Lane Existing - 2004 with Site				
Project Description											
East/West Street: Bird La	ane		North/South Street: US 93								
intersection Orientation:	North-South		Study F	Period (I	hrs):						
/ehicle Volumes and	d Adjustments			<del></del>							
Major Street		Northbound					Southbo	und			
Movement	1	2	3			4	5		6		
	L	Ţ	R			L	Ť		R		
/olume	1	710	O			0	1855		8		
Peak-Hour Factor, PHF	0.92	0.92	1.00			1.00	0.90		0.90		
lourly Flow Rate, HFR	1	771	0			0	2061		8		
ercent Heavy Vehicles	0					0			-		
ledian Type		Two Way Left Turn Lane									
RT Channelized			0					0			
anes	1	2	0			0	2		0		
Configuration	L	T					Ţ		TR		
Ipstream Signal		0		I			0	•			
finor Street		Westbound					Eastbou	nd			
Novernent	7	8	9			10	11		12		
	L	Т	R		Ļ		T		R		
/olume	0	0	0			1	0		1		
eak-Hour Factor, PHF	1.00	1.00	1.00	·		0.25	1.00		0.25		
lourly Flow Rate, HFR	0	0	o			4	0		4		
Percent Heavy Vehicles	0	0	Ō			0	0		. 0		
Percent Grade (%)		0					0				
lared Approach		N					N				
Storage		0					0				
RT Channelized	1		0		<del></del>		1		0		
anes	0	0	0			0	Ö		ō		
Configuration		1	1				LR				
elay, Queue Length, an	d Level of Servic	e		<del></del>			4				
Approach	NB	SB	1	Westbo	ound		T	Eastbound			
Novement	1	4	7	8		9	10	11	12		
ane Configuration	L		<u> </u>	<del>⊢</del> ⊸		<u> </u>		LR	1 12		
(vph)	1		<del> </del>				<del>}</del>	8	+		
(vpi) (m) (vph)	273		<del>                                     </del>				<del>                                     </del>	47	+		
/c	0.00					<del></del>	<del>                                     </del>	0.17	+		
5% queue length	0.01				· · · · · · · · · · · · · · · · · · ·			0.17	<u> </u>		
			<b></b>						<del> </del>		
Control Delay	18.2		<del> </del>			·	<b>. </b> -i	96.7	<del> </del>		
.os	С		ļ			· · · · · · · · · · · · · · · · · · ·		F			
Approach Delay								96.7			
Approach LOS									F		

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	TW	O-WAY STOP	CONTR	OL SUI	MMARY				
General Information			Site in	nforma	tion		7.11.		
Analyst Agency/Co.	DEA-SST MDT		Interse: Jurisdic	ction ction		US 93 & Bird Lane			
Date Performed Analysis Time Period	3/27/06 PM Peak Ho	our	Analysis Year			2025			
Project Description		· · · · · · · · · · · · · · · · · · ·							
ast/West Street: Bird La	ne		North/South Street: US 93						
ntersection Orientation:	North-South				rs): 0.25				
ehicle Volumes and	Adjustments								
Aajor Street		Northbound				Southbo	und		
Movement	1	2	3		4	5		6	
	L	Т	R		L	T		R	
/olume	12	785	0		0	2345		19	
eak-Hour Factor, PHF	0.92	0.92	1.00	<u>'</u>	1,00	0.90		0.90	
lourly Flow Rate, HFR	13	853	0		0	2605		21	
ercent Heavy Vehicles	O				0	<u>.l</u>		-	
fedian Type		Two Way Left Turn Lane							
RT Channelized		<del> </del>	0			ļ	<u> </u>	0	
anes	1	2	0		0	2		0	
Configuration	L	Ť				<u>T</u>		TR	
pstream Signal		0				0	. <u> </u>		
linor Street	<del> </del>	Westbound				Eastbou	ind		
Movement	7	8	9		10	11		12	
	L L	T	R		L	T		R	
olume	0	0	0		11	0		5	
eak-Hour Factor, PHF	1.00 0	1.00	1.00 0		0.25	<del></del>		0.25	
lourly Flow Rate, HFR	0	0 0	0		44	0		20	
Percent Heavy Vehicles	+ '		U	<del></del>	0	0		0	
Percent Grade (%)		0		-		0	·····		
lared Approach		N			<del></del>	N .			
Storage		0				0			
RT Channelized	<u>.</u>		0					0	
anes	0	0	0		0	0		0	
Configuration	1		<u> </u>		·	LR			
elay, Queue Length, and									
Approach	NB	SB		Westbo	und	<u> </u>	Eastbound		
Movement	1	4	. 7	8	9	10	11	12	
ane Configuration	L						LR		
(vph)	13						64	1	
(m) (vph)	165						13	1	
/c	0.08	· · · · · · · · · · · · · · · · · · ·				† <u>-</u>	4.92	1	
5% queue length	0.25						9.03	<del>                                     </del>	
Control Delay	28.7			***		†····	2345	1	
os	D						F	†	
pproach Delay		:			J <u> </u>	<del>                                       </del>	2345		
<del></del>				<del></del>		<del> </del>			
pproach LOS			L <u>.</u>		<del></del>	<u> </u>	F		

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	TW	O-WAY STOP	CONTR	DL St	JMN	IARY				
General Information		·	Site Ir	Site Information						
Analyst	DEA-SST		Interse	ction			US 93 & I	Bird Lane		
Agency/Co. Date Performed	MDT		Jurisdic							
Analysis Time Period	3/27/06 PM Peak H	lour	Analysi	s Year			2025 with	Site		
Project Description	FINI FEAK II	<i></i>								
East/West Street: Bird La	ne		North/South Street: US 93							
Intersection Orientation:		***	Study F					<del></del>		
Vehicle Volumes and			jotacy i	Citoo (	11137.	0.20				
Wajor Street	Adjustinents	Northbound					Southbo	und		
Vovement	1	2	3			4	5	Unio I	6	
	i i	T T	Ř			<del>-                                    </del>	<del>                                     </del>		R	
√olume	12	785	0			0	2345		21	
Peak-Hour Factor, PHF	0.92	0.92	1.00			1.00	0.90		0.90	
Hourly Flow Rate, HFR	13	853	0			0	2605		23	
ercent Heavy Vehicles	0	_	-			0				
Median Type			Two	Vay Le	ft Tu	m Lane	<del></del>		***	
RT Channelized			0				T		0	
_anes	1	2	0			0	2		0	
Configuration	L	T					T		TR	
Jpstream Signal		0					0			
Minor Street		Westbound					Eastbou	ınd		
Movement	7	8	9			10	11		12	
	L	T	R			L	Т		R	
Volume	0	0	0			11	0		5	
Peak-Hour Factor, PHF	1.00	1.00	1.00			0.25	1.00		0.25	
Hourly Flow Rate, HFR	0	0	0			44	0		20	
Percent Heavy Vehicles	0	0	0			0	0		0	
Percent Grade (%)		0					0		_	
Flared Approach		N					N			
Storage		0					0			
RT Channelized		Ì	0						0	
Lanes	0	0	0			0	0		0	
Configuration							LR			
Delay, Queue Length, and	Level of Servic	:e					·····			
Approach	NB	SB		Westb	ound	'		Eastbound		
Movement	1	4	7 :	8		9	10	11	12	
Lane Configuration	L					<del></del>		LR		
v (vph)	13							64		
C (m) (vph)	165							13		
v/c	0.08							4.92		
95% queue length	0.25						, ,	9.03		
Control Delay	28.7							2345		
LOS	D							F	<del>                                     </del>	
Approach Delay								2345		
Approach LOS		-						F		

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General Information	<del> </del>		Site I	nforma	tion			
Analyst Agency/Co. Date Performed Analysis Time Period	DEA-SST MDT 11/20/2004 PM Peak F		interse Jurisdic Analysi	ction ction	uon	US 93 & Cochise Drive Existing - 2004		
Project Description	T M T OUX T	1041						
East/West Street: Cochis	se Drive		North/S	Courth Str	eet: US 93			
intersection Orientation:		·			rs): 0.25			<u> </u>
Vehicle Volumes and			piday i	Onou (iii	3). 0.20		· · · · · · · · · · · · · · · · · · ·	
Major Street		Northbound				Cauthha		<del></del>
Viovement	1	2	3	<del></del>	4	Southbo	iuna	
	i i	T	R	<del></del> +	L	<del>  3</del>		6 R
/olume	3	650	0		<u> </u>	1765		10
Peak-Hour Factor, PHF	0.88	0.88	1.00	,	1.00	0.93		0.93
fourty Flow Rate, HFR	3	738	0		0	1897		10
Percent Heavy Vehicles	0	_		<del>-</del>	0		·	
Aedian Type			-1	Raised	curb			
RT Channelized		1	0					0
anes	1	2	0		0	2	<del></del>	1
Configuration	L					<del>2</del> 7		R
Jpstream Signal		0				0		
linor Street		Westbound	<u> </u>	<del></del>		Eastbou	ınd	
Movernent	7				10	11	110	12
	L	Ţ	9 R	<del>-  </del>	L	T		R
/olume	0	0	<del>                                     </del>		3	0		4
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.58	1.00	<del></del>	0.58
lourly Flow Rate, HFR	0	0	0		5	0		6
Percent Heavy Vehicles	0	0	0		0	0		0
ercent Grade (%)		0		Ì		0	<u> </u>	*************
lared Approach		N	T			T N		
Storage		0	┪──			- · · · · · · · · · · ·		
RT Channelized			0	<del></del> +		+		
anes	0	0	0	<del></del>	Δ	<del>                                     </del>	<del></del>	0
Configuration	<del>                                     </del>		<del>                                     </del>		0	0	—∤—	0
	4) 40 40 4	1	<u> </u>		·	LR	<u></u>	
elay, Queue Length, an					<del></del>			
pproach	NB	SB		Westbou		_	Eastbound	
dovement	1	4	7	8	9	10	11	12
ane Configuration	L						LR	
(vph)	3						11	
(m) (vph)	316						66	1
/c	0.01					1	0.17	<del>                                     </del>
5% queue length	0.03		-			†	0.56	<del> </del>
Control Delay	16.5	1		7-7-10-	<del></del>			+
OS OS	C C			······		-	70.2	—
					<u> </u>	<u> </u>	F	Щ
pproach Delay			<u>.</u>		·		70.2	
pproach LOS							F	

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	TW	O-WAY STO	P CONTR	OL SU	MMARY					
General Information	-		Site I	nforma	tion					
Analyst Agency/Co. Date Performed Analysis Time Period	DEA-SST MDT 3/27/06 PM Peak H	our	Interse Jurisdii Analys	ction ction		US 93 & Cochise Drive 2025				
Project Description					-					
East/West Street: Cochis		<del> </del>	North/South Street: US 93							
Intersection Orientation:			Study I	Period (h	rs): 0.25					
Vehicle Volumes and	<u>l Adjustments</u>					•				
Major Street		Northbound				Southbo	und			
Movement	1 1	2	3		4	5		6		
/olume	<u> </u>	T	R	<del></del>	L	T		R		
Peak-Hour Factor, PHF	<u>4</u> 0.88	785	0		0	2345		12		
fourly Flow Rate, HFR	4	0.88 <b>892</b>	1.00	<del>'  </del>	1.00	0.93		0.93		
Percent Heavy Vehicles	0	<del>-</del>		<u> </u>	0	2521		12		
Median Type	<del> </del>			Painod						
RT Channelized		Raised curb								
anes	1	2			0	2		0		
Configuration	<del></del>	T T	0			<del> </del>		R		
Jpstream Signal	<del> </del>	i o			<b></b> -	0				
Alnor Street		Westbound		<del></del>		Eastbou	ed .			
Movement	7 8		9		10	11	ino I	12		
10 1011011	L	T	R		L	T	<del></del>	R		
/olume	0	1 0	1 0		4	0		5		
eak-Hour Factor, PHF	1.00	1.00	1.00	1	0.58	1.00		0.58		
lourly Flow Rate, HFR	0	0	0		6	0		8		
Percent Heavy Vehicles	0	0	0		0	0		o		
Percent Grade (%)		0	,			0				
lared Approach		l N	1			l N				
Storage		0	+			0				
RT Channelized	†	<del>                                     </del>	0	<del></del>	<del></del>	+		0		
anes	- o	0	0		0	0	-	0		
Configuration		† <u> </u>	- <del>  </del>	<del>-  </del>	·	LR		•		
elay, Queue Length, an	d Level of Service	<del></del>		<del></del>		<u> </u>				
pproach	NB	SB	·	Westbou	ınd	<u> </u>	Eastbound			
Movement	1	4	7	8	9	10	11	12		
ane Configuration	L	<del>-</del>	<del>  '</del>	<del> </del> -	- B	10		12		
	4					<del> </del>	LR	—		
(vph)			1	<u></u>		<del> </del>	14	<b></b>		
(m) (vph)	180		<u> </u>			<del></del>	24			
/c	0.02		ļ				0.58	<u> </u>		
5% queue length	0.07						1.75			
Control Delay	25.5						280.7			
.os	D					]	F	1		
pproach Delay						1	280.7	•		
Approach LOS		<u></u>				<del>                                     </del>	F			

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	TV	O-WAY STO	P CONTR	OL SU	MMARY				
General Information			Site I	nforma	ation	<del></del>			
Analyst Agency/Co. Date Performed Analysis Time Period	DEA-SST MDT 11/20/2004 PM Peak F		Interse Jurisdi	ction		US 93 &   Existing -	Nomath Ro 2004	oad	
Project Description									
East/West Street: Worns			North/S	South St	reet: US 93	3			
intersection Orientation:	North-South		Study I	Period (h	nrs): <i>0.25</i>				
Vehicle Volumes and	d Adjustments	3				· · · ·			
Major Street		Northbound				Southbo	und	•	
Movement	1	2	3		4	5		6	
	L	Т	R			T		R	
√olume	4	790	0		0	1855		1	
Peak-Hour Factor, PHF	0.92	0.92	1.00	)	1.00	0.96		0.96	
Hourly Flow Rate, HFR	4	858	0		. 0	1932		1	
Percent Heavy Vehicles	0	<u> </u>	<u> </u>	0					
Median Type			Two Way Left Turn Lane						
RT Channelized			0					0	
_anes	1	2	0			2		0	
Configuration	L	T			<del></del>	Τ		TR	
Jpstream Signal		0				0			
Minor Street		Westbound				Eastbou	nd		
Movement	7	8 -	9		10	11		12	
Mala and		T		R L		T		R	
Volume Peak-Hour Factor, PHF	0	0	0		3	0		1	
Hourly Flow Rate, HFR	1.00 0	1.00	1.00		0.50	1.00		0.50	
Percent Heavy Vehicles	0	0	1 0	-	6 0	0		2	
Percent Grade (%)	<u> </u>	0	-	<del></del>		0		0	
Flared Approach	_	T N	7	<del></del>		0			
The state of the s						N	<del></del>	• • • • • • • • • • • • • • • • • • • •	
Storage	<del> </del>	0				0			
RT Channelized			0		<u> </u>			0	
Lanes	0	0	0		0	0		0	
Configuration		<u> </u>	<u> </u>			LR			
Delay, Queue Length, an									
Approach	NB	SB		Westbo	und		Eastbound		
Movement	1	4	7	8	9	10	11	12	
ane Configuration	L		•				LR		
v (vph)	4		<u> </u>				8		
기(m) (vph)	309					<del></del>	39	<del>                                     </del>	
//c	0.01	<del>.</del>	<del> </del>		<del></del>		0.21	<del>                                     </del>	
95% queue length	0.04		<del> </del>			<b></b>		<del>                                     </del>	
			<del> </del> -				0.66	<del> </del>	
Control Delay	16.8		<b></b> :				119.7	<b>├</b>	
.OS	C						F	<u> </u>	
Approach Delay	-						119.7		
Approach LOS							F		

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	TV	O-WAY STOP	CONTRO	DL SUMM	IARY			<u>"</u>	
General Information			Site Ir	formatio	n				
Analyst	DEA-SST		Intersec	tion		US 93 & V	Vomath Ro	ad	
Agency/Co.	MDT		Jurisdic						
Date Performed Analysis Time Period	3/27/06 PM Peak F	lave	Analysi	s Year		2025			
Project Description	FIVIFERAT	TOUI				<del> </del>			
East/West Street: Worna	th Road		North/S	outh Street	· 115 03	•	<del></del>		
Intersection Orientation:				eriod (hrs):					
Vehicle Volumes and		<del></del>	lotady i	Cilou (ilia).					
Vajor Street	l Aujusunents	Northbound				Southbound			
Vovement	1	2	3		4	5		6	
	Ĺ	<del>                                     </del>	R		Ĺ	Ť		R	
√olume	5	955	0		0	2465	· · · · · · · · · · · · · · · · · · ·	1	
Peak-Hour Factor, PHF	0.92	0.92	1.00		1.00	0.96		0.96	
Hourly Flow Rate, HFR	5	1038	0		0	2567	"	1	
Percent Heavy Vehicles	0		<b>-</b>		0				
Median Type			Two !	Two Way Left Turn Lane					
RT Channelized			0					0	
anes	1	2	0		0	2		0	
Configuration	L	T				T		TR	
Jpstream Signal		0				0			
Minor Street		Westbound				Eastbou	nd		
Movement	7	8	9		10	11		12	
	L	Т	R		L	Т		R	
Volume	Ö	0	0			0		1	
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.50	1.00		0.50	
Hourly Flow Rate, HFR	0	O	0		8	0		2	
Percent Heavy Vehicles	0	0	0		0	0		0	
Percent Grade (%)		0				0			
Flared Approach		N				N			
Storage		0				0			
RT Channelized			0					0	
Lanes	0	0	0		0	0		0	
Configuration						LR		" '-	
Delay, Queue Length, an	d Level of Servi	Ce					-		
Approach	NB	SB		Westbound	1		Eastbound		
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	L						LR		
v (vph)	5						10		
C (m) (vph)	174						11		
v/c	0.03						0.91		
95% queue length	0.09	<u> </u>		·	1		1.88		
Control Delay	26.3						678.3		
LOS	D	· · ·					F		
Approach Delay		<b>-</b>					678.3		
Approach LOS	_			,			F		

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	TV	VO-WAY STOR	CONTR	OL SUMN	MARY					
General Information			Site I	nformatic	n					
Analyst	DEA-SST		Interse	ction	<u> </u>	US 93 & I	Hayes Cree	k Road		
Agency/Co. Date Performed	MDT 11/20/200	1	Jurisdio			<b>-</b>	0004			
Analysis Time Period	PM Peak I		Analysi	s rear		Existing -	2004			
Project Description	1 1177 0017	- Tour	<u></u>				<del></del>			
East/West Street: Hayes	Creek Road		North/S	outh Street	: US 93					
Intersection Orientation:		7		eriod (hrs)				·		
Vehicle Volumes and	d Adiustment	s		(1.3)						
Vajor Street		Northbound			<del></del>	Southbo	und			
Vovement	1	2	3		4	5		6		
	L	Т	R		L	Ť		Ř		
√olume	1	655	1.		4	1755		30		
Peak-Hour Factor, PHF	0.91	0.91	0.91		0.96	0.96		0.96		
Hourly Flow Rate, HFR	1	719	1		4	1828		31		
Percent Heavy Vehicles	0				0					
Median Type			Two	Way Left Tu	ım Lane					
RT Channelized			0					0		
_anes	1	2	0		1	2		0		
Configuration	L	τ	TR		L	Τ		TR		
Jpstream Signal		0				0				
Minor Street		Westbound				Eastbou	ınd			
Movement	7	8	9		10	11		12		
	L	T	R		L	Т		R		
Volume	1	0	3		15	0		1		
Peak-Hour Factor, PHF	0.50	0.50	0.50		0.70	0.70		0.70		
Hourly Flow Rate, HFR	2	0	6		21	0		1		
Percent Heavy Vehicles	0	0	0		0	0		0		
Percent Grade (%)		0				0				
Flared Approach		N				N	[			
Storage		0				0				
RT Channelized			0			Ï		0		
Lanes	0	1	0		0	1		0		
Configuration		LTR			·	LTR				
Delay, Queue Length, an	d Level of Servi	ce						··		
Approach	NB	SB		Westbound	j		Eastbound			
Movement	1	4	7	8	9	10	11	12		
Lane Configuration	L	L		LTR	<u> </u>		LTR	<del></del>		
v (vph)	1	4		8		<u> </u>	22			
C (m) (vph)	330	891		202		1	26			
v/c	0.00	0.00		0.04			0.85			
95% queue length	0.01	0.01		0.12	<b> </b>		2.63	<u> </u>		
Control Delay	15.9	9.1		23.6	1		341.1			
os	С	A		С			F			
Approach Delay				23.6	·		341.1	•		
∖pproach LOS				С			F			

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General Information			Cito I	-5				····	
Analyst	DEA-SST	<del></del>		nformat	<u>ion</u>			· <del></del> -	
Agency/Co.	MDT		Interse Jurisdi			US 93 & I	Hayes Cree	ek Road	
Date Performed	3/27/06			s Year		2025			
Analysis Time Period	PM Peak H	our	,,	o rour		2025			
Project Description	<del></del>	·						<del></del> .	
ast/West Street: Hayes	Creek Road	· · · · · · · · · · · · · · · · · · ·	North/9	South Stre	et: US 93				
ntersection Orientation:	North-South			Period (hr:					
/ehicle Volumes and	Adjustments	······································	<del></del>					,	
Aajor Street		Northbound				Southbo	und		
/lovement	1	2	3		4	5		6	
	L	† <u> </u>	R		L L	Ť		Ř	
olume	1	790	1		6	2335		45	
eak-Hour Factor, PHF	0.91	0.91	0.91		0.96	0.96		0.96	
lourly Flow Rate, HFR	1	868	1		6	2432		46	
ercent Heavy Vehicles	0			<del> </del>	0			<del></del>	
ledian Type			Two	Vay Left	Turn Lane		L		
T Channelized			7.0				<u> </u>	0	
anes	1	2	ō		1	2		0	
Configuration	L	T	TR		L	$\frac{z}{T}$		TR	
Ipstream Signal		0	<u> </u>	*	<del></del>	0		***	
linor Street		Westbound				Eastbou	nd	<del></del> :	
Novement :	7	8	9		10	11	T T	12	
	1 1	T	R		L			R	
olume	1 1	<del>'</del>	5		25	<del> </del>		1	
eak-Hour Factor, PHF	0.50	0.50	0.50		0.70	0.70	_	0.70	
lourly Flow Rate, HFR	2	0	10	<del></del>	35	0.70	<del></del>	1	
ercent Heavy Vehicles	0	ŏ	70		0	0		Ö	
Percent Grade (%)	<del></del>	0				ō	<u>_</u>		
<del>'</del>		TN	<u> </u>				r		
lared Approach			<del></del>	<del></del>		N			
itorage	<b>↓</b>	0				0			
RT Channelized	<del></del>		0					0	
anes	0	1	0		0	1		0	
onfiguration	<u> </u>	LTR				LTR			
elay, Queue Length, and	Level of Servic	e							
pproach	NB	SB		Westbour	nd		Eastbound	<u> </u>	
lovement	1	4	7	8	9	10	11	12	
ane Configuration	L	L		LTR			LTR	1	
(vph)	1	6	— <del></del>	12	<del>                                     </del>	+	36	+	
(m) (vph)	189	784	I	143	+		7	<del> </del>	
/c	0.01	0.01		0.08		<del></del>	5.14	+	
					+				
5% queue length	0.02	0.02		0.27	<del></del>		5.91	╀	
ontrol Delay	24.1	9.6		32.5	. <b>.</b>		2886	1	
os	С	A	D				F		
pproach Delay				32.5			2886		
pproach LOS	<del></del>			D	· · · · · · · · · · · · · · · · · · ·	<del></del>	F		

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Version 4.1e

Analyst

**General Information** 

DEA-SST

Analyst		EA-SST				<b> </b>	ntersect	ion	_	Roa	oouii.i.	<del></del>		
Agency or Co Date Perform	ied <i>11i</i>	MDT  20 2004					Area Typ Jurisdict			All other	_			
Fime Period	PM I	Peak Ho	ur				Analysis			Existing	- 2004			
Volume and	Timing Input			~								**********		
				ЕB			WB			NB			SB	_
	· · · · · · · · · · · · · · · · · · ·		LT	TH	RT	LT	TH	RT	٦	T TH	RT	LT	TH	RT
Num. of Lane	18		1	0	1	0	0	0	1	. 2	0	0	2	1
ane group			L		R				L	T			T	R
/olume (vph)			80		90				30	715		<u> </u>	1755	85
% Heavy ver	า		0		0				0				0	0
PHF			0.82		0.82				0.9				0.92	0.92
Actuated (P/A			Α	<del></del>	Α	<b>_</b>			P			1	P	P
Startup lost ti			2.0		2.0		<del> </del>		2.0		<del> </del>	<b>_</b>	2.0	2.0
xt. eff. greer	<u> </u>		3.0	<del> </del>	3.0			-	3.0			- <b>-</b>	3.0	3.0
Arrival type	<del></del>		3		3	-	<del></del>	_	3	<del></del>		<del> </del>	3	3
Jnit Extensio			2.0		2.0	+.			2.	0 2.0		4	2.0	2.0
Ped/Bike/RT0	JR Volume		0	+	0	0	-			0 400		0	40.0	0
ane Width	o /Dordring		12.0 N	0	12.0 N	N	-	N	12. N		<b>-</b>	ļ.,	12.0	12.0
Parking/Grad Parking/hr	e/Falking		/4	+ "	17	+ ^ -	+	<del>  '\</del>	<del>  "</del>	0	N	N.	0	_ N
Bus stops/hr			ō		0	<del></del>	+	+	1	) 0	<del> </del>	<del> </del>	0	Ó
Jnit Extension			2.0	†	2.0	-	+	+	2		<del>†</del>	<del> </del>	2.0	2.0
	EB Only	02	2.0	03	12.0	04	_	NS Peri		06	<del></del>	07	_	
Phasing	G = 12.0	G =		G =		G =		3 = 55.		G =	G=	07	G =	08
Timing	Y = 5	Y =		Y =		Y =		r = 8		<u> </u>	Y≃		YE	
Duration of A	nalysis (hrs) = (	0.25								Cycle Leng		80.0	<del></del>	
_ane Grou	p Capacity,	Contro	ol Del	av. and	LO	S Deter	minat	ion				<del></del>		
		<u> </u>		В	T		VB			NB	,	T	SB	
Adj. flow rate		98		110					31	745			1908	92
ane group c	ар.	293		262					95	2533			2533	1130
//c ratio		0.33		0.42					0.33	0.29			0.75	0.08
Green ratio	<del></del>	0.16		0.16					0.70	0.70		<del> </del>	0.70	0.70
Jnif. delay d1		29.7		30.1					4.7	4.5			7.6	3.8
Delay factor k	(	0.04		0.04	-				0.50	0.50		1	0.50	0.50
ncrem. delay	d2	0.2		0.4	$\neg$				8.9	0.3	<u> </u>		2.1	0.1
PF factor		1.000	7	1.00	0				1.000	1.000	1	1	1.000	1.000
Control delay		29.9	一	30.5					13.6	4.8	1		9.7	4.0
ane group L		С		С			· · ·		В	A			A	Α
		-	20.0	-	$\neg$	<b>L</b>				5.2		1	9.5	
Apprch. delay	/		30.2											
<del></del>		+	30.2 C		_					Α			Α	
Approh. <mark>delay</mark> Approach LO ntersec. dela	S				+		lr	ntersect	ion LC				A A	

SHORT REPORT

Site Information

Intersection

US 93 & Blue Mountain

SHORT REPORT									
General Information	on.	Site Information	1						
Analyst Agency or Co. Date Performed Time Period	DEA-SST MDT 6/27/06 PM Peak Hour	Intersection Area Type Jurisdiction Analysis Year	US 93 & Blue Mountain Road All other areas 2025						

Volume and	Timing Input	:												
				EB			WB			NB		T	SB	
		·	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lane	ıs		1	0	1	0	0	0	1	2	0	0	2	1
_ane group			L		R				L	Τ	1		T	R
√olume (vph)			115		155				65	865		†	2335	130
% Heavy veh	1		0	i	0				0	Ö	1	1	0	0
PHF			0.82		0.82				0.96	0.96	1		0.92	0.92
Actuated (P/A			Α		Α				P	P		T	P	P
Startup lost til			2.0		2.0				2.0	2.0			2.0	2.0
Ext. eff. greer	1		3.0		3.0				3.0	3.0	I		3.0	3.0
Arrival type			3		3				3	3			3	3
Jnit Extension	n		2.0		2.0				2.0	2.0			2.0	2.0
Ped/Bike/RT0	OR Volume		0		0	0					1	0		0
_ane Width			12.0		12.0				12.0	12.0			12.0	12.0
<sup>⊃</sup> arking/Grad	e/Parking		N	0	N	N		N	N	0	N	N	0	N
⊃arking/hr							]		1					<b>1</b>
3us stops/hr			0		0				0	0	†		0	0
Jnit Extension	n		2.0		2.0				2.0	2.0		1	2.0	2.0
⊃hasing	EB Only	02		03		04		NS Perm	1	06		07	C	8
G = 10.0 G =			G =		G =	G	° 57.0	G:	-	G =		G=		
	Y = 5	Y =		Y = Y = 8			Y = Y = Y =							
<b>Duration of Ar</b>	nalysis (hrs) =	0.25							Сус	le Lengt	hÇ≃ ∙	80.0		

Duration of Analysis (hr	s) = 0.25			C	ycle Length C ≃	80.0	
Lane Group Capac	ity, Control De	lay, and LOS	Determination	on			
	1	EB .	WB		NB	SB	
٩dj. flow rate	140	189		68	901	2538	141
_ane group cap.	248	222		95	2623	2623	1171
//c ratio	0.56	0.85		0.72	0.34	0.97	0.12
Green ratio	0.14	0.14	· ·	0.73	0.73	0.73	0.73
Jnif. delay d1	32.3	33. <i>7</i>		6.3	4.0	10.1	3.3
Delay factor k	0.10	0.36		0.50	0.50	0.50	0.50
ncrem. delay d2	1.9	24.7		37.0	0.4	11.5	0.2
⊃F factor	1.000	1.000		1.000	1.000	1.000	1.000
Control delay	34.1	58.4		43,3	4.4	21.6	3.5
ane group LOS	С	E		D	Α	С	À
Apprch. delay	48.0				7.1	20.7	
Approach LOS	D				A	С	
ntersec. delay	19.6		Int	ersection LOS	3	В	

 $\ell CS2000^{TM}$ 

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GPS TIME M	IILE MARKEI	R SIDE	PARCEL ID	GEOCODE	ACCESS USE	ID ARE	A (SO METERS)	PERIMETER (METERS)	PARCEL ADDRESS	OWNER	MAILING ADDRESS	MAIL CITY	MAIL STATE	MAIL ZIPCODE	E COMMENTS
10:42:48am	83.4	Lt.	N/A		Public Road		,	, ,							OOMMENTO
10:41:45am 10:40:36am	83.4 83.4	Lt. Lt.	1-2,1-3 1-3	209235209100000 209235209090000	Commercial Commercial	(1-2)	64542 20620	1539 576	HWY 93 SO-LOLO 59847 11885 HWY 93 SO-LOLO 59847	FRANK B MILLER FRANK B MILLER	PO BOX 730 PO BOX 730	LOLO LOLO	MT MT	598470730 598470730	
10:39:55am	83.4	Lt.	1-3	209235209090000	Commercial		20620	576	11885 HWY 93 SO-LOLO 59847	FRANK B MILLER	PO BOX 730	LOLO	MT	598470730	
	83.4	Lt.	1-4	209235209080000	Commercial		13295	465	11875 HWY 93 SO-LOLO 59847	FRANK B MILLER JR	PO BOX 730	LOLO	MT	598470730	
09:28:30am 08:17:54am	83.4 83.4	Lt. Rt	1-5 1-1	209235209070000	Commercial Commercial		322887	2401	11865 US HWY 93 59847 11880 US HIGHWAY 93 59847	DOROTHY M PETERS LOLO TOWN PUMP HOLDINGS LLC	5230 W BROKEN TEE RD 600 S MAIN ST	RATHDRUM BUTTE	ID MT	83858 597012534	
08:19:56am	83.4	Rt.	1-1	209235202030000	Commercial		322887	2401	11880 US HIGHWAY 93 59847	LOLO TOWN PUMP HOLDINGS LLC	600 S MAIN ST	BUTTE	MT	597012534	
08:21:57am	83.4	Rt.	1-1	209235202030000	Commercial		322887	2401	11880 US HIGHWAY 93 59847	LOLO TOWN PUMP HOLDINGS LLC	600 S MAIN ST	BUTTE	MT	597012534	
09:25:41am	83.5	Lt.	1-6	209235208160000	Commercial		12602	452	11725 US HIGHWAY 93 59847	L M HUGHES TRUSTEE	MAIL TO: DAVIDSON TRUST CO 283 W. FRONT ST., STE. 103	MISSOULA	MT	598024328	
09:27:06am	83.5 83.5	Lt.	N/A 1-8	209235208140000	Public Road Commercial		87331	1610	US HIGHWAY 93 59847	L M & ELIZABETH C HUGHES TRUST	MAIL TO: DAVIDSON TRUST CO	MISSOULA	MT	598024328	
09:24:35am	83.5	Lt.	1-10	209235208100000	Commercial		18611	546	11705 US HIGHWAY 93 59847	FRANK B MILLER JR	PO BOX 730	LOLO	MT	598470730	
09:23:41am	83.5	Lt.	1-10	209235208100000	Commercial		18611	546	11705 US HIGHWAY 93 59847	FRANK B MILLER JR	PO BOX 730	LOLO	MT	598470730	
09:22:10am 09:21:13am	83.5 83.5	Lt. Lt.	1-11 1-11	209235208090000 209235208090000	Commercial Commercial		15913 15913	510 510	US HIGHWAY 93 LOLO 59847 US HIGHWAY 93 LOLO 59847	L M HUGHES TRUSTEE L M HUGHES TRUSTEE	MAIL TO: DAVIDSON TRUST CO 283 W. FRONT ST., STE. 103 MAIL TO: DAVIDSON TRUST CO 283 W. FRONT ST., STE. 103		MT MT	598024328 598024328	
08:24:45am	83.5	Rt.	N/A	209233200090000	Public Road		13913	310	0311IG11WA1 93 EOEO 39047	E WITIOGHES TROSTEE	WALE TO. DAVIDSON TROST GO 263 W. FRONT ST., STE. 163	WIGGOOLA	WII	390024320	
08:26:17am	83.5	Rt.	1-7	209235204010000	Commercial		9891		11700 LEWIS & CLARK DR 59847	LLOYD M HUGHES TRUSTEE	MAIL TO: DAVIDSON TRUST CO 283 W. FRONT ST., STE. 103		MT	598024328	
08:27:37am 08:28:38am	83.5 83.5	Rt. Rt	1-9 1-9	209235204050000 209235204050000	Field Access		334654 334654	2969 2969	US HIGHWAY 93 LOLO 59847 US HIGHWAY 93 LOLO 59847	JACQUELINE A JOHNSON JACQUELINE A JOHNSON	PO BOX 265 PO BOX 265	LOLO LOLO	MT MT	598470265 598470265	
08:29:23am	83.5	Rt.	1-9	209235204050000	Field Access Field Access		334654	2969	US HIGHWAY 93 LOLO 59847	JACQUELINE A JOHNSON	PO BOX 265	LOLO	MT	598470265	
09:19:58am	83.6	Lt.	1-12	209235208080000	Commercial		19646	609	US HIGHWAY 93 59847	FRANK B MILLER JR	PO BOX 723	LOLO	MT	598470723	
09:17:28am	83.6	Lt.	1-14 1-14	209235208060000	Commercial		51139	1168	11625 US HIGHWAY 93 59847	J E & MARION E MCHATTON	PO BOX 746	LOLO	MT MT	598470746	
09:19:02am 09:16:11am	83.6 83.6	Lt. Lt.	1-14	209235208060000 209235208050000	Commercial Commercial		51139 43543	1168 838	11625 US HIGHWAY 93 59847 11555 US HIGHWAY 93 59847	J E & MARION E MCHATTON CHRISTOPHER M & DEBBIE SLATER	PO BOX 746 5205 GOODAN LN	LOLO MISSOULA	MT	598470746 598088653	
08:30:51am	83.6	Rt.	N/A		Public Road										
08:32:06am	83.6	Rt.	1-16,1-17	209235207010000	Field Access	(1-16)	16182	517	102 ANN'S LN 59847	RANDY MOCK	1308 FOOTHILL RD	KALISPELL	MT	59901	
09:12:14am	83.7	Lt.	1-23	209235207140000 209226301080000	Other	(1-17)	13802 345144	485 2526	197 ANN'S LN 59847 US HIGHWAY 93 59847	RANDY MOCK LOLO SCHOOL DISTRICT #7	1308 FOOTHILL RD 11395 US HIGHWAY 93 S	KALISPELL LOLO	MT MT	59901 598479616	SCHOOL ACCESS
09:13:28am	83.7	Lt.	1-23	209226301080000	Other		345144	2526	US HIGHWAY 93 59847	LOLO SCHOOL DISTRICT #7	11395 US HIGHWAY 93 S	LOLO	MT	598479616	SCHOOL ACCESS
09:14:25am	83.7	Lt.	1-18	209235208120000	Commercial		3869	255							UTILITY STATION
08:33:41am 08:34:46am	83.7 83.7	Rt. Rt	N/A 1-22	209226228010000	Public Road Commercial		34338	749	11400 US HIGHWAY 93 59847	JOHN & CINDY MANDELL	11400 US 93 HIGHWAY	LOLO	МТ	598471282	
09:08:43am	83.8	Lt.	1-22	209226301010000	Commercial		56234	967	11225 US HIGHWAY 93 59847	PRAMUKH INC	2600 FAIRVIEW AVE	BOISE	ID	837026720	
09:10:10am	83.8	Lt.	1-21	209226301080000	Other		345144	2526	US HIGHWAY 93 59847	LOLO SCHOOL DISTRICT #7	11395 US HIGHWAY 93 S	LOLO	MT	598479616	SCHOOL ACCESS
08:36:14am	83.8	Rt. Rt.	1-22 N/A	209226228010000	Commercial		34338	749	11400 US HIGHWAY 93 59847	JOHN & CINDY MANDELL	11400 US 93 HIGHWAY	LOLO	MT	598471282	
08:37:10am 08:38:17am	83.8 83.8	Rt.	N/A 1-26	209226227030000	Public Road Commercial		215571	4219	LOLO SHOPPING CTR 59847	CONDO MASTERS	APPRAISAL/ASSESSMENT OFFICE	MISSOULA	MT	598024216	
09:04:31am	83.9	Lt.	1-31	209226301030000	Commercial		20574	622	US HIGHWAY 93 59847	POWER WASH CORP	PO BOX 386	LOLO	MT	598470386	
09:05:23am	83.9	Lt.	1-29	209226301020000	Commercial		55921	965	US HIGHWAY 93 59847	GRIZZLY DEVELOPMENT CO	4527 RIO VISTA DR	MISSOULA	MT	598031038	
09:07:09am 08:41:18am	83.9 83.9	Lt. Rt.	1-29 1-30	209226301020000 209226227020000	Commercial Commercial		55921 21790	965 595	US HIGHWAY 93 59847 11100 US HIGHWAY 93 59847	GRIZZLY DEVELOPMENT CO VERNON F & JANIS L STIRM	4527 RIO VISTA DR 15600 EDDY LN	MISSOULA CLINTON	MT MT	598031038 598259707	
08:43:28am	83.9	Rt.	N/A		Public Road										
09:01:23am	84.0	Lt.	1-34,1-35	209226302020000	Commercial	(1-34)	46766	873	US HIGHWAY 93 59847	TOWN PUMP O MAT OF CUTBANK INC	600 S MAIN ST	BUTTE	MT	597012534	
09:03:13am	84.0	Lt.	N/A	209226302030000	Public Road	(1-35)	52701	1224	10905 US HIGHWAY 93 59847	RUTH A & SUSAN G DENNSION	PO BOX 1660	MISSOULA	MT	598061660	
08:44:50am	84.0	Rt.	1-32	209226201010000	Commercial		20264	583	100 GLACIER DR 59847	LEONARD O & PHYLLIS M SENECHAL	MAIL TO: BIRDSONG MALCOLM W 100 GLACIER DRIVE	LOLO	MT	59847	
08:46:38am	84.0	Rt.	1-33	209226102060000	Commercial		82583	1178	US HIGHWAY 93 59847	FARMERS STATE BANK	PO BOX 190	VICTOR	MT	598750190	
08:51:08am 08:53:46am	84.1 84.1	Lt. Lt.	1-39 1-38	209226302040000 209226302070000	Commercial Commercial		908101 42199	4257 1052	10805 US HWY 93 59847 US HIGHWAY 93 59847	NORMA ROSSIGNOL TOWN PUMP O MAT OF CUTBANK INC	PO BOX 128 600 S MAIN ST	LOLO BUTTE	MT MT	598470128 597012534	
08:57:06am	84.1	Lt.	1-36	209226302070000	Commercial		42215	1071	10915 US HIGHWAY 93 59847	TOWN PUMP O MAT OF CUTBANK INC	600 S MAIN ST	BUTTE	MT	597012534	
08:48:31am	84.1	Rt.	1-33,1-37	209226102060000	Commercial	(1-33)	82583	1178	US HIGHWAY 93 59847	FARMERS STATE BANK	PO BOX 190	VICTOR	MT	598750190	
12:57:56pm	84.3	Rt.	1-37, 1-40	209226102040000 209226102040000	Field Access	(1-37)	302835 302835	4285 4285	10870 US HIGHWAY 93 59847 10870 US HIGHWAY 93 59847	RICHARD & ROBERTA SU ROSSIGNOL RICHARD & ROBERTA SU ROSSIGNOL	PO BOX 369 PO BOX 369	LOLO LOLO	MT MT	598470369 598470369	
12.57.50piii	04.3	Kt.	1-37, 1-40	209226102020000	Field Access	(1-37) (1-40)	2729160	7561	NONE	PAUL ROSSIGNOL	PO BOX 23	LOLO	MT	598470023	
12:59:54pm	84.8	Rt.	1-42,1-44	209226102010000	Residential	(1-42)	1001300	4506	10250 US HWY 93 59847	J E & MARION E MCHATTON	PO BOX 746	LOLO	MT	598470746	
04:04:54	04.0	14	N/A	209223101030000	Dublis Dand	(1-44)	1360770	4589	9900 US HWY 93 59847	BONNIE J FORD	9450 BUTLER CREEK RD	MISSOULA	MT	598089080	
04:31:51pm 04:29:29pm	84.9 85.3	Lt. Lt.	1-49,1-50	209222203040000	Public Road Residential	(1-49)	731661	4084	NONE	KENNETH W & SUSAN K ALLEN	PO BOX 819	MISSOULA	MT	598060819	
				209222204070000		(1-50)	927434	4513	9325 BIRD LN 59847	LIBERTY COVE INC	2725 CONTOUR RD	MISSOULA	MT	598023374	
01:06:35pm 01:10:42pm	85.3 85.4	Rt. Rt.	1-51 1-51	209222301030000 209222301030000	Field Access Field Access		8769050 8769050	12950 12950	NONE NONE	EARL M & BERTHA PRUYN EARL M & BERTHA PRUYN	4527 RIO VISTA DR 4527 RIO VISTA DR	MISSOULA MISSOULA	MT MT	598031038 598031038	
04:23:18pm	85.6	Lt.	N/A	209222301030000	Public Road		8709030	12950	NONE	EARL M & BERTHA PROTIN	4527 KIO VISTA DK	WISSOULA	IVII	596031036	
04:27:48pm	85.6	Lt.	N/A		Public Road										
04:20:32pm	86.1	Lt.	1-60, 1-60A	209222101190000	Residential Residential		1755540	6565	BITTERROOT RD 59847 BITTERROOT RD 59847	DAVID GLENN KIRKALDIE RICHARD & YVON GAY	HC 63 BOX 5035	DODSON	MT	595249701	
04:16:34pm	86.3	Lt.	1-62, 1-63	209215201010000	Other		1764230	5283	NONE S9847	NATURAL RESOURCES & CONSERVATION	PO BOX 201601	HELENA	MT	596201601	
				209215401020000			275429	2818	NONE	NATURAL RESOURCES & CONSERVATION	PO BOX 201601	HELENA	MT	596201601	
01:18:40pm	87.1	Rt.	N/A	209215901980000	Other					MONTANA LINK RAIL					MONTANA RAIL LINK ACCESS
01:23:53pm 04:13:32pm	87.1	Lt.	N/A N/A		Other Public Road					MONTANA DEPARTMENT OF TRANSPORTATION					ABANDONED WEIGH STATION
01:27:25pm	87.2	Rt.	N/A		Other					MONTANA DEPARTMENT OF TRANSPORTATION					ABANDONED WEIGH STATION
01:28:32pm	87.5	Rt. Lt.	N/A 1-75	209210107110000	Other		70004	4440	DITTERDOOT DD 50004	MONTANA DEPARTMENT OF TRANSPORTATION	OOO MADCHALL CT	MICCOLILA	MT	500040040	
04:11:00pm 04:09:43pm	87.7 87.7	Lt. Lt.	1-75 1-77	209210107110000	Residential Residential		73381 100261	1118 1511	BITTERROOT RD 59804 7009 BITTERROOT RD 59804	D & D RENTALS DARRYL B & DEBRA R WATSON	900 MARSHALL ST 7009 BITTERROOT ROAD	MISSOULA MISSOULA	MT	598013612 598030000	
	87.7	Rt.	1-76	209210401050000	Field Access		26066	1070	US HIGHWAY 93 59804	BLUE MOUNTAIN WATER DEV ASSOC	7300 COCHISE DR	MISSOULA	MT	598049708	
04:03:49pm 04:07:55pm	87.8 87.8	Lt. Lt.	N/A 1-78	209210107090000	Public Road		95381	1543	7001 BITTERROOT RD 59804	WILLIAM E & GARNET R KINNEY	289 COURVILLE TRL	POLSON	MT	598609016	
04:07:55pm	87.8	Lt.	1-80	209210107080000	Residential Residential		437481	3170	6055 BITTERROOT RD 59804	KEITH R & MARIE SWINGER	6055 BITTERROOT ROAD	MISSOULA	MT	598040000	
01:34:13pm	87.8	Rt.	1-79	209210401020000	Commercial		171883	2446	6150 US HIGHWAY 93 59804	KWSLLP	6150 US HIGHWAY 93 S	MISSOULA	MT	598049711	
01:37:02pm	87.8 87.9	Rt. Lt.	1-82 1-83	209210401040000	Residential		180829 140404	1724 1607	6000 US HIGHWAY 93 59804 6000 HAYES CREEK RD 59804	NORMAN E & EVA A CARLSON GARY EDWARD COLLINS	6000 US HIGHWAY 93 S 6000 HAYES CREEK RD	MISSOULA MISSOULA	MT MT	598049762 598049738	
04:01:09pm 01:39:26pm	87.9 87.9	Rt.	1-83	209210101090000 209210401040000	Residential Residential		180829	1724	6000 HAYES CREEK RD 59804 6000 US HIGHWAY 93 59804	NORMAN E & EVA A CARLSON	6000 US HIGHWAY 93 S	MISSOULA	MT	598049738	
01:41:26pm	87.9	Rt.	1-82	209210401040000	Residential		180829	1724	6000 US HIGHWAY 93 59804	NORMAN E & EVA A CARLSON	6000 US HIGHWAY 93 S	MISSOULA	MT	598049762	
01:43:19pm 03:56:43pm	87.9 88.0	Rt. Lt.	1-84 1-91,1-92	209210401060000 209210101070000	Commercial Residential	(1-91)	87995 34216	1368 854	5990 US HIGHWAY 93 59804 5835 US HIGHWAY 93 59804	ORA WAYNE JOHNSON DANIEL L & DARCY A ERMATINGER	PO BOX 658 401 E BECKWITH AVE	RIRIE MISSOULA	ID MT	834430658 598014426	
03.30.43pm	00.0	Lt.	1-91,1-92	209210101070000	Residential	(1-92)	18331	568	6719 BITTERROOT RD 59804	JOHN D REEVES	5805 US HIGHWAY 93 S	MISSOULA	MT	598049290	
03:59:12pm	88.0	Lt.	1-87	209210101080000	Residential		55985	1042	5875 US HWY 93 59804	DAVID R & SANDRA R JOHNSON	5875 US HIGHWAY 93 S	MISSOULA	MT	598049290	
01:45:24pm	88.0	Rt.	1-88,1-89,1-90	209210401110000	Commercial	(1-88) (1-89)	43918 43690	848 846	5970 HWY 93 S 59804 NONE	MICHAEL L & MONICA L CASSIDY MICHAEL L & MONICA L CASSIDY	5950 US HIGHWAY 93 S	MISSOULA MISSOULA	MT MT	598049291 598049291	
				209210401090000 209210401130000		(1-89)	43690 161520	846 2178	5930 US HWY 93 59803	MICHAEL L & MONICA L CASSIDY  MISSOULA HUMANE SOCIETY	5950 US HIGHWAY 93 S 1105 CLARK FORK DR	MISSOULA	MT MT	598049291	
03:53:11pm	88.1	Lt.	1-95	209210101050000	Commercial	·/	119274	1821	5795 US HIGHWAY 93 59804	NORDIC PINES A MONTANA CORP	PO BOX 3421	MISSOULA	MT	598063421	
03:54:35pm	88.1 88.1	Lt. Rt.	1-95 1-93	209210101050000	Commercial		119274 73514	1821 1118	5795 US HIGHWAY 93 59804	NORDIC PINES A MONTANA CORP	PO BOX 3421	MISSOULA	MT MT	598063421	
01:46:58pm 01:48:43pm	88.1 88.1	Rt. Rt.	1-93 1-94	209210401080000 209210401100000	Commercial Commercial		73514 94279	1118 1656	5900 US HWY 93 59803 5850 US HIGHWAY 93 59804	LLOYDE & JOY ECKLEY STEVEN D & JANINE PETERS	10370 LAKEWOOD PL 5850 US HIGHWAY 93 S	LOLO MISSOULA	M I MT	598479729 598049289	
	88.1	Rt.	1-94, 1-96	209210401100000			94279	1656	5850 US HIGHWAY 93 59804	STEVEN D & JANINE PETERS	5850 US HIGHWAY 93 S	MISSOULA	MT	598049289	
01:49:55pm	88.1	Rt. Rt.	1-97	209210401120000	Residential		116878	1546	5810 US HWY 93 59801	J E & MARION E MCHATTON	PO BOX 746	LOLO MISSOULA	MT MT	598470746	
01:51:21pm 03:51:02pm	88.1 88.2	Rt. Lt.	1-97 1-98,1-99,1-100	209210401160000 209210101040000	Residential Residential	(1-98)	80435 79947	1370 1391	5800 US HIGHWAY 93 59804 5725 US HIGHWAY 93 59804	MICHAEL G & DEBORAH L CRAVEN ROBERT W KEYSER JR	5800 US HIGHWAY 93 S MAIL TO: CARLSON DAN E BITTERROOT ROAD	MISSOULA MISSOULA	M I MT	598049289 598049288	
		•	,,	209210101030000		(1-99)	26910	650	5705 US HIGHWAY 93 59804	JAMES R SCHLEHUBER	840 17TH ST, APT. 312	SAN DIEGO	CA	921016667	
03:47:48pm	88.2	Lt.	1-98,1-99,1-100,1-101	209210101020000 209210101040000	Residential	(1-100) (1-98)	484538 79947	3533 1391	5655 US HIGHWAY 93 59804 5725 US HIGHWAY 93 59804	DAVID K & DIANA LEE CLARK ROBERT W KEYSER JR	5655 US HIGHWAY 93 S MAIL TO: CARLSON DAN E BITTERROOT ROAD	MISSOULA MISSOULA	MT MT	598049285 598049288	
inqoe, re.co	30.£	<u>_</u> t.	. 00,1 00,1 100,1-101	2002.0101040000	. conconta	(1 30)		1001	2.20 000114471 00 00004	NOSEKI W NE IOEKUK			IVII	5550+3200	

				209210101030000		(1-99)	26910	650	5705 US HIGHWAY 93 59804	JAMES R SCHLEHUBER	840 17TH ST. APT. 312	SAN DIEGO	CA	921016667	
				209210101020000		(1-100)	484538	3533	5655 US HIGHWAY 93 59804	DAVID K & DIANA LEE CLARK	5655 US HIGHWAY 93 S	MISSOULA	MT	598049285	
				209210101010000		(1-101)	43521	843	5605 US HIGHWAY 93 59804	ELOISE A SHAFFNER	5605 US HIGHWAY 93 S	MISSOULA	MT	598049285	
03:45:40pm	88.6	Lt.	N/A		Public Road	, ,									
03:43:06pm	88.7	Lt.	1-107	209202306100000	Commercial		37613	869	5275 HIGHWAY 93 59804	DAVID & HEIDI GJEFLE	MAIL TO: 1ST INTERSTATE BANK	MISSOULA	MT	598081314	
03:41:36pm	88.7	Lt.	1-108	209202306080000	Commercial		43349	965	5175 US HIGHWAY 93 59804	PHILLIP G & BETTY L CROMWELL	5175 HWY 93 SOUTH	MISSOULA	MT	598040000	
03:38:26pm	88.7	Lt.	1-109	209202306070000	Commercial		73778	1164	5145 US HIGHWAY 93 59804	DANIEL L & DEBRA S TUDAHL	5165 US HIGHWAY 93 S	MISSOULA	MT	598049283	
03:36:55pm	88.8	Lt.	1-110	209202306060000	Commercial		153276	2205	5185 US HIGHWAY 93 59804	MICHIGAN MOBILE HOME PARKS LLC	720 WEST BLUE EAGLE LANE	PHOENIX	AZ	850860000	
03:35:13pm	88.8	Lt.	1-111	209202306050000	Commercial		130448	1841	US HIGHWAY 93 59804	BLUE MOUNTAIN BUSINESS CENTER	259 MARIANPARK WAY	HAMILTON	MT	598403415	
03:33:19pm	88.8	Lt.	1-111,1-115,1-116	209202306050000	Commercial	(1-111)	130448	1841	US HIGHWAY 93 59804	BLUE MOUNTAIN BUSINESS CENTER	259 MARIANPARK WAY	HAMILTON	MT	598403415	
				209202306040000		(1-115)	94377	1336	5055 HIGHWAY 93 59804	JAMES M MCDONALD	9250 MILLER CREEK RD	MISSOULA	MT	598039764	
				209202306030000		(1-116)	24529	755	5055 HIGHWAY 93 59804	JAMES M MCDONALD	9250 MILLER CREEK RD	MISSOULA	MT	598039764	
01:53:08pm	88.8	Rt. 1-	112,1-113,1-114,1-117,1-118,1-119		Commercial	(1-112)	152460	2319	NONE	FISH WILDLIFE & PARKS DEPARTMENT	PO BOX 200701	HELENA	MT	596200701	
				209202401020000		(1-113)	19300	583	5250 HIWAY 93 SO 59804	CHARLES D & BETTY JUNE BRISTOW	5180 US HIGHWAY 93 S	MISSOULA	MT	598049725	
				209202401030000		(1-114)	29110	699	5150 HIWAY 93 SO 59804	RANDALL K & GARY D BRAY	4270 EDGEWOOD DR	MISSOULA	MT	598029621	
				209202401040000		(1-117)	97219	1297	5120 HIGHWAY 93 SOUTH 59804	RITA L MEDLINGER TRUSTEE	PO BOX 4731	MISSOULA	MT	598064731	
				209202401050000		(1-118)	93165	1558	5050 US HIGHWAY 93 59804	MICHAEL & SANDRA ZARBOLIAS	PO BOX 1886	MISSOULA	MT	598061886	
				209202401060000		(1-119)	208901	2016	5000 US HIGHWAY 93 59804	DIAMOND S INC (THE)	PO BOX 2015	MISSOULA	MT	598062015	
02:03:53pm	89.0	Rt. 1-	112,1-113,1-114,1-117,1-118,1-119	209202401010000	Commercial	(1-112)	152460	2319	NONE	FISH WILDLIFE & PARKS DEPARTMENT	PO BOX 200701	HELENA	MT	596200701	
				209202401020000		(1-113)	19300	583	5250 HIWAY 93 SO 59804	CHARLES D & BETTY JUNE BRISTOW	5180 US HIGHWAY 93 S	MISSOULA	MT	598049725	
				209202401030000		(1-114)	29110	699	5150 HIWAY 93 SO 59804	RANDALL K & GARY D BRAY	4270 EDGEWOOD DR	MISSOULA	MT	598029621	
				209202401040000		(1-117)	97219	1297	5120 HIGHWAY 93 SOUTH 59804	RITA L MEDLINGER TRUSTEE	PO BOX 4731	MISSOULA	MT	598064731	
				209202401050000		(1-118)	93165	1558	5050 US HIGHWAY 93 59804	MICHAEL & SANDRA ZARBOLIAS	PO BOX 1886	MISSOULA	MT	598061886	
				209202401060000		(1-119)	208901	2016	5000 US HIGHWAY 93 59804	DIAMOND S INC (THE)	PO BOX 2015	MISSOULA	MT	598062015	
03:26:13pm	89.1	Lt.	1-122, 1-123	209202201080000	Commercial	( ,	155716	3546	NONE	NEIL R & VIRGINIA MILLER	3841 BROOKS ST	MISSOULA	MT	598047332	
			,	209202201040000			345059	2474	NONE	PB & J INVESTMENT LLC - WES & CATHY JO FINCH	PO BOX 757	MISSOULA	MT	59806	
03:23:01pm	89.2	Lt.	1-126.1-127.1-128.1-129	209202101010000	Commercial	(1-126)	174097	1714	4805 US HIGHWAY 93 59804	BOYD & CAROL SODERMAN	1761 PARK GARDEN RD	GREAT FALLS	MT	59404	
				209202101020000		(1-127)	141427	1505	NONE	BOYD & CAROL SODERMAN	1761 PARK GARDEN RD	GREAT FALLS	MT	59404	
				209202101030000		(1-128)	87022	1322	4425 BITTERROOT RD 59804	CHRIS C & PEGGY E GERBER	4500 TRANSOLTIONS LANE	MISSOULA	MT	59804	
				209202101040000		(1-129)	236349	2452	4425 BITTERROOT RD 59801	TIMOTHY N STONE	4425 BITTERROOT RD	MISSOULA	MT	598040000	
02:05:35pm	89.2	Rt.	1-124,1-125	209202401070000	Commercial	(1-124)	151599	1594	4810 HIGHWAY 93 59804	KEVIN & LYNDA GARDNER	PO BOX 3941	MISSOULA	MT	598063941	
				209202401080000		(1-125)	151584	1576	4810 HIGHWAY 93 59804	KEVIN & LYNDA GARDNER	PO BOX 3941	MISSOULA	MT	598063941	
03:17:30pm	89.3	Lt.	1-131	209202101060000	Commercial		9467740	19292	NONE	MARY QUINN YUHAS	4301 US HIGHWAY 93 S	MISSOULA	MT	598049275	
02:08:37pm	89.3	Rt.	1-130	209202401090000	Residential		1649720	6520	4700 US HIGHWAY 93 59804	THEODORE W BROSAM	4700 US HIGHWAY 93 S	MISSOULA	MT	598049794	
03:11:48pm	89.8	Lt.	1-134	209201210020000	Commercial		2734570	6868	NONE	STERLING PROPERTIES LLC	1729 ELDON LN #1	MISSOULA	MT	598049274	
03:14:24pm	89.8	Lt.	1-134	209201210020000	Commerical		2734570	6868	NONE	STERLING PROPERTIES LLC	1729 ELDON LN #1	MISSOULA	MT	598049274	
02:11:23pm	89.8	Rt.	1-135, 1-136	209201211010000	Residential	(1-135)	1503880	5958	NONE	ARTHUR G CRUM	PO BOX 1660	MISSOULA	MT	598061660	
				209201211020000		(1-136)	42764	842	NONE	O'DEANE JR & EVELYN J MUIR	4320 US HIGHWAY 93 S	MISSOULA	MT	598049717	
03:29:19pm	88.9	Lt.	N/A		Public Road		2734570	6868							
03:08:47pm	90.0	Lt.	1-134	209201210020000	Field Access		2734570	6868	NONE	STERLING PROPERTIES LLC	1729 ELDON LN #1	MISSOULA	MT	598049274	
03:06:33pm	90.2	Lt.	1-138	209201201010000	Commercial		370244	2628	HIGHWAY 93 59804	MCCUE MANAGEMENT LLP	PO BOX 18185	MISSOULA	MT	598088185	

## ACCESS CONTROL PLAN NH 0002(606), CN 4776 US 93 N&S LOLO TO MISSOULA



\* From the Institute of Traffic Engineers (ITE) Trip Generation Manual - 7th Edition, where applicable.
\*\* Assumed legal easement or access agreement

CAVID 6:

* From the Inst	itute of Traff	ic Engi	neers (ITE) Trip G ess agreement	Seneration Manual - 7th Edition, where a	pplicable.						Access locations are subject to engineering feasibility review and design.
							Estimated				
Parcel ID	RP (MP)	Side	Access Type	ITE Land Use Code *	Quantity	Unit *	Traffic Volume* (Trips per Day)	Parcel Address	Access Classification	Recommendation	Comments
N/A	83.40	Lt.	Public					US 12	Developed	Open	Paved approach with signal
1-1	83.41	Rt.	Commercial	946 Gas Station w/Market and Car Wash	12.0	Positions	1834	11880 US HIGHWAY 93 59847	Developed	Open	Access to gas station
1-1	83.43	Rt.	Commercial	946 Gas Station w/Market and Car Wash	12.0	Positions	1834	11880 US HIGHWAY 93 59847	Developed	Open	Access to gas station
1-1	83.47	Rt.	Commercial					11880 US HIGHWAY 93 59847	Developed	Close	Multiple access with access via Lewis & Clark Dr
1-2	83.43	Lt.	Commercial	932 High-Turnover Restaurant	5.0	KSF	636	11885 HWY 93 SO-LOLO 59847	Developed	Open	Access to adjacent property (1-3) parking **
1-3	83.44	Lt.	Commercial					11885 HWY 93 SO-LOLO 59847	Developed	Close	Access via approach for Property 1-2 **
1-3	83.45	Lt.	Commercial		5.0	 KSF		11885 HWY 93 SO-LOLO 59847	Developed	Close	Access via approach for Property 1-4 **
1-4	83.46	Lt.	Commercial	932 High-Turnover Restaurant 817 Nursery	0.5	KSF	654	11875 HWY 93 SO-LOLO 59847	Developed	Open	Access to flower shop & parking for Property 1-3 **
1-5	83.48	Lt.	Commercial				-	11865 US HWY 93 59847	Developed	Close	Access via Lewis & Clark Dr
N/A	83.50	Lt.	Public				-	Lewis and Clark Dr	Developed	Open	Paved approach with stop sign
N/A	83.51	Rt.	Public					Lewis and Clark Dr	Developed	Open	Paved approach with stop sign
1-6	83.52	Lt.	Commercial					11725 US HIGHWAY 93 59847	Developed	Close	Access via Lewis & Clark Dr
1-7	83.53	Rt.	Commercial					11700 LEWIS & CLARK DR 59847	Developed	Close	Access via Lewis & Clark Dr
1-8	83.54	Lt.	Residential	240 Mobile Home Park	15.0	DU	75	US HIGHWAY 93 59847	Developed	Open	Access to mobile home park
1-9	83.55	Rt.	Field					US HIGHWAY 93 LOLO 59847	Developed	Close	Multiple accesses
1-9	83.56	Rt.	Field					US HIGHWAY 93 LOLO 59847	Developed	Close	Multiple accesses
1-9	83.58	Rt.	Field	040 Automobile Once Ocator			< 10	US HIGHWAY 93 LOLO 59847	Developed	Open	Access to field
1-10	83.54	Lt.	Commercial	942 Automobile Care Center	1.0	KSF	16	11705 US HIGHWAY 93 59847	Developed	Open	Access to auto shop
1-10	83.55	Lt.	Commercial				_	11705 US HIGHWAY 93 59847	Developed	Close	Multiple accesses
1-11	83.57	Lt.		0.42 Automobile Dorte Coles	1.0	Not.	62	US HIGHWAY 93 LOLO 59847	Developed Developed	Close	Multiple accesses
	83.58	Lt.	Commercial	843 Automobile Parts Sales	1.0	KSF	9	US HIGHWAY 93 LOLO 59847	, ,	Open	Access to equipment repair shop
1-12	83.60	Lt.	Commercial	814 Specialty Retail Center	0.2	KSF	9	US HIGHWAY 93 59847	Developed	Open	Access to print shop
1-13 N/A	83.61 83.64	Rt.	Field Public					101 ANN'S LN 59847 Anns Ln	Developed	No Direct Access	Access via Ann's Lane
1-14	83.61							11625 US HIGHWAY 93 59847	Developed Developed	Open Close	Paved approach with stop sign  Multiple access with access via new shared access
1-14	83.64	Lt.	Commercial	560 Church	2.0	KSF	193				New shared access with Property 1-15
1-15	83.65	Lt. Lt.	Commercial	941 Quick Lubrication Vehicle Shop	3.0	Positions		11625 US HIGHWAY 93 59847 11555 US HIGHWAY 93 59847	Developed Developed	Open Close	Access via new shared access with Property 1-14
1-13	65.05	Lt.	Field					102 ANN'S LN 59847	Developed	Close	Access via Ann's Lane South
1-16,1-17	83.68	Rt.	Field					197 ANN'S LN 59847	Developed	Close	Access via Ann's Lane South  Access via Ann's Lane North
1-18	83.69	Lt.	Commercial				< 10	US HIGHWAY 93 59847	Developed	Open	Access to utility station
1-19	83.71	Lt.	Commercial					US HIGHWAY 93 LOLO 59847	Developed	No Direct Access	Access via approach for Property 1-21 **
N/A	83.71	Rt.	Public					Anns Ln	Developed	Open	Paved approach with stop sign
1-20	83.72	Rt.	Commercial				< 10	US HIGHWAY 93 LOLO 59847	Developed	Open	Access to future development
1-21	83.74	Lt.	Commercial	522 Middle School	500.0	Students	810	US HIGHWAY 93 59847	Developed	Open	Access to school and Property 1-19
1-22	83.77	Rt.	Commercial	933 Fast Food Restaurant	0.5	KSF	358	11400 US HIGHWAY 93 59847	Developed	Open	Access to ice cream shop
1-22	83.79	Rt.	Commercial					11400 US HIGHWAY 93 59847	Developed	Close	Multiple access with access via Tyler Way
1-23	83.75	Lt.	Commercial					US HIGHWAY 93 59847	Developed	Close	Multiple access with access via new access
1-23	83.79	Lt.	Commercial	520 Elementary School	500.0	Students	645	US HIGHWAY 93 59847	Developed	Open	Access to school
1-23	83.83	Lt.	Commercial	520 Elementary School	500.0	Students	645	US HIGHWAY 93 59847	Developed	New	Recommended right-in, right-out access to school
N/A	83.78	Rt.	Public				_	Tyler Way	Developed	Open	Paved approach with signal
1-24	83.81	Rt.	Commercial					US HIGHWAY 93 59847	Developed	No Direct Access	Access via Tyler Way
1-25	83.84	Rt.	Commercial					11350 US HIGHWAY 93 59847	Developed	No Direct Access	Access through shopping center **
1-26	83.85	Rt.	Commercial	820 Shopping Center	50.0	KSF	2147	LOLO SHOPPING CTR 59847	Developed	Open	Access to shopping center and Properties 1-25 and 1-28 **
1-27	83.86	Lt.	Commercial	310 Hotel	60.0	Rooms	490	11225 US HIGHWAY 93 59847	Developed	Open	Access to hotel
1-28	83.89	Rt.	Commercial					LOLO SHOPPING CTR 59847	Developed	No Direct Access	Access through shopping center **
1-29	83.90	Lt.	Commercial				< 10	US HIGHWAY 93 59847	Developed	Open	Access to parking
1-29	83.94	Lt.	Commercial					US HIGHWAY 93 59847	Developed	Close	Multiple access
1-30	83.94	Rt.	Commercial	932 High-Turnover Restaurant	5.0	KSF	636	11100 US HIGHWAY 93 59847	Developed	Open	Access to restaurants and bank **
1-31	83.93	Lt.	Commercial					US HIGHWAY 93 59847	Developed	Close	Access via Ridgeway Dr
N/A	83.95	Rt.	Public					Glacier Drive	Developed	Open	Paved approach with signal
N/A	83.96	Lt.	Public					Ridgeway Drive	Developed	Open	Paved approach with signal
1-32	83.98	Rt.	Commercial				-	100 GLACIER DR 59847	Developed	Close	Access via Glacier Dr and new shared access with Property 1-33
		_	Commercial	720 Medical-Dental Office	2.0	KSF	72	100 GLACIER DR 59847			Shared access to business
1-32,1-33	83.99	Rt.	Commercial	912 Drive-In Bank	3.0	KSF	739	US HIGHWAY 93 59847	Developed	New	Shared access to bank
1-33	84.00	Rt.	Commercial					US HIGHWAY 93 59847	Developed	Close	Access via new shared access with Property 1-32
			Commercial	946 Gas Station w/Market and Car Wash	12.0	Positions	1834	US HIGHWAY 93 59847			Access to gas station
1-34,1-35	84.01	Lt.	Residential	210 Single Family Detached Housing	1.0	DU	10	10905 US HIGHWAY 93 59847	Developed	Open	Access to residence
1-36	84.06	Lt.	Commercial					10915 US HIGHWAY 93 59847	Developed	Close	Access via new shared access with Property 1-38
4 00 4	0	r.	Commercial	912 Drive-In Bank	3.0	KSF	739	US HIGHWAY 93 59847		•	Access to bank
1-33,1-37	84.06	Rt.	Commercial	814 Specialty Retail Center	0.5	KSF	22	10870 US HIGHWAY 93 59847	Developed	Open	Access to shopping center
4 00 4 00	04.0=	,.	Commercial				< 10	10915 US HIGHWAY 93 59847	Donatas 1	M	Access to open lot
1-36,1-38	84.07	Lt.	Commercial				< 10	US HIGHWAY 93 59847	Developed	New	Access to open lot
1-38	84.08	Lt.	Commercial					US HIGHWAY 93 59847	Developed	Close	Access via new shared access with Property 1-36
1-39	84.11	Lt.	Residential	210 Single Family Detached Housing	1.0	DU	10	10805 US HWY 93 59847	Developed	Open	Future emergency access only
1 27 4 40	04.24	D4	Field				< 10	10870 US HIGHWAY 93 59847	Intermediate	Ones	Access to field
1-37, 1-40	84.31	Rt.	Field				< 10	NONE	Intermediate	Open	Access to field
1-41	84.50	Lt.	Residential				-	NONE	Intermediate	No Direct Access	Access via Ridgeway Drive
1 40 1 44	04.00	D4	Residential					10250 US HWY 93 59847	Intermediate	Clean	Access via new shared access across from Valley Grove Drive
1-42,1-44	84.86	Rt.	Residential					9900 US HWY 93 59847	Intermediate	Close	Access via new shared access across from Valley Grove Drive
1_//2 1_///	24 20	D+	Residential	210 Single Family Detached Housing	1.0	DU	10	10250 US HWY 93 59847	Intermediate	Now	Access to residence

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## ACCESS CONTROL PLAN NH 0002(606), CN 4776 US 93 N&S LOLO TO MISSOULA



\* From the Institute of Traffic Engineers (ITE) Trip Generation Manual - 7th Edition, where applicable.

\*\* Assumed legal easement or access agreement

** Assumed leg	al easemen	nt or acc	cess agreement				Estimated		1		Access locations are subject to engineering feasibility review and design.
Parcel ID	RP (MP)	Side	Access Type	ITE Land Use Code *	Quantity	Unit *	Traffic Volume*	Parcel Address	Access Classification	Recommendation	Comments
1 72,1 77	04.00	ixt.					(Trips per Day)		memediae	NOW	
			Residential	210 Single Family Detached Housing	2.0	DU	19	9900 US HWY 93 59847			Access to residence
1-43	84.80	Lt.	Commercial					10225 US HIGHWAY 93 59847	Intermediate	No Direct Access	Access via Valley Grove Drive
N/A	84.90	Lt.	Public					Valley Grove Dr	Intermediate	Open	Paved approach with stop sign
1-45	84.93	Lt.	Commercial					US HIGHWAY 93 59847	Intermediate	No Direct Access	Access via Valley Grove Drive
1-46	84.97	Lt.	Commercial					9825 US HIGHWAY 93 59847	Intermediate	No Direct Access	Access via Valley Grove Drive through Property 1-45 **
1-47	85.02	Lt.	Field					NONE	Intermediate	No Direct Access	Specific access control and design to be determined
1-48	85.07	Lt.	Field					NONE	Intermediate	No Direct Access	Specific access control and design to be determined
1-49,1-50	85.28	Lt.	Residential	210 Single Family Detached Housing	1.0	DU	10	NONE	Intermediate	Open	Specific access control and design to be determined
			Residential	210 Single Family Detached Housing	1.0	DU	10	9325 BIRD LN 59847			Specific access control and design to be determined
1-51	85.29	Rt.	Field					NONE	Intermediate	Close	Multiple access to field
1-51	85.45	Rt.	Field				< 10	NONE	Intermediate	Open	Access to field
1-52	85.48	Lt.	Field					9325 BIRD LN 59847	Intermediate	No Direct Access	Specific access control and design to be determined
N/A	85.60	Lt.	Public					Bird Lane	Intermediate	Close	Duplicate intersection approach
N/A	85.62	Lt.	Public					Bird Lane	Intermediate	Open	Recommended right-in, right-out access/Paved approach with stop sign
1-53	85.63	Lt.	Residential					9325 BIRD LN 59847	Intermediate	No Direct Access	Specific access control and design to be determined
1-54	85.60	Lt.	Residential					9100 BIRD LN 59847	Intermediate	No Direct Access	Access via Bird Lane
1-55	85.69	Lt.	Residential					9050 BIRD LN 59847	Intermediate	No Direct Access	Access via Bird Lane
1-56	85.73	Lt.	Residential					9000 BIRD LN 59847	Intermediate	No Direct Access	Access via Bird Lane
1-57	85.79	Lt.	Residential					8950 BIRD LN 59847	Intermediate	No Direct Access	Access via Bird Lane
1-58	85.83	Lt.	Residential					8900 BIRD LN 59847	Intermediate	No Direct Access	Access via Bird Lane
1-59	85.96	Lt.	Residential					8900 BIRD LN 59847	Intermediate	No Direct Access	Access via Bird Lane
1-60, 1-60A	86.09	Lt.	Residential					BITTERROOT RD 59847	Rural	Close	New access via Bird Lane
			Residential					BITTERROOT RD 59847			New access via Bird Lane
1-61	86.32	Rt.	Field					NONE	Rural	No Direct Access	Other side of railroad
1-62, 1-63	86.25	Lt.	Field				< 10	NONE	Rural	Open	Access to conservation area
			Field				< 10	NONE			Access to conservation area
1-64	86.53	Lt.	Field					NONE	Rural	No Direct Access	Access to conservation area
1-65	87.03	Lt.	Field					NONE	Rural	No Direct Access	Access via Property 1-68 (same owner) **
1-66	87.02	Lt.	Field					NONE	Rural	No Direct Access	Access to conservation area
1-67	87.10	Rt.	Field				< 10	NONE	Rural	Open	Access to railroad & river - Specific access control and design to be determined
N/A	87.13	Rt.	Field					NONE	Rural	Close	Abandoned weigh station - Specific access control and design to be determined
N/A	87.19	Lt.	Public					Cochise Drive	Rural	Open	Paved approach with stop sign - Specific access control and design to be determined
N/A	87.22	Rt.	Field					NONE	Rural	Close	Abandoned weigh station - Specific access control and design to be determined
N/A	87.55	Rt.	Field					NONE	Rural	Close	Informal pull-out
1-68	87.13	Lt.	Residential					7125 US HIGHWAY 93 59804	Rural	No Direct Access	Access via Cochise Drive
1-69	87.23	Lt.	Residential				-	7300 COCHISE DR 59804	Rural	No Direct Access	Access via Cochise Drive
1-69 1-70	87.23 87.29	Lt. Lt.	Residential Residential			_		7300 COCHISE DR 59804 7300 COCHISE DR 59804	Rural Rural	No Direct Access	Access via Cochise Drive Access via Cochise Drive
1-70	87.29	Lt.	Residential			-		7300 COCHISE DR 59804	Rural	No Direct Access	Access via Cochise Drive
1-70 1-71	87.29 87.36	Lt.	Residential Residential			-		7300 COCHISE DR 59804 7080 COCHISE DR 59804	Rural Rural	No Direct Access	Access via Cochise Drive Access via Cochise Drive
1-70 1-71 1-72	87.29 87.36 87.46	Lt. Lt. Rt.	Residential Residential Field					7300 COCHISE DR 59804 7080 COCHISE DR 59804 NONE	Rural Rural Rural	No Direct Access No Direct Access No Direct Access	Access via Cochise Drive Access via Cochise Drive Other side of railroad
1-70 1-71 1-72 1-73	87.29 87.36 87.46 87.51	Lt. Lt. Rt. Lt.	Residential Residential Field Residential					7300 COCHISE DR 59804 7080 COCHISE DR 59804 NONE COCHISE DR 59804	Rural Rural Rural Rural	No Direct Access No Direct Access No Direct Access No Direct Access	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive
1-70 1-71 1-72 1-73 1-74	87.29 87.36 87.46 87.51 87.61	Lt. Lt. Rt. Lt. Lt.	Residential Residential Field Residential Residential	  				7300 COCHISE DR 59804  7080 COCHISE DR 59804  NONE  COCHISE DR 59804  NONE	Rural Rural Rural Rural	No Direct Access	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive
1-70 1-71 1-72 1-73 1-74 1-75	87.29 87.36 87.46 87.51 87.61	Lt. Lt. Rt. Lt. Lt. Lt. Lt. Lt.	Residential Residential Field Residential Residential Residential			    		7300 COCHISE DR 59804 7080 COCHISE DR 59804 NONE COCHISE DR 59804 NONE BITTERROOT RD 59804	Rural Rural Rural Rural Rural Intermediate	No Direct Access Close	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via new service road to Property 1-78
1-70 1-71 1-72 1-73 1-74 1-75	87.29 87.36 87.46 87.51 87.61 87.70	Lt. Lt. Rt. Lt. Lt. Lt. Rt. Lt. Rt.	Residential Residential Field Residential Residential Residential Field					7300 COCHISE DR 59804 7080 COCHISE DR 59804 NONE COCHISE DR 59804 NONE BITTERROOT RD 59804 US HIGHWAY 93 59804	Rural Rural Rural Rural Rural Rural Intermediate Intermediate	No Direct Access Close Open	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via new service road to Property 1-78 Access to field
1-70 1-71 1-72 1-73 1-74 1-75 1-76	87.29 87.36 87.46 87.51 87.61 87.70 87.71	Lt. Lt. Rt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Lt.	Residential Residential Field Residential Residential Residential Residential Field Residential	843 Automobile Parts Sales		KSF		7300 COCHISE DR 59804  7080 COCHISE DR 59804  NONE  COCHISE DR 59804  NONE  BITTERROOT RD 59804  US HIGHWAY 93 59804  7009 BITTERROOT RD 59804	Rural Rural Rural Rural Rural Intermediate Intermediate Intermediate	No Direct Access Close Open Close	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via new service road to Property 1-78 Access to field Access via new service road to Property 1-78
1-70 1-71 1-72 1-73 1-74 1-75 1-76 1-77 1-78 1-79	87.29 87.36 87.46 87.51 87.61 87.70 87.71 87.74 87.77 87.78	Lt. Lt. Rt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Lt.	Residential Residential Field Residential Residential Residential Field Residential Commercial	843 Automobile Parts Sales 210 Single Family Detached Housing	     0.5	KSF		7300 COCHISE DR 59804 7080 COCHISE DR 59804 NONE COCHISE DR 59804 NONE BITTERROOT RD 59804 US HIGHWAY 93 59804 7009 BITTERROOT RD 59804 7001 BITTERROOT RD 59804	Rural Rural Rural Rural Rural Intermediate Intermediate Intermediate Intermediate	No Direct Access Close Open Close Open	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via new service road to Property 1-78 Access to field Access via new service road to Property 1-78 Access to residences with new service road
1-70 1-71 1-72 1-73 1-74 1-75 1-76 1-77 1-78 1-79 1-80 N/A	87.29 87.36 87.46 87.51 87.61 87.70 87.71 87.74 87.77 87.78 87.79	Lt. Lt. Rt. Lt. Lt. Lt. Lt. Rt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Lt.	Residential Residential Field Residential Residential Residential Residential Field Residential Commercial Commercial Residential Public	843 Automobile Parts Sales 210 Single Family Detached Housing 710 General Office Building	    0.5 4 2.0	KSF DU KSF		7300 COCHISE DR 59804  7080 COCHISE DR 59804  NONE  COCHISE DR 59804  NONE  BITTERROOT RD 59804  US HIGHWAY 93 59804  7009 BITTERROOT RD 59804  7001 BITTERROOT RD 59804  6150 US HIGHWAY 93 59804  Hayes Creek Road	Rural Rural Rural Rural Rural Rural Intermediate Intermediate Intermediate Intermediate Intermediate Intermediate Intermediate Intermediate Intermediate	No Direct Access Close Open Close Open Close Open Close Open	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via new service road to Property 1-78 Access to field Access via new service road to Property 1-78 Access via new service road to Property 1-78 Access to residences with new service road Access to business center Access via new service road to Property 1-78 Paved approach with stop sign
1-70 1-71 1-72 1-73 1-74 1-75 1-76 1-77 1-78 1-79	87.29 87.36 87.46 87.51 87.61 87.70 87.71 87.74 87.77 87.78	Lt. Lt. Rt. Lt. Lt. Lt. Lt. Lt. Lt. Rt. Lt. Lt. Lt. Lt. Lt. Lt. Lt.	Residential Residential Field Residential Residential Residential Residential Field Residential Commercial Residential	843 Automoble Parts Sales 210 Single Family Detached Housing 710 General Office Building		KSF DU KSF		7300 COCHISE DR 59804  7080 COCHISE DR 59804  NONE  COCHISE DR 59804  NONE  BITTERROOT RD 59804  US HIGHWAY 93 59804  7008 BITTERROOT RD 59804  7001 BITTERROOT RD 59804 6150 US HIGHWAY 93 59804 6055 BITTERROOT RD 59804	Rural Rural Rural Rural Rural Rural Intermediate Intermediate Intermediate Intermediate Intermediate Intermediate Intermediate	No Direct Access Close Open Close Open Close Open Close	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via new service road to Property 1-78 Access to field Access via new service road to Property 1-78 Access to residences with new service road Access to business center Access via new service road to Property 1-78
1-70 1-71 1-72 1-73 1-74 1-75 1-76 1-77 1-78 1-79 1-80 N/A 1-82	87.29 87.36 87.46 87.51 87.61 87.70 87.71 87.74 87.77 87.78 87.79 87.84 87.85	Lt. Lt. Rt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. L	Residential Residential Field Residential Residential Residential Residential Field Residential Commercial Residential Residential Residential Residential Residential	843 Automobile Parts Sales 210 Single Family Detached Housing 710 General Office Building				7300 COCHISE DR 59804  7080 COCHISE DR 59804  NONE  COCHISE DR 59804  NONE  BITTERROOT RD 59804  US HIGHWAY 93 59804  7009 BITTERROOT RD 59804  7009 BITTERROOT RD 59804  6150 US HIGHWAY 93 59804  Hayes Creek Road  6000 US HIGHWAY 93 59804  6000 US HIGHWAY 93 59804	Rural Rural Rural Rural Rural Rural Rural Intermediate	No Direct Access Close Close Open Close Open Close Open Close Open Close Close Close Close	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via new service road to Property 1-78 Access to field Access via new service road to Property 1-78 Access via new service road to Property 1-78 Access to residences with new service road Access to business center Access via new service road to Property 1-78 Paved approach with stop sign
1-70 1-71 1-72 1-73 1-74 1-75 1-76 1-77 1-78 1-79 1-80 N/A 1-82	87.29 87.36 87.46 87.51 87.61 87.70 87.71 87.74 87.77 87.78 87.79 87.84 87.85 87.87	Lt. Lt. Rt. Lt. Lt. Rt. Lt. Lt. Rt. Lt. Lt. Rt. Lt. Rt. Rt. Lt. Rt. Rt. Rt. Rt. Rt. Rt. Rt.	Residential Residential Field Residential Residential Residential Residential Field Residential Commercial Commercial Residential Residential Residential	843 Automobile Parts Sales 210 Single Family Detached Housing 710 General Office Building		KSF		7300 COCHISE DR 59804  7080 COCHISE DR 59804  NONE  COCHISE DR 59804  NONE  BITTERROOT RD 59804  US HIGHWAY 93 59804  7009 BITTERROOT RD 59804  7001 BITTERROOT RD 59804  6150 US HIGHWAY 93 59804  Hayes Creek Road  6000 US HIGHWAY 93 59804  6000 US HIGHWAY 93 59804	Rural Rural Rural Rural Rural Rural Rural Intermediate	No Direct Access Close Open	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via new service road to Property 1-78 Access to field Access via new service road to Property 1-78 Access via new service road to Property 1-78 Access to residences with new service road Access to business center Access via new service road to Property 1-78 Paved approach with stop sign Multiple access with poor sight distance
1-70 1-71 1-72 1-73 1-74 1-75 1-76 1-77 1-78 1-80 N/A 1-82 1-82 1-82	87.29 87.36 87.46 87.51 87.61 87.70 87.71 87.74 87.77 87.78 87.79 87.84 87.85	Lt. Lt. Rt. Lt. Lt. Rt. Lt. Lt. Rt. Lt. Lt. Rt. Lt. Rt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Rt. Lt. Lt. Rt.	Residential Residential Field Residential Residential Residential Residential Field Residential Commercial Residential Residential Residential Residential Residential	at 3 Automobile Parts Sales 210 Single Family Detached Housing 710 General Office Building 240 Mobile Home Park				7300 COCHISE DR 59804  7080 COCHISE DR 59804  NONE  COCHISE DR 59804  NONE  BITTERROOT RD 59804  US HIGHWAY 93 59804  7009 BITTERROOT RD 59804  7009 BITTERROOT RD 59804  6150 US HIGHWAY 93 59804  Hayes Creek Road  6000 US HIGHWAY 93 59804  6000 US HIGHWAY 93 59804	Rural Rural Rural Rural Rural Rural Rural Intermediate	No Direct Access Close Close Open Close Open Close Open Close Open Close Close Close Close	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via new service road to Property 1-78 Access via new service road to Property 1-78 Access via new service road to Property 1-78 Access to residences with new service road Access to business center Access via new service road to Property 1-78 Paved approach with stop sign Multiple access with poor sight distance Multiple access with poor sight distance Access to mobile home park Access via Hayes Creek Road
1-70 1-71 1-72 1-73 1-74 1-75 1-76 1-77 1-78 1-79 1-80 N/A 1-82 1-82	87.29 87.36 87.46 87.51 87.61 87.70 87.71 87.74 87.77 87.78 87.79 87.84 87.85 87.87	Lt. Lt. Rt. Lt. Lt. Rt. Lt. Lt. Rt. Lt. Lt. Rt. Lt. Rt. Rt. Lt. Rt. Rt. Rt. Rt. Rt. Rt. Rt.	Residential Residential Field Residential Residential Residential Residential Field Residential Commercial Residential Residential Residential Residential Residential Residential	843 Automobile Parts Sales 210 Single Family Detached Housing 710 General Office Building				7300 COCHISE DR 59804  7080 COCHISE DR 59804  NONE  COCHISE DR 59804  NONE  BITTERROOT RD 59804  US HIGHWAY 93 59804  7009 BITTERROOT RD 59804  7009 BITTERROOT RD 59804  6150 US HIGHWAY 93 59804  6056 BITTERROOT RD 59804  Hayes Creek Road  6000 US HIGHWAY 93 59804	Rural Rural Rural Rural Rural Rural Rural Rural Intermediate	No Direct Access Close Open	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access to field Access to field Access via new service road to Property 1-78 Access to residences with new service road Access to residences with new service road Access to business center Access via new service road to Property 1-78 Paved approach with stop sign Multiple access with poor sight distance Multiple access with poor sight distance Access to mobile home park
1-70 1-71 1-72 1-73 1-74 1-75 1-76 1-77 1-78 1-80 N/A 1-82 1-82 1-82	87.29 87.36 87.46 87.51 87.61 87.70 87.71 87.74 87.77 87.78 87.79 87.84 87.85 87.87 87.89	Lt. Lt. Rt. Lt. Lt. Rt. Lt. Lt. Rt. Lt. Lt. Rt. Lt. Rt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Rt. Lt. Lt. Rt.	Residential Residential Field Residential Residential Residential Residential Field Residential Commercial Commercial Residential Public Residential Residential Residential Residential	at 3 Automobile Parts Sales 210 Single Family Detached Housing 710 General Office Building 240 Mobile Home Park				7300 COCHISE DR 59804 7080 COCHISE DR 59804 NONE COCHISE DR 59804 NONE BITTERROOT RD 59804 US HIGHWAY 93 59804 7009 BITTERROOT RD 59804 7009 BITTERROOT RD 59804 6150 US HIGHWAY 93 59804 Hayes Creek Road 6005 BITGERROOT RD 59804 6000 US HIGHWAY 93 59804 6000 US HIGHWAY 93 59804	Rural Rural Rural Rural Rural Rural Rural Intermediate	No Direct Access Close Open Close Close Close	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via new service road to Property 1-78 Access via new service road to Property 1-78 Access via new service road to Property 1-78 Access to residences with new service road Access to business center Access via new service road to Property 1-78 Paved approach with stop sign Multiple access with poor sight distance Multiple access with poor sight distance Access to mobile home park Access via Hayes Creek Road
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1-70 1-71 1-72 1-73 1-74 1-75 1-76 1-77 1-78 1-79 1-80 N/A 1-82 1-82 1-83 1-84 1-85 1-86,1-87 1-90,1-93 1-91,1-92 1-93 1-94 1-95 1-95	87.29 87.36 87.46 87.51 87.61 87.77 87.78 87.79 87.84 87.79 87.88 87.90 87.89 87.92 87.85 87.98 87.99 88.03 88.03 88.03 88.05	Lt. Lt. Rt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. Lt. L	Residential Residential Residential Field Residential Residential Residential Residential Residential Commercial Residential Commercial Residential Residential Residential Residential Commercial					7300 COCHISE DR 59804 7080 COCHISE DR 59804 NONE COCHISE DR 59804 NONE COCHISE DR 59804 NONE BITTERROOT RD 59804 US HIGHWAY 93 59804 7008 BITTERROOT RD 59804 6150 US HIGHWAY 93 59804 6150 US HIGHWAY 93 59804 6050 BITTERROOT RD 59804 Hayes Creek Road 6000 US HIGHWAY 93 59804 5990 US HIGHWAY 93 59804 5970 US HIGHWAY 93 59804 5970 US HIGHWAY 93 59804 5970 WHWY 93 59804 5970 HWY 93 59804 5970 HWY 93 59804 5970 HWY 93 59804 5970 US HIGHWAY 93 59804 5970 US HIGHWAY 93 59804 5970 US HWY 93 59803 5900 US HWY 93 59803 5835 US HIGHWAY 93 59803 5800 US HWY 93 59803 5900 US HWY 93 59804 5970 US HIGHWAY 93 59804 5970 US HWY 93 59804 5970 US HIGHWAY 93 59804 5950 US HIGHWAY 93 59804 5795 US HIGHWAY 93 59804	Rural Intermediate	No Direct Access Close Close Open Close	Access via Cochise Drive Access via Cochise Drive Other side of railroad Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via Cochise Drive Access via new service road to Property 1-78 Access to field Access via new service road to Property 1-78 Access to residences with new service road Access to business center Access via new service road to Property 1-78 Paved approach with stop sign Multiple access with poor sight distance Multiple access with poor sight distance Access to mobile home park Access to mobile home park Access to storage facility Access to storage facility Access to inew shared access with Property 1-86 Access to residence Access via new shared access with Property 1-86 Access to business Access to business Access to stories Access to storage facility Access via new shared access with Property 1-94 Access to storage facility Access to storage facility Access to business Access to storage facility Access to storage facility Access to business Access to business Access to service for the facility of the facilit

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Project ID: NH 0002(606)
Designation: US 93 - Lolo to Missoula
Missoula County, Montana

## ACCESS CONTROL PLAN NH 0002(606), CN 4776 US 93 N&S LOLO TO MISSOULA



** Assumed leg				eneration Manual - 7th Edition, where a	ippiiodoio.						Access locations are subject to engineering feasibility review and desi
Parcel ID			Access Type	ITE Land Use Code *	Quantity	Unit *	Estimated Traffic Volume* (Trips per Day)	Parcel Address	Access Classification	Recommendation	Comments
			Residential	210 Single Family Detached Housing	1.0	DU	10	5725 US HIGHWAY 93 59804			Access to residence **
1-98,1-99,	88.16	Lt.	Residential	210 Single Family Detached Housing	1.0	DU	10	5705 US HIGHWAY 93 59804	Intermediate	Open	Access to residence **
1-100, 1-101	00.10		Residential	210 Single Family Detached Housing	1.0	DU	10	5655 US HIGHWAY 93 59804	memediae	Орен	Access to residence **
			Residential	210 Single Family Detached Housing	1.0	DU	10	5605 US HIGHWAY 93 59804			Access to residence **
			Residential	210 Single Family Detached Housing	1.0	DU	10	5725 US HIGHWAY 93 59804			Access to residence **
1-98,1-99,	88.23	Lt.	Residential	210 Single Family Detached Housing	1.0	DU	10	5705 US HIGHWAY 93 59804	Intermediate	Open	Access to residence **
1-100,1-101			Residential	210 Single Family Detached Housing	1.0	DU	10	5655 US HIGHWAY 93 59804			Access to residence **
			Residential	210 Single Family Detached Housing	1.0	DU	10	5605 US HIGHWAY 93 59804			Access to residence **
N/A	88.56	Lt.	Public					Wornath Road	Intermediate	Open	Paved approach with stop sign
1-102	88.35	Rt.	Field					NONE	Intermediate	No Direct Access	Other side of railroad
1-103	88.38	Lt.	Field					NONE	Intermediate	No Direct Access	Access through Property 1-105 to Wornath Road **
1-104	88.56	Rt.	Field	***			-	NONE	Intermediate	No Direct Access	Other side of railroad  Access via Wornath Road
1-105	88.55	Lt.	Residential					NONE	Intermediate	No Direct Access	
1-106	88.58	Lt.	Residential					5300 WORNATH RD 59804	Intermediate	No Direct Access	Access via Wornath Road
1-107	88.64	Lt.	Commercial	843 Automobile Parts Sales	1.0	KSF	62 44	5275 HIGHWAY 93 59804	Intermediate	Open	Access to business
1-108	88.67	Lt.	Commercial	814 Specialty Retail Center	1.0	KSF		5175 US HIGHWAY 93 59804	Intermediate	Open	Access to business
1-109 1-110	88.69 88.75	Lt. Lt.	Commercial Commercial	110 General Light Industrial 151 Mini Warehouse	5.0	KSF	14	5145 US HIGHWAY 93 59804 5185 US HIGHWAY 93 59804	Intermediate Intermediate	Open Open	Access to business  New shared access with Property 1-111
1-110	88.77	Lt.	Commercial	131 Willi Waleriouse	3.0			US HIGHWAY 93 59804	Intermediate	Close	· ·
15111	00.11	Lt.	Commercial	710 General Office Building	2.0	KSF	22	US HIGHWAY 93 59804	memeriae	Ciuse	Access via new shared access with Property 1-110  Access to business
1-111,1-115,	88.82	Lt.	Commercial	110 General Light Industrial	2.0	KSF	14	5055 HIGHWAY 93 59804	Intermediate	Open	Access to business
1-116	00.02		Commercial	110 General Light Industrial	2.0	KSF	14	5055 HIGHWAY 93 59804	- mormodiato	орол	Access to business
			Field				< 10	NONE			Recommended right-in, right-out access
			Residential	210 Single Family Detached Housing	1.0	DU	10	5250 HIGHWAY 93 SO 59804	1		Recommended right-in, right-out access
1-112, 1-113,			Residential	210 Single Family Detached Housing	1.0	DU	10	5150 HIGHWAY 93 SO 59804	-		Recommended right-in, right-out access
1-114, 1-117, 1-118, 1-119	88.76	Rt.	Commercial	890 Furniture Store	8.0	KSF	40	5120 HIGHWAY 93 SOUTH 59804	Intermediate	Open	Recommended right-in, right-out access
1-110, 1-119			Commercial				< 10	5050 US HIGHWAY 93 59804			Recommended right-in, right-out access
			Commercial	943 Automobile Parts & Service	3.0	KSF	48	5000 US HIGHWAY 93 59804			Recommended right-in, right-out access
N/A	88.88	Lt.	Public					Blue Mountain Road	Intermediate	Open	Paved approach with signal
1071	00.00		Field					NONE	momodato	Орол	Access to field
			Residential	210 Single Family Detached Housing	1.0	DU	10	5250 HIGHWAY 93 SO 59804			Access to residence
1-112,1-113,			Residential	210 Single Family Detached Housing	1.0	DU	10	5150 HIGHWAY 93 SO 59804	1		Access to residence
1-114,1-117, 1-118,1-119	89.02	Rt.	Commercial	890 Furniture Store	8.0	KSF	40	5120 HIGHWAY 93 SOUTH 59804	Intermediate	Open	Access to business
1-110,1-113			Commercial					5050 US HIGHWAY 93 59804	-		Access to business
			Commercial	943 Automobile Parts & Service	3.0	KSF	48	5000 US HIGHWAY 93 59804	1		Access to business
1-120	88.93	Lt.	Commercial					5000 BLUE MTN RD 59804	Intermediate	No Direct Access	Access via Blue Mountain Road
1-121	89.04	Lt.	Commercial					NONE	Intermediate	No Direct Access	Access via Blue Mountain Road
1-122	89.10	Lt.	Field				< 10	US HIGHWAY 93 59804	Intermediate	Open	Access for ditch maintenance
			Commercial	942 Automobile Care Center	1.0	KSF	16	4810 HIGHWAY 93 59804		_	Access to business
1-124,1-125	89.17	Rt.	Commercial	942 Automobile Care Center	1.0	KSF	16	4810 HIGHWAY 93 59804	Intermediate	Open	Access to business
			Commercial				< 10	US HIGHWAY 93 59804			Recommended right-in, right-out shared access
1-123,1-126,			Commercial				< 10	4805 US HIGHWAY 93 59804			Recommended right-in, right-out shared access
1-127,1-128,	89.19	Lt.	Residential	210 Single Family Detached Housing	1.0	DU	10	4805 US HIGHWAY 93 59804	Intermediate	New	Recommended right-in, right-out shared access
1-129			Commercial	942 Automobile Care Center	1.0	KSF	16	4425 BITTERROOT RD 59804			Recommended right-in, right-out shared access
			Residential	210 Single Family Detached Housing	1.0	DU	10	4425 BITTERROOT RD 59804			Recommended right-in, right-out shared access
			Commercial					4805 US HIGHWAY 93 59804			Access via new access
1-126,1-127,	80 22		Residential					4805 US HIGHWAY 93 59804	Intermodiate	Closs	Access via new access
1-128,1-129	89.23	Lt.	Commercial					4425 BITTERROOT RD 59804	Intermediate	Close	Access via new access
			Residential					4425 BITTERROOT RD 59804			Access via new access
1-130	89.26	Rt.	Residential	210 Single Family Detached Housing	1.0	DU	10	4700 US HIGHWAY 93 59804	Intermediate	Open	Access to residence - Specific access control and design to be determined
1-131	89.27	Lt.	Commercial				< 10	US HIGHWAY 93 59804	Intermediate	Open	Access to gravel pit - Specific access control and design to be determined
1-133	89.66	Rt.	Field						Intermediate	No Direct Access	Other side of railroad
1-132,1-134	89.79	Lt.	Field					US HIGHWAY 93 59804	Intermediate	New	Shared access to fields - Specific access control and design to be determined
1-134	89.83	Lt.	Commerical					US HIGHWAY 93 59804	Intermediate	Close	Access via new shared access - Specific access control and design to be determined
1-134	89.98	Lt.	Field					NONE	Intermediate	Close	Access via new shared access - Specific access control and design to be determined
1-135, 1-136	89.81	Rt.	Commercial		-		< 10	US HIGHWAY 93 59804	Intermediate	Open	Access to gravel pit - Specific access control and design to be determined
100, 1-100	00.01	IXL.	Residential	210 Single Family Detached Housing	1.0	DU	10	US HIGHWAY 93 59804	miciniculate	Obeii	Access to residence - Specific access control and design to be determined
1-137	90.21	Lt.	Commercial	151 Mini Warehouse	10.0	KSF	25	US HIGHWAY 93 59804	Intermediate	Open	Access to storage facility
1-138	90.30	Lt.	Commercial		-		-	3850 OLD HIGHWAY 93 59804	Intermediate	No Direct Access	Access via Old Highway 93
1-139	83.26	Rt.	Residential	210 Single Family Detached Housing	20.0	DU	191	US HIGHWAY 93 59847	Intermediate	Open	Access to residences
1-139	83.30	Rt.	Residential	210 Single Family Detached Housing	20.0	DU	191	US HIGHWAY 93 59847	Intermediate	Open	Access to residences
		Lt.	Commercial	140 Manufacturing	2.0	KSF	8	US HIGHWAY 93 59847	Intermediate	Open	Access to business
1-140	83.29	Lt.									
	83.29 83.33	Lt.	Residential	240 Mobile Home Park	8.0	DU	40	US HIGHWAY 93 59847	Intermediate	Open	Access to residences
1-140				240 Mobile Home Park 946 Gas Station w/Market and Car Wash	8.0 12.0	DU Positions	40 1834	US HIGHWAY 93 59847 US HIGHWAY 93 59847	Intermediate Intermediate	Open Open	Access to residences Access to gas station
1-140 1-141	83.33	Lt.	Residential								

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