Ministry of
Transportation and Infrastructure

## Alaska Highway 97 Corridor Study

## Final Report



McEIhanney

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## Executive Summary

## Study Purpose

The purpose of this study is to evaluate the Existing (2014) and Future (2039) traffic operations and safety of the Alaska Highway (Highway 97) corridor between Charlie Lake Crescent (approximately 10 km north of Fort St. John) and the Buckinghorse River. The study area was evaluated for passing opportunities, intersection operations, roadway section operations, and safety.

## Study Area

The study area, which includes highway segments under both Ministry of Transportation and Infrastructure (MoTI) and Public Works and Government Services Canada (PWGSC) jurisdiction, is shown in Figure E-1. The study area is comprised of 196.1 km along Highway 97 and has been divided into three (3) Landmark Kilometre Index (LKI) segments:

| LKI Segment 1180, km 9.96 (Charlie Lake Crescent) to | Length $=49.64 \mathrm{~km}$ (Provincial jurisdiction) |
| :--- | :--- |
| km 59.60 (North Peace Maintenance Jurisdiction) | Length $=28.30 \mathrm{~km}$ (Federal jurisdiction) |
| LKI Segment 1180, km 59.60 (North Peace Maintenance <br> Jurisdiction) to km 87.90 (Wonowon) | Length $=118.16 \mathrm{~km}$ (Federal jurisdiction) |
| LKI Segment $1183, \mathrm{~km} 0.00$ (Wonowon) to km 118.16 <br> (Buckinghorse River Bridge) |  |

For the purpose of this study, 21 study intersections were selected for analysis by MoTI and PWGSC, for their respective jurisdictions. The corridor was also divided into 17 roadway sections, based on site observations, geography and terrain, collision data, and AADT. The 21 study intersections are listed below, and the 17 roadway sections are described in Table E-1.

1. Highway 97 / Highway 29
2. Highway 97 / Stoddart Creek Road
3. Highway 97 / Red Creek Road
4. Highway 97 / Montney Highway
5. Highway 97 / Becker Hill Road
6. Highway 97 / Lower Cache Road
7. Highway 97 / Beatton River Airport Road
8. Highway 97 / Wonowon Esso Access \#1
9. Highway 97 / Wonowon Esso Access \#2
10. Highway 97 / Wonowon Esso Access \#3
11. Highway 97 / Cypress Creek Road
12. Highway 97 / Pink Mountain Store Access \#1
13. Highway 97 / Pink Mountain Store Access \#2
14. Highway 97 / Pink Mountain Store Access \#3
15. Highway 97 / Sasquatch Crossing Lodge Access \#1
16. Highway 97 / Sasquatch Crossing Lodge Access \#2
17. Highway 97 / Sasquatch Crossing Lodge Access \#3/Pink Mountain Road
18. Highway 97 / Sasquatch Crossing Lodge Access \#4

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19. Highway 97 / Buckinghorse Camp and Lodge Access \#1
20. Highway 97 / Buckinghorse Camp and Lodge Access \#2
21. Highway 97 / Buckinghorse Camp and Lodge Access \#3

Table E-1 Roadway Sections

| Section <br> \# | Southern Point | Southern <br> Point LKI | Northern Point | Northern Point LKI | Section Length (km) |
| :---: | :---: | :---: | :---: | :---: | :---: |
| LKI Segment 1180 |  |  |  |  |  |
| 1 | Highway 29 | 12.52 | Stoddart Creek Road | 20.35 | 7.8 |
| 2 | Stoddart Creek Road | 20.35 | Montney Highway | 29.46 | 9.1 |
| 3 | Montney Highway | 29.46 | Becker Hill Road | 32.86 | 3.4 |
| 4 | Becker Hill Road | 32.86 | 258 Road | 36.28 | 3.4 |
| 5 | 258 Road | 36.28 | Mile 72 Frontage Road | 41.52 | 5.2 |
| 6 | Mile 72 Frontage Road | 41.52 | Beatton River Airport Road | 43.89 | 2.4 |
| 7 | Beatton River Airport Road | 43.89 | Mile 80 Frontage Road | 53.44 | 9.6 |
| 8 | Mile 80 Frontage Road | 53.44 | Inga Lake Road | 71.94 | 18.5 |
| 9 | Inga Lake Road | 71.94 | Wonowon | 87.90 | 16 |
| LKI Segment 1183 |  |  |  |  |  |
| 10 | Wonowon | 0.00 | Jedney Road | 38.33 | 38.3 |
| 11 | Jedney Road | 38.33 | Mile 135 Road | 52.60 | 14.3 |
| 12 | Mile 135 Road | 52.60 | Mile 141 Road | 61.10 | 8.5 |
| 13 | Mile 141 Road | 61.10 | Cypress Creek Road | 63.93 | 2.8 |
| 14 | Cypress Creek Road | 63.93 | Pink Mountain Road | 70.68 | 6.8 |
| 15 | Pink Mountain Road | 70.68 | Sikanni River Bridge | 94.27 | 23.6 |
| 16 | Sikanni River Bridge | 94.27 | Sikanni Chief Road | 96.11 | 1.8 |
| 17 | Sikanni Chief Road | 96.11 | Buckinghorse River Bridge | 118.16 | 22.1 |



## Site Observations

A site visit of the Alaska Highway 97 corridor was conducted on August 20, 2014, with the purpose of assessing the existing conditions of the corridor. In conjunction with operations and safety analysis, site observations were used to identify deficiencies. Some notable observations from the site visit include:

- Limited passing opportunities and the need for additional passing lanes
- High heavy vehicle percentages
- Substantial and frequent vehicle/truck platoons
- Limited signage, particularly to inform drivers of upcoming service, rest, and base camp areas or approaching intersections
- Limited lighting at roadway intersections and at rest and service areas and base camps
- Congestion at Highway 97 / Highway 29 intersection, primarily related to queued trucks accessing the Fort St. John inspection station
- Potential sight distance issues due to grade changes and horizontal curves

Further traffic and safety analysis was conducted to verify field observations.

## Existing Passing Opportunities

Currently, passing opportunities (dashed yellow paint lines) are provided for approximately $40 \%$ to $55 \%$ of each roadway segment; however, some of these passing zone lengths do not meet the MoTI recommended 400 m minimum associated with the $100 \mathrm{~km} / \mathrm{h}$ posted speed limit. It should be noted the passing opportunities not meeting the currently recommended minimum length may have met the standard recommended length at the time of installation.

Over the 200 km corridor, there is only one northbound and one southbound passing lane in place, near Sikanni River Bridge. MoTI has announced an additional northbound passing lane at Mile 63 / Evergreen Road, scheduled for construction in 2015.

## Traffic Volumes

## Intersection Volumes

Twenty-one (21) intersections were selected for the traffic operations analysis. Traffic counts at these locations were conducted from September 15 to 24, 2014, by Peak Traffic Technology, Ltd. for the periods 5-8 AM, 11 AM - 1 PM, and 4-7 PM.

## Heavy Vehicles

Highway 97 carries a high percentage of heavy vehicles. During the peak hours, heavy vehicles constituted approximately $20 \%$ to $35 \%$ of the total traffic on the roadway. The presence of this many heavy vehicles leads to a high frequency of platoons. Platoons indicate the need for additional safe opportunities to allow passing of slower moving vehicles to break up platoons and reduce driver frustration.

## Winter Volumes

For comparison, winter traffic volumes, for the AM, Mid-day, and PM peak hours, were collected at all 21 study intersections in January 2015. The comparison of the January 2015 counts to the September 2014 counts showed that the winter traffic volumes along the corridor are approximately $80 \%$ of the September (summer)
traffic volumes. Because the September 2014 counts are higher than the January 2015 counts, the September data was used for analysis purposes; this allows for more conservative results.

## Roadway Volumes

The AADT and peak hour roadway volumes were extracted from MoTI count stations along the corridor and information provided by PWGSC. Roadway volumes were also derived from intersection turning movement counts taken in September 2014. For longer sections, where MoTI count stations or intersection counts were spread out, volume averages were used to determine AADT. Roadway peak hour volumes were calculated based on a combination of intersection peak hour counts and roadway AADT.

In 2014, the southern-most portion of the corridor has an AADT of approximately 5,450 vehicles. The AADT for sections between Stoddart Creek Road and Pink Mountain Road range between 2,460 and 4,190 vehicles. The northern portion of LKI 1183 (north of Sikanni River Bridge) has an AADT of approximately 1,100.

## Future Traffic Growth

Traffic volume projections were calculated for a 25 -year (2039) horizon. Historic counts, Census data, and the Official Community Plan (2011) for Fort St. John showed a wide range of estimated growth in the area. In further consultations with MoTI, and to remain consistent with other studies in the vicinity, a conservative 3.0\% per year linear growth rate was considered appropriate for this study and was applied to existing traffic volumes to estimate future volumes.

In 2039, the southernmost portion of the corridor is expected to have an AADT of approximately 9,540 vehicles. With an estimated AADT of 9,540 , this roadway section could be considered for expansion to 4 lanes. Passing lanes, which are discussed in depth and recommended as part of this study, are one way to prolong the effectiveness of a 2 -lane highway before expending to 4 lanes. Expansion to 4 lanes is not a focus of this study.

The AADT for sections between Stoddart Creek Road and Pink Mountain Road are anticipated to increase to a range of 4,300 to 7,330 vehicles. The northern portion of LKI 1183 (north of Sikanni River Bridge) is expected to have an AADT of approximately 1,930 .

It is important to note that industry activities in the area may vary, which could affect the projected rate of growth. Changes in the growth rate could alter the timing and implementation of some of the improvements discussed in this study. It is recommended that traffic volumes are monitored to assess traffic projections and determine appropriate timing for the suggested improvements.

## Traffic Operations Analysis

## Intersection Analysis

All 21 intersections were analyzed for Existing (2014) and Future (2039) conditions. Intersection operations analysis showed that all of the study intersections would operate at LOS D or better under all conditions, except the intersection of Highway 97 and Highway 29. In the future, this intersection is expected to operate at LOS F and signalization may be required to improve service levels, in the long-term.

Further analysis, including sensitivity testing and signal warrants, was conducted at the Highway 97 / Highway 29 intersection. During the PM peak hour, the worst movement (westbound) is expected to reach LOS E by 2015 and LOS F by 2019. Signal warrants were met for this intersection based on 2039 projected intersection volumes. The low levels of future service at the Highway 29 / Highway 97 intersection could be partly related to
the inspection station located at the southeast corner. Any changes to the intersection should be made in conjunction with modifications to or potential relocation of the inspection station.

## Roadway Section Analysis

HCS 2010 software was used to analyze the 17 roadway sections for Existing (2014) and Future (2039) conditions. Based on roadway volumes, there is a clear commuting direction along the corridor; northbound in the AM and southbound in the Mid-day and PM peak hours. Roadway sections were analyzed for both average travel speed and percentage of time spent following. For existing conditions (2014), all of the study sections, northbound and southbound, operated at LOS C or better during AM, Mid-day and PM peak periods, in terms of both average travel speed and percent time spent following criteria, except for Section 1, which is operating at LOS D, southbound, during the PM peak hour. In the future (2039), 13 roadway sections degrade to LOS D, in at least one direction, during at least one peak hour. Table $E-2$ shows the sections that are expected to perform at LOS D by 2039.

Table E-2 Roadway Sections Operating at LOS D in 2039

| Section \# | Southern Point | Northern Point | Peak Hour | Direction |
| :---: | :---: | :---: | :---: | :---: |
| 1 | Highway 29 | Stoddart Creek Road | AM | NB |
|  |  |  | Mid-Day | SB |
|  |  |  | PM | NB, SB ${ }^{1}$ |
| 2 | Stoddart Creek Road | Montney Highway | AM | NB |
|  |  |  | PM | SB |
| 3 | Montney Highway | Becker Hill Road | AM | NB |
|  |  |  | PM | SB |
| 4 | Becker Hill Road | 258 Road | AM | NB |
|  |  |  | PM | SB |
| 5 | 258 Road | Mile 72 Frontage Road | PM | SB |
| 6 | Mile 72 Frontage Road | Beatton River Airport Road | AM | NB |
|  |  |  | Mid-Day | SB |
|  |  |  | PM | SB |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | AM | NB |
|  |  |  | Mid-Day | SB |
|  |  |  | PM | SB |
| 8 | Mile 80 Frontage Road | Inga Lake Road | PM | SB |
| 9 | Inga Lake Road | Wonowon | PM | SB |
| 11 | Jedney Road | Mile 135 Road | PM | SB |
| 12 | Mile 135 Road | Mile 141 Road | AM | NB |
|  |  |  | PM | SB |
| 13 | Mile 141 Road | Cypress Creek Road | AM | NB |
|  |  |  | PM | SB |
| 14 | Cypress Creek Road | Pink Mountain Road | PM | SB |

Notes:

1. Section 1 SB operates at LOS D during the PM peak hour under Existing Conditions (2014).

Most of the sections operating at LOS D in 2039 are in LKI Segment 1180 (south of Wonowon). Four (4) sections in LKI 1183 (sections 11, 12, 13 and 14) is expected to experience LOS D, in at least one direction during the AM and/or PM peak hour, by 2039. Sections operating at LOS D in 2039 are priority candidates for the addition of passing lanes in the future.

## Safety Analysis

Collision data representing a 5-year period from January 2009 to December 2013 was extracted from MoTl's
CIS (Collision Information System) database. For the Highway 97 study area, the CIS database includes 195 collisions for the 5 -year time period. Table $E-3$ shows the breakdown of collisions by study segment.

Table E-3 5-Year (January 2009 - December 2013) Corridor Collision Data

| Study <br> Segment <br> LKI | Southern <br> LKI | Northern <br> LKI | Total <br> Collisions | Property <br> Damage Only | Injury | Fatal | Annual <br> Collisions <br> per km |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1180 | 9.96 | 59.60 | 94 | 59 | 30 | 5 | 0.38 |
| 1180 | 59.60 | 87.90 | 44 | 23 | 21 | 0 | 0.10 |
| 1183 | 0.00 | 118.16 | 54 | 34 | 19 | 1 | 0.09 |

Of the 6 fatal collisions, 5 occurred in the southern Segment 1180 between km 9.96 and 59.60 . Ninety-four (94), or $48 \%$, of the collisions occurred in the southern most segment (LKI 1180, 9.96-59.60); this is the most populated area and is closest to Fort St. John.

Two methodologies were used for safety analysis: (1) the traditional method that analyzes safety performance measures that include Collision Frequency, Collision Rate and Collision Severity Index, and (2) the Collision Prediction Model (CPM) approach, which estimates the safety performance of major provincial highway segments and intersections in British Columbia.

Based on both safety analysis methods, none of the roadway sections or study intersections are considered collision prone.

## Problem Definitions

Specific issues along the corridor, as related to site observations, traffic operations, collision history, and passing opportunities, have been identified. Table E-4 summarizes the main issues.

Photo E-1: Southbound truck platoon, South of Wonowon


Table E-4 Summary of Problem Definition Issues

| Location / Description | Issues |
| :---: | :---: |
| Highway 97 / Highway 29 Intersection | - Anticipated LOS F in 2039 <br> - Conflicts with inspection station <br> - Signal warranted in 2039 |
| Wonowon | - Reduced speed zone $(70 \mathrm{~km} / \mathrm{h})$ may not be enforced or obeyed <br> - Limited signage <br> - Heavy truck volumes <br> - Roadway section just south of Wonowon has $4^{\text {th }}$ highest number of recorded collisions (25 collisions from 2009-2013) <br> - Truck platoons forming, entering and exiting Wonowon area |
| Roadway Sections Operating at LOS D | - Limited passing opportunities <br> - Over $60 \%$ of time spent following <br> - Decreased LOS leads to longer platoons <br> - Leads to driver frustration and risk taking |
| Platoons | - High heavy vehicle traffic <br> - Limited passing opportunities <br> - Rolling terrain, grade changes, and limited sight distance is slowing larger vehicles and vehicles following heavy trucks <br> - Increased driver frustration leads to risk taking |
| Passing Lanes | - Only 1 NB and 1 SB passing lane over 200 km corridor (1 additional NB passing lane to be installed in 2015) <br> - Many passing zone lengths do not meet 400 m recommendation for $100 \mathrm{~km} / \mathrm{h}$ speed zones, although they may have met the standards at the time of installation <br> - Limited passing opportunities leads to driver frustration and risk taking |
| Sight Distance, Grade Changes, and Horizontal Curves | - Ensure signage meets all MoTI guidelines and provides adequate warning for drivers <br> - Can slow larger vehicles, leading to platoons <br> - Limited signage or warning for drivers |
| Posted Speeds through Rest / Service Areas and Base Camps | - Numerous vehicles entering and exiting these areas <br> - Limited signage or warning for drivers <br> - Where posted speeds are reduced, speeds many not be enforced or obeyed |
| Future Development | - Increased traffic from developments will increase traffic on Highway 97 <br> - Additional access density, resulting in potential conflicts |
| General Signing and Pavement Markings | - Review signage along the corridor to ensure it meets MoTI guidelines <br> - Increase signage for intersections, rest stops, service areas, and base camps <br> - Repaint faded lane markings, particularly in southern-most segment (LKI Segment 1180, km 9.96-59.60) |
| Lighting | - Increase lighting at intersections, if warranted <br> - Increase lighting at rest stops, service areas, and base camps, if warranted <br> - Increased lighting will provide more warning time for drivers |

## Opportunities for Roadway Improvements

Opportunities for roadway improvements have been recommended for both short to medium- (1 to 10 years) and long-term (10 to 25 years), subject to funding, priority, and programming.

## Passing Lane Recommendations

Recommended passing lane locations were determined based on level of service, average annual daily traffic (AADT), terrain, proximity to other passing lanes, the length of no-passing zones in the area, and other
roadway characteristics (such as access density or platoons frequency). Of the 20 potential passing lanes identified, 16 were recommended for installation. Specific passing lanes have been identified for both short to medium- and long-term implementation, ultimately creating a system of passing lanes to improve operations and safety throughout the corridor. In general, the short to medium-term passing lanes were recommended for areas with the highest traffic volumes, lower levels of service, and higher collision rates. Tables E-5 and E-6 summarize the recommended short to medium- and long-term passing lanes, respectively.

The suggested passing lane locations are approximations, and the exact location for each passing lane will be determined during the detailed design phase. Also, future conditions, such as changes in industry demand and variations in expected growth, may alter passing lane priorities and locations. It should be noted that all of the passing lanes are recommended to be approximately 2 km long.

Figure E-2 illustrates the proposed system of passing lanes.
Table E-5 Recommended Passing Lane Locations for Short to Medium-term Consideration

| Segment | LKI | Location | Passing Lane Direction | Rationale |
| :---: | :---: | :---: | :---: | :---: |
| 1180 | 27.3-29.5 | Evergreen Road | Northbound | - Improve LOS <br> - Relatively high AADT <br> - Reduce platooning <br> - In Section 2, $2^{\text {nd }}$ highest number of collisions in 5 -year period <br> - 2 fatal collisions |
| 1180 | 41.5-43.9 | South of Beatton River Airport Road | Northbound | - Improve LOS <br> - Relatively high AADT <br> - Reduce platooning |
| 1180 | 68.5-70.5 | South of Inga Lake Road | Northbound | - Improve LOS <br> - Provide passing opportunity in rolling terrain <br> - Reduce platooning <br> - Increase safety (within roadway section with highest number of collisions) |
| 1183 | 19-21.2 | South of Tommy Lakes Road | Northbound | - Provide passing opportunity in rolling terrain <br> - Reduce platooning <br> - Approximately 36 km north and 12 km south of nearest proposed passing lane |
| 1180 | 20-17.5 | South of Stoddart Creek Road | Southbound | - Improve LOS <br> - Relatively high AADT <br> - Reduce platooning |
| 1180 | 35.6-33.6 | South of Lower Cache Road | Southbound | - Improve LOS <br> - Relatively high AADT <br> - Grade change (incline) |
| 1180 | 51.2-48.7 | North of Beatton River Airport Road | Southbound | - Improve LOS <br> - Relatively high AADT <br> - Reduce platooning <br> - Approximately 13 km north and 18 km south of nearest proposed passing lane |
| 1180 | 71.2-69.2 | South of Inga Lake Road | Southbound | - Improve LOS <br> - Provide passing opportunity in rolling terrain <br> - Reduce platooning <br> - Increase safety (within roadway section with highest number of collisions) |

Table E-6 Recommended Passing Lane Locations for Long--term Consideration

| Segment | LKI | Location | Passing Lane Direction | Rationale |
| :---: | :---: | :---: | :---: | :---: |
| 1180 | 17.6-19.6 | 248 Road | Northbound | - Improve LOS <br> - Relatively high AADT |
| 1180 | 33.8-35.2 | Becker Hill Road | Northbound | - Improve LOS <br> - Should not be implemented until AADT reaches approximately 7,000 . Otherwise, this passing lane will be too close to nearest recommended passing lanes, according to TAC spacing guidelines |
| 1180 | 55-57.5 | South of Aitken Creek Road | Northbound | - Improve LOS <br> - Provide passing opportunity in rolling terrain <br> - Reduce platooning <br> - Approximately 11 km north and 50 km south of nearest proposed passing lane |
| 1183 | 35.8-38.3 | South of Jedney Road | Northbound | - Provide passing opportunity between Wonowon and Pink Mountain service areas <br> - Grade change (incline) <br> - Area with over 2 km of no-passing |
| 1180 | 82.2-80.2 | North of Upper Halfway Road | Southbound | - Improve LOS <br> - Reduce platooning <br> - Provide passing opportunity in rolling terrain |
| 1183 | 14.9-12.9 | North of 109 Road | Southbound | - Provide passing opportunity in rolling terrain <br> - Approximately 19 km north and 38 km south of nearest proposed passing lane <br> - Section of roadway with no conflicting accesses |
| 1183 | 40.5-38.5 | North of Jedney Road | Southbound | - Improve LOS <br> - Provide passing opportunity between Wonowon and Pink Mountain service areas <br> - Grade change (incline) <br> - Area with over 3 km of no-passing |
| 1183 | 55-52.6 | North of 135 Road | Southbound | - Improve LOS <br> - Approximately 24 km north of nearest proposed passing land and 40 km south of existing SB passing lane at Sikanni River Bridge |



## Short to Medium-term Recommendations

It is recommended that the following are implemented in the short to medium-term (1 to 10 years), subject to funding, priority, and programming:

1. Install additional passing lanes (see Table E-5 above).
2. MoTI and PWGSC to review possible improvements to signing and pavement markings, the need to increase the use of post-mounted delineations and shoulder rumble strips at curved sections, and ensure that advance intersection warning signs coupled with the street names are consistent with MoTI guidelines.
3. According to MoTI guidelines, increase frequency and strategically locate signs warning of restricted sight distance, curve ahead, and grade change/percent incline.
4. Increase lighting along the corridor, at intersections and rest / services areas and base camps, where warranted. It is a noted constraint that there is currently no power provided along the roadway in LKI Segment 1183.
5. Consider speed reductions to $80 \mathrm{~km} / \mathrm{h}$, near Sasquatch Crossing Lodge / Mae's Kitchen and Buckinghorse Lodge and Camp. Also consider speed reduction from $100 \mathrm{~km} / \mathrm{h}$ to $80 \mathrm{~km} / \mathrm{h}$ prior to the 50km/h speed warning signs approaching the Sikanni River Bridge.
6. More detailed operational analysis should be conducted to determine if acceleration and/or deceleration lanes would be beneficial at rest and service areas.
7. General: new painted lane lines, particularly south of Aitken Creek Road (LKI 1180, km 57.07).

## Long-term Recommendations

The following longer term improvements do not require immediate attention but should be pursued as opportunities or funding arise:

1. Install additional passing lanes to develop a system of passing lanes to meet the 2039 traffic demand (see Table E-6 above).
2. Signalize Highway 97 / Highway 29 intersection by 2039, if/when warranted.
3. Relocate/redesign inspection station at Highway 29 / Highway 97 intersection.
4. General: new painted lane lines, per MoTI and PWGSC regular maintenance plan.

## Cost Benefit Analysis

A cost benefit analysis was performed for the proposed passing lanes to determine if the benefits of the improvements outweigh the costs. The Wolski Cost Estimating methodology was used to prepare the cost estimate, and a ShortBEN analysis was conducted to determine the feasibility of the recommended improvements. In all cases, except for the 2 passing lanes near Jedney Road, the benefits of the passing lanes outweigh the cost. The costs outweigh the benefits of the Jedney Road passing lanes because of substantial rock cuts that would be necessary. However, there are a number of elements, such as grade changes, no passing opportunities, and observed platoon formation, near Jedney Road that are not accounted for in the ShortBEN analysis, so these passing lanes are still recommended for long-term consideration. Table E-7 summarizes the benefit / cost analysis.

Table E-7 Benefit / Cost Summary


Cost
(Construction \& Engineering)

Net Present Value (NPV)

Benefit/Cost Ratio (B/C)

Passing Lanes for Short to Medium-term Consideration

## Northbound Passing Lanes

| South of Beatton River Airport Road | $\begin{aligned} & \text { 1180, } \\ & 41.5-43.9 \end{aligned}$ | \$2.65 M | \$0.84 M | 1.49 |
| :---: | :---: | :---: | :---: | :---: |
| South of Inga Lake Road | $\begin{aligned} & \text { 1180, } \\ & 68.5-70.5 \end{aligned}$ | \$2.29 M | \$0.70 M | 1.46 |
| South of Tommy Lakes Road | $\begin{aligned} & 1183, \\ & 19-21.2 \end{aligned}$ | \$2.47 M | \$0.67 M | 1.41 |
| Southbound Passing Lanes |  |  |  |  |
| South of Stoddart Creek Road | $\begin{aligned} & 1180, \\ & 20-17.5 \end{aligned}$ | \$2.78 M | \$2.56 M | 2.45 |
| South of Lower Cache Road | $\begin{aligned} & 1180, \\ & 35.6-33.6 \end{aligned}$ | \$2.07 M | \$1.61 M | 2.19 |
| North of Beatton River Airport Road | $\begin{aligned} & \text { 1180, } \\ & 51.2-48.7 \end{aligned}$ | \$2.56 M | \$2.01 M | 2.26 |
| South of Inga Lake Road | $\begin{aligned} & 1180, \\ & 71.2-69.2 \end{aligned}$ | \$2.17 M | \$2.53 M | 2.77 |

## Passing Lanes for Long-term Consideration

## Northbound Passing Lanes

| 248 Road | $\begin{aligned} & 1180 \\ & 17.6-19.6 \end{aligned}$ | \$2.29 M | \$1.37 M | 1.90 |
| :---: | :---: | :---: | :---: | :---: |
| Becker Hill Road | $\begin{aligned} & 1180 \\ & 33.8-35.2 \end{aligned}$ | \$2.07 M | \$1.98 M | 2.46 |
| South of Aitken Creek Road | $\begin{aligned} & 1180, \\ & 55-57.5 \end{aligned}$ | \$2.56 M | \$0.67 M | 1.42 |
| South of Jedney Road | $\begin{aligned} & 1183, \\ & 35.8-38.3 \end{aligned}$ | \$2.99 M | -\$0.26 M | 0.87 |
| Southbound Passing Lanes |  |  |  |  |
| North of Upper Halfway Road | $\begin{aligned} & 1180, \\ & 82.2-80.2 \end{aligned}$ | \$2.65 M | \$1.24 M | 1.69 |
| North of 109 Road | $\begin{aligned} & \text { 1183, } \\ & \text { 14.9-12.9 } \end{aligned}$ | \$2.28 M | \$0.62 M | 1.41 |
| North of Jedney Road | $\begin{aligned} & 1183, \\ & 40.5-38.5 \end{aligned}$ | \$3.94 M | -\$0.79 M | 0.72 |
| North of 135 Road | $\begin{aligned} & 1183, \\ & 55-52.6 \end{aligned}$ | \$2.56 M | \$0.55 M | 1.34 |

It is not feasible or necessary to implement all of the proposed improvements immediately. The improvements have been recommended for short to medium-term (1 to 10 years) and long-term (10+ years) consideration, prioritizing areas of high traffic volumes, low levels of service, and higher collision rates.

Table E-8 summarizes the priorities for the passing lanes identified for short to medium-term implementation (1 to 10 years). Table E-9 summarizes the priorities for the passing lanes identified for long-term implementation (10+ years).

Projects identified in the short to medium-term term are required to mitigate safety and traffic operation issues. Some of the projects suggested for long-term implementation reflect higher implementation costs and require detailed planning and design prior to execution.

Table E-8: Staging Recommendations for Passing Lane Locations for Short to Medium-term Consideration

| Priority | Segment LKI | Location | Passing Lane Direction | Rationale | Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | $\begin{aligned} & 1180 \\ & 20-17.5 \end{aligned}$ | South of Stoddart Creek Road | Southbound | - Improve LOS <br> - Highest roadway section AADT <br> - Reduce platooning <br> - In southern LKI Segment 1180 (highest collision rate along study corridor) <br> - Within study section 1 , with $3^{\text {rd }}$ highest \# of collisions along study corridor | \$2.78 M |
| 2 | $\begin{aligned} & 1180, \\ & 41.5-43.9 \end{aligned}$ | South of Beatton River Airport Road | Northbound | - Improve LOS <br> - Relatively high AADT <br> - Reduce platooning <br> - In southern LKI Segment 1180 (highest collision rate along study corridor) | \$2.65 M |
| 3 | $\begin{aligned} & \text { 1180, } \\ & 51.2-48.7 \end{aligned}$ | North of Beatton River Airport Road | Southbound | - Improve LOS <br> - Relatively high AADT <br> - Reduce platooning <br> - Approximately 13 km north and 18 km south of closest proposed passing lane <br> - In southern LKI Segment 1180 (highest collision rate along study corridor) | \$2.56 M |
| 4 | $\begin{aligned} & 1180, \\ & 35.6-33.6 \end{aligned}$ | South of Lower Cache Road | Southbound | - Improve LOS <br> - Relatively high AADT <br> - Grade change (incline) <br> - In southern LKI Segment 1180 (highest collision rate along study corridor) | \$2.07 M |
| 5 | $\begin{aligned} & 1180, \\ & 71.2-69.2 \end{aligned}$ | South of Inga Lake Road | Southbound | - Improve LOS <br> - Provide passing opportunity in rolling terrain <br> - Provide passing opportunity as exiting Wonowon service area / reduced speed zone <br> - Reduce platooning <br> - Within study section 8 , with highest \# of collisions along study corridor | \$2.17 M |
| 6 | $\begin{aligned} & \text { 1180, } \\ & 68.5-70.5 \end{aligned}$ | South of Inga Lake Road | Northbound | - Improve LOS <br> - Provide passing opportunity in rolling terrain <br> - Provide passing opportunity as approaching Wonowon service area <br> - Reduce platooning <br> - Within study section 8 , with highest \# of collisions along study corridor | \$2.29 M |
| 7 | $\begin{aligned} & \text { 1183, } \\ & \text { 19-21.2 } \end{aligned}$ | South of Tommy Lakes Road | Northbound | - Provide passing opportunity in rolling terrain <br> - Reduce platooning <br> - Approximately 36 km north and 12 km south of closest proposed passing lane | \$2.47 M |


| Priority | Segment LKI | Location | Passing Lane Direction | Rationale | Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | $\begin{aligned} & 1180, \\ & 17.6-19.6 \end{aligned}$ | 248 Road | Northbound | - Improve LOS <br> - Highest roadway section AADT <br> - In southern LKI Segment 1180 (highest collision rate along study corridor) <br> - Within study section 1 , with $3^{\text {rd }}$ highest \# of collisions | \$2.29 M |
| 2 | $\begin{aligned} & 1180, \\ & 55-57.5 \end{aligned}$ | South of Aitken Creek Road | Northbound | - Improve LOS <br> - Provide passing opportunity in rolling terrain <br> - Reduce platooning <br> - Approximately 11 km north and 50 km south of closest proposed passing lane <br> - In southern LKI Segment 1180 (highest collision rate along study corridor) <br> - Within study section 8 , with highest \# of collisions along study corridor | \$2.56 M |
| 3 | $\begin{aligned} & 1180, \\ & 82.2-80.2 \end{aligned}$ | North of Upper Halfway Road | Southbound | - Improve LOS <br> - Reduce platooning <br> - Provide passing opportunity in rolling terrain <br> - Provide passing opportunity as exiting Wonowon service area / reduced speed zone <br> - Within roadway section $9,4^{\text {th }}$ highest $\#$ of collisions along study corridor | \$2.65 M |
| 4 | $\begin{aligned} & \text { 1183, } \\ & \text { 14.9-12.9 } \end{aligned}$ | North of 109 Road | Southbound | - Provide passing opportunity in rolling terrain <br> - Reduce platooning as approaching Wonowon service area <br> - Approximately 19 km north and 38 km south of closest proposed passing lane <br> - Section of roadway with no conflicting accesses | \$2.28 M |
| 5 | $\begin{aligned} & \text { 1183, } \\ & 55-52.6 \end{aligned}$ | North of 135 <br> Road | Southbound | - Improve LOS <br> - Reduce platooning upon exiting Pink Mountain service area <br> - Approximately 24 km north of closest proposed passing land and 40 km south of existing SB passing lane at Sikanni River Bridge | \$2.56 M |
| 6 | $\begin{aligned} & 1183, \\ & 40.5-38.5 \end{aligned}$ | North of Jedney Road | Southbound | - Provide passing opportunity between Wonowon and Pink Mountain service areas <br> - Grade change (incline) <br> - Area with over 3 km of no-passing | \$3.94 M |
| 7 | $\begin{aligned} & 1183, \\ & 35.8-38.3 \end{aligned}$ | South of Jedney Road | Northbound | - Provide passing opportunity between Wonowon and Pink Mountain service areas <br> - Grade change (incline) <br> - Area with over 2 km of no-passing | \$2.99 M |
| 8 | $\begin{aligned} & 1180, \\ & 33.8-35.2 \end{aligned}$ | Becker Hill Road | Northbound | - Improve LOS <br> - Should not be implemented until AADT reaches approximately 7,000 . Otherwise, this passing lane will be too close to adjacent, recommended passing lanes, according to TAC spacing guidelines | \$2.07 M |

Changes in industry demand and growth in the area can change the timing and priority of the recommended improvements. Traffic projections are estimations and traffic volumes should be monitored to determine appropriate timing for all improvements. It should be noted that all passing lane locations are approximations, and the exact location will be identified during the detailed design phase. Additionally, all improvements are subject to funding, priority, and programming as determined by MoTI and PWGSC.

With the recommended improvements, it is anticipated that LOS will improve to LOS C or better, percentage of time spent following will be less than $60 \%$, platoons will be reduced, and safety concerns will be addressed. In summary, there are a number of issues with traffic operations and safety that have been identified along the Alaska Highway 97 corridor, from Charlie Lake Crescent to Buckinghorse River Bridge, but these issues can be remedied over the next 25 years with the proposed improvements.

## 1 Introduction

The Alaska Highway (Highway 97) extends from Prince George, British Columbia to the south, through Watson Lake, Yukon Territories to the north, concluding in Fairbanks, Alaska, USA. This study focuses on the portion of Alaska Highway 97 just north of Fort St. John, British Columbia.

Fort St. John, located on a plateau above the Peace River Valley, is the largest city in the Northeast Region of British Columbia. It is a resource base for oil, natural gas, forestry and agriculture. Fort St. John is approximately 73 km northwest of Dawson Creek, BC, and 387 km southeast of Fort Nelson, BC. North of Fort St. John, Alaska Highway 97 is a two lane highway that passes through numerous river valleys and mountain landscapes before reaching Fort Nelson. Fort Nelson is a growing community at the edge of the northern Rocky Mountains with a thriving oil and gas industry, including North America's largest natural gas processing plant, and a substantial forestry sector.

The purpose of this study is to evaluate the Existing (2014) and Future (2039) traffic operations and safety of the Alaska Highway (Highway 97) corridor between Charlie Lake Crescent (north of Fort St. John) and the Buckinghorse River. This is a joint study commissioned by the Ministry of Transportation and Infrastructure (MoTI) and Public Works and Government Services Canada (PWGSC).

### 1.1 Study Area

The study area is comprised of 196.1 km along Highway 97, extending from Charlie Lake Crescent (near the south end of Charlie Lake, north of Fort St. John) to the 280 km Post, located 1.89 km north of the Buckinghorse River Bridge. The study corridor has been broken down into three (3) segments, defined by the Ministry of Transportation and Infrastructure's (MoTI) Landmark Kilometer Index (LKI):

LKI Segment 1180, km 9.96 (Charlie Lake Crescent) to km 59.60 (North Peace Maintenance Jurisdiction)

LKI Segment 1180, km 59.60 (North Peace Maintenance Jurisdiction) to km 87.90 (Wonowon)

Length $=49.64 \mathrm{~km}$ (Provincial jurisdiction)

LKI Segment 1183, km 0.00 (Wonowon) to km 118.16
(Buckinghorse River Bridge)
Length $=28.3 \mathrm{~km}$ (Federal jurisdiction)

Length $=118.16 \mathrm{~km}$ (Federal jurisdiction)

Figure 1, on page 2, shows the study area.


### 1.2 Study Objectives

The objective of this study is to recommend opportunities to improve the quality of service and safety along the corridor, in order to provide transportation options for the next 25 years (2039).

The purpose of this report is to evaluate existing conditions, identify and investigate deficiencies along the corridor, and describe opportunities for roadway improvements. The problems defined in this document are based on:

- Discussions with MoTI and PWGSC;
- Site visits;
- Existing (2014) and Future (2039) conditions traffic operations analysis for 21 intersections and 17 highway sections along the highway corridor; and
- Safety analysis for the previous 5 years (2009-2013).

This report will address potential solutions for the problems identified and discuss the rationale behind these opportunities, implementation, and cost benefit analysis of the recommendations.

### 1.3 Site Observations

A site visit of the Alaska Highway 97 corridor was conducted on August 20, 2014. The purpose of the site visit was to assess the existing conditions of the corridor. In conjunction with operations and safety analysis, site observations were used to determine improvements along the corridor. Some notable observations from the site visit include:

- Limited passing opportunities and the need for additional passing lanes
- High heavy vehicle percentages
- Substantial and frequent vehicle / truck platoons
- Limited signage, specifically:
- Informing drivers of upcoming rest and service areas and lodging or base camps
- To warn motorists of reduced speed zones near Wonowon and Pink Mountain Store and the Sikanni River Bridge
- To warn motorists of approaching intersections (particularly in the LKI 1180 southern segment)
- Limited lighting at roadway intersections and at rest and service areas and base camps
- Congestion at Highway 97 / Highway 29 intersection, primarily related to queued trucks accessing the Fort St. John inspection station
- Potential sight distance issues due to grade changes, vertical alignment, and horizontal curves at some locations, such as:
- Sight distance at Red Creek Road (LKI 1180, km 28.57)
- Curvature north of Beatton River Airport Road (LKI 1180, 43.89)
- Rolling terrain with limited sight distance between Gundy Road (LKI 1183, 30.38) and Pink Mountain Store (approximate LKI 1183, 63.93)
- Sight distance approaching and departing Pink Mountain Store (approximate LKI 1183, 63.93), northbound and southbound
- Sikanni River Bridge: approximate LKI 1183, 94.27, numerous grade changes and curvature accessing the bridge, northbound and southbound. This area should continue to be reviewed to ensure all necessary warning signs are in place.

Further traffic and safety analysis was conducted to verify field observations.

## 2 Existing Passing Opportunities

The study area contains many southbound and northbound passing opportunities (passing zones, e.g. dashed yellow lines), but a very limited number of passing lanes and pull-outs for slower vehicles. Table 1 summarizes existing passing opportunities, measured from the site visit video log and Google Street View.

Table 1 Existing Passing Opportunities

| Segment LKI | Segment <br> Length <br> (km) | No. of Passing Opportunities |  | \% Passing Opportunities ${ }^{(1)}$ |  | Total Passing Length (km) |  | \# of Passing Lengths less than $400 \mathrm{~m}^{(2)}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | NB | SB | NB | SB | NB | SB | NB | SB |
| $\begin{aligned} & 1180, \\ & 9.96-59.60 \end{aligned}$ | 49.6 | 40 | 38 | 41\% | 40\% | 20.52 | 20.04 | 19 (48\%) | 16 (42\%) |
| $\begin{aligned} & 1180, \\ & 59.60-87.90 \end{aligned}$ | 28.3 | 23 | 23 | 49\% | 49\% | 13.84 | 13.84 | 7 (30\%) | 6 (26\%) |
| $\begin{aligned} & 1183 \\ & 0.00-118.16 \end{aligned}$ | 118.16 | 74 | 72 | 53\% | 54\% | 62.62 | 63.41 | 16 (22\%) | 21 (29\%) |

Notes:

1. Percent (\%) of the total length of roadway segment
2. Passing Zone Lengths less than the MoTI Manual of Standard Traffic Signs \& Pavement Markings (2000) minimum recommended length associated with the posted speed limit. For posted speed of $100 \mathrm{~km} / \mathrm{h}$, recommended passing length minimum is 400 m . The percentage shown is the $\%$ of passing opportunities with lengths less than 400 m .
Note: Distances measured from site visit video log and Google Street View.
The MoTI Manual of Standard Traffic Signs \& Pavement Markings (2000), Chapter 7, Section 7.10, states that, based on posted speed limit, a no-passing zone should be in place where sight distance is equal to or less than the following:

- $80 \mathrm{~km} / \mathrm{h}, \mathrm{PZL} \geq 275 \mathrm{~m}$
- $90 \mathrm{~km} / \mathrm{h}, \mathrm{PZL} \geq 330 \mathrm{~m}$
- $100 \mathrm{~km} / \mathrm{h}, \mathrm{PZL} \geq 400 \mathrm{~m}$

Additionally, any passing zone in one direction, situated between no-passing zones, should not be less than the distance stated above. The majority of the posted speed along the study corridor is $100 \mathrm{~km} / \mathrm{h}$, with a few exceptions approaching major intersections, bridges, or gas stations / lodges / rest areas. Therefore, it is recommended that the PZLs are at least 400 m .
As can be seen in Table 1, each study segments permits passing along $40 \%$ to $55 \%$ of the segment. Most of these passing zone lengths (PZL) are less than 1 km long. The southern segment of LKI 1180 has the fewest passing opportunities with the highest number of passing zone lengths less than 400 m . The area from Wonowon to Buckinghorse Bridge has the highest number of passing opportunities, most of which exceed the 400 m recommendation. It should be noted that passing zone lengths less than 400 m may have met the recommended standards at the time of installation.

Short passing zone lengths, particularly with high speeds and the high percentage of heavy vehicle traffic along the corridor, potentially reduces safety along Highway 97. Because there are limitations with measuring PZLs using the site visit video log and Google Street View, it is recommended that MoTI and PWGSC verify the PZLs and review the pavement marking program.

### 2.1 Segment 1180, LKI 9.96 to 59.60

For the segment of Highway 97 between Charlie Lake Crescent and the end of the North Peace Maintenance Jurisdiction, there are 40 northbound and 38 southbound passing opportunities, representing a total of approximately 20.52 km northbound passing length and 20.04 km of southbound passing length.
Approximately 19 opportunities, in this segment, allow passing in both directions ( 7.85 total kilometers).
Of these passing opportunities, approximately $4.59 \mathrm{~km}(48 \%)$ northbound and $4.03 \mathrm{~km}(42 \%)$ southbound of the passing zone lengths do not appear to meet the minimum recommended 400 m passing zone length for the posted speed ( $100 \mathrm{~km} / \mathrm{h}$ ).

### 2.2 Segment 1180, LKI 59.60 to 87.90

For the segment between the end of the North Peace Maintenance Jurisdiction and Wonowon, there are 23 passing opportunities, both northbound and southbound. There is approximately 13.84 km of both northbound and southbound passing length. Of the passing opportunities along this segment, approximately 16 allow passing in both directions ( 5.43 total kilometers).

Approximately $1.61 \mathrm{~km}(30 \%)$ northbound and $1.43 \mathrm{~km}(26 \%)$ southbound of the passing zone lengths do not appear to meet the 400 m minimum passing zone length recommended for the posted speed ( $100 \mathrm{~km} / \mathrm{h}$ ).

### 2.3 Segment 1183, LKI 0.00 to 118.16

Segment 1183, between Wonowon and just north of the Buckinghorse River Bridge, has 74 northbound and 72 southbound passing opportunities. There is approximately 62.62 km of roadway available for northbound passing and 63.41 km of roadway available for southbound passing. Of the passing opportunities along Segment 1183, there are approximately 58 opportunities that allow passing in both directions (42.35 total kilometers).

Approximately $4.49 \mathrm{~km}(22 \%)$ northbound and $6.74 \mathrm{~km}(29 \%)$ southbound of the passing zone lengths do not appear to meet the 400 m minimum passing zone length recommended for the posted speed ( $100 \mathrm{~km} / \mathrm{h}$ ).

There is one section of Segment 1183 with passing lanes. Northbound, there are passing lanes provided just north of the Sikanni River Bridge, from LKI 94.46 to LKI 96.17 ( 1.71 km ). Southbound, just south of the Sikanni River Bridge, passing lanes are provided from LKI 89.29 to 93.95 (4.66 km).

### 2.4 Pre-Study Candidate Passing Lane Locations

Prior to this study, MoTI identified six (6) potential locations for passing lanes analysis along the corridor with input from stakeholders. All 6 locations are on the southern portion of the corridor (LKI 1180, km 9.96 to 59.60). These locations are:

- Southbound at Stoddart Road - approximately 3 km of passing length
- Northbound at Mile 63 / Evergreen Road - approximately 2 km of passing length
- Northbound at Becker Hill Road - approximately 3 km of passing length
- Northbound at Mile 258 Road - approximately 1.7 km of passing length
- Southbound at Mile 260 Road - approximately 2.8 km of passing length
- Northbound at Mile 158 Road - approximately 2.2 km of passing length

In September 2014, MoTI announced the construction of a passing lane northbound at Mile 63 / Evergreen Road, approximately 26 km north of Fort St. John. The passing lane will be approximately 2 km long and will include left turn lanes and luminaires at Evergreen Road and Red Creek Road. Construction will begin in 2015. The addition of this passing lane will also encompasses a deceleration lane at the study intersection of Highway 97 / Montney Highway.

Based on site visit observations and corridor analysis, this study will examine other potential locations, besides the ones identified by MoTI, for passing lanes along the corridor, as described in Sections 7.7, 10.1.1, and 10.2.1.

## 3 Existing Traffic Volumes

### 3.1 Intersection Traffic Volumes

Twenty-one (21) intersections were selected by MoTI and PWGSC for the traffic operations analysis. Traffic counts at these locations were conducted from September 15 to 24, 2014, for the periods 5-8 AM, 11 AM - 1 PM, and 4-7 PM, by Peak Data Services. The study intersections are:

1. Highway 97 / Highway 29 (LKI 1180, km 12.52)
2. Highway 97 / Stoddart Creek Road (LKI 1180, km 20.35)
3. Highway 97 / Red Creek Road (LKI 1180, km 28.58)
4. Highway 97 / Montney Highway (LKI 1180, km 29.46)
5. Highway 97 / Becker Hill Road (LKI 1180, km 32.86)
6. Highway 97 / Lower Cache Road (LKI 1180, km 35.86)
7. Highway 97 / Beatton River Airport Road (LKI 1180, km 43.89)
8. Highway 97 / Wonowon Esso Access \#1 (LKI 1183, km 0.11)
9. Highway 97 / Wonowon Esso Access \#2 (LKI 1183, km 0.21)
10. Highway 97 / Wonowon Esso Access \#3 (LKI 1183, km 0.34)
11. Highway 97 / Cypress Creek Road (LKI 1183, km 63.93)
12. Highway 97 / Pink Mountain Store Access \#1 (LKI 1183, km 64.11)
13. Highway 97 / Pink Mountain Store Access \#2 (LKI 1183, km 64.21)
14. Highway 97 / Pink Mountain Store Access \#3 (LKI 1183, km 64.25)
15. Highway 97 / Sasquatch Crossing Lodge Access \#1 (LKI 1183, km 70.14)
16. Highway 97 / Sasquatch Crossing Lodge Access \#2 (LKI 1183, km 70.32)
17. Highway 97 / Sasquatch Crossing Lodge Access \#3/Pink Mountain Road (LKI 1183, km 70.71)
18. Highway 97 / Sasquatch Crossing Lodge Access \#4 (LKI 1183, km 70.84)
19. Highway 97 / Buckinghorse Camp and Lodge Access \#1 (LKI 1183, km 116.42)
20. Highway 97 / Buckinghorse Camp and Lodge Access \#2 (LKI 1183, km 116.56)
21. Highway 97 / Buckinghorse Camp and Lodge Access \#3 (LKI 1183, km 116.71)

The Existing (2014) AM, Mid-day, and PM peak hour intersection traffic volumes, are shown on Figures $2 A$ and $2 B$, on pages 9 and 10. The traffic count data sheets for the September 2014 counts can be found in Appendix $A$.


INSET 1
NOT TO SCALE


KEY MAP NOT TO SCALE



### 3.2 Roadway Traffic Volumes

For the purpose of roadway operational analysis, the study corridor was divided into 17 sections of rural highway. Sections were determined though the site visit, terrain changes, intersections with Highway 97, AADT, and jurisdictional changes, which allowed for clearer evaluation of traffic volumes and operations and collision data.

Roadway sections 1 through 8 are located in the southern portion of Segment 1180 (section 8 extends into the northern portion of LKI 1180), which has the highest AADT along the corridor, the highest collision rates of the three study segments, observed frequent truck platoons, high heavy vehicle percentages, and regular intervals of access points and intersections. Additionally, some of these sections were previously identified by MoTI for potential locations for passing lanes.

Section 9 abuts the Wonowon area, where high heavy vehicle traffic was observed; this section of roadway also has the $4^{\text {th }}$ highest number of collisions recorded for the 5 -year study period ( 25 collisions). Wonowon is also a service area with multiple accesses on Highway 97 and a reduced speed zone.
Sections 10 through 14 have the highest AADT of Segment 1183, have very few passing opportunities, and rolling terrain and grade changes that could slow heavy vehicles and cause platoons. Some platoons were observed during the site visit. The Pink Mountain Store and Sasquatch Crossing Lodge are in this vicinity, both with multiple accesses on Highway 97. Also, the Pink Mountain Store area has a reduced speed zone surrounded by limited passing opportunities.

Section 15 and 16 encompass the only existing passing lanes along the corridor, near the Sikanni River Bridge.
Section 17 is the northern most portion of the study corridor. While this segment does not have high AADT, high numbers of collisions, or frequent platoons, it was analyzed to ensure that all portions of the corridor were represented and evaluated for any potential issues. Additionally, the Buckinghorse Camp and Lodge has multiple accesses on Highway 97 within this roadway section.

Table 2 provides definitions for the sections, and they are shown on Figure 3 (on page 15).

Table 2 Roadway Sections

| Section \# | Southern Point | Southern <br> Point LKI | Northern Point | Northern <br> Point LKI | Section Length (km) |
| :---: | :---: | :---: | :---: | :---: | :---: |
| LKI Segment 1180 |  |  |  |  |  |
| 1 | Highway 29 | 12.52 | Stoddart Creek Road | 20.35 | 7.8 |
| 2 | Stoddart Creek Road | 20.35 | Montney Highway | 29.46 | 9.1 |
| 3 | Montney Highway | 29.46 | Becker Hill Road | 32.86 | 3.4 |
| 4 | Becker Hill Road | 32.86 | 258 Road | 36.28 | 3.4 |
| 5 | 258 Road | 36.28 | Mile 72 Frontage Road | 41.52 | 5.2 |
| 6 | Mile 72 Frontage Road | 41.52 | Beatton River Airport Road | 43.89 | 2.4 |
| 7 | Beatton River Airport Road | 43.89 | Mile 80 Frontage Road | 53.44 | 9.6 |
| 8 | Mile 80 Frontage Road | 53.44 | Inga Lake Road | 71.94 | 18.5 |
| 9 | Inga Lake Road | 71.94 | Wonowon | 87.90 | 16.0 |
| LKI Segment 1183 |  |  |  |  |  |
| 10 | Wonowon | 0.00 | Jedney Road | 38.33 | 38.3 |
| 11 | Jedney Road | 38.33 | Mile 135 Road | 52.60 | 14.3 |
| 12 | Mile 135 Road | 52.60 | Mile 141 Road | 61.10 | 8.5 |
| 13 | Mile 141 Road | 61.10 | Cypress Creek Road | 63.93 | 2.8 |
| 14 | Cypress Creek Road | 63.93 | Pink Mountain Road | 70.68 | 6.8 |
| 15 | Pink Mountain Road | 70.68 | Sikanni River Bridge | 94.27 | 23.6 |
| 16 | Sikanni River Bridge | 94.27 | Sikanni Chief Road | 96.11 | 1.8 |
| 17 | Sikanni Chief Road | 96.11 | Buckinghorse River Bridge | 116.30 | 8.1 |

The AADT (annual average daily traffic) and peak hour roadway volumes were extracted from the MoTI count stations and information provided by PWGSC:

- P-44-1NS, Inga Lake, Route 97, 2.4 km south of Inga Lake Compressor Road, south of Wonowon
- P-44-2NS, Sikanni, Route 97, 8.0 km north of the Sikanni River Bridge, north of Fort St. John
- 44-004NS, Route 97, 0.5 km north of Route 29, Charlie Lake
- $44-005 \mathrm{NS}, 0.3 \mathrm{~km}$ South of Buick Creek Road, North of Charlie Lake
- 44-006NS, Route 97, 0.8 km south of 100 Street, Fort St. John
- 44-007NS, Route 97, 0.5 km south of Route 29, Charlie Lake
- 44-009NS, 0.3 km South of Buick Creek Road, north of Charlie Lake
- 44-010NS, Route 97, 8.2 km north of Wonowon
- $44-016 \mathrm{NS}$, Route $97,0.1 \mathrm{~km}$ south of 42 nd Ave, Fort Nelson

AADT was derived from the MoTI count stations and intersection turning movement counts taken in September 2014. Based on data collected at MoTI count stations, AADT is approximately 74\% of September monthly average daily traffic (MADT). For this reason, where necessary, September MADT and September intersection counts were multiplied by a factor of 0.74 to determine roadway sections AADT. Additionally, for longer sections, where MoTI count stations or intersection counts were spread out, volume averages were used to
determine AADT. 2013 MADT for the two permanent count stations within the study corridor can be seen in Appendix B.

Hourly permanent count station data was compared to AADT to determine a peak hour volume factor, from which peak hour roadway volumes were calculated. Based on the permanent count stations in the study area, AM and Mid-day peak hour roadway volumes are approximately $5 \%$ of the AADT, respectively, and PM peak hour volumes are approximately $7 \%$ of the AADT volumes.

AADT was derived by MoTI permanent count stations; however, 2014 counts were also provided by PWGSC at two locations along the study corridor: near Aitken Creek Road and near Buckinghorse River Bridge. The 2014 counts showed a slight increase in AADT (approximately 100 vehicles more per day) at these locations. For analysis purposes, the roadway volumes were updated using the higher 2014 volumes at these locations.

Table 3 identifies the study roadway sections and the existing (2014) AADT, AM, Mid-day and PM peak hour traffic volumes. They are also shown in Figure 3, on page 15.

Table 3 Existing Conditions (2014)-Roadway Volumes

| $\begin{aligned} & \text { Section } \\ & \# \end{aligned}$ | Southern Point | Northern Point | AADT | AM Peak Hr Volumes |  | Mid-day Peak Hr Volumes |  | PM Peak Hr Volumes |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Highway 29 | Stoddart Creek Road | 5,450 | NB | 181 | NB | 124 | NB | 164 |
|  |  |  |  | SB | 107 | SB | 141 | SB | 225 |
| 2 | Stoddart Creek Road | Montney Highway | 4,190 | NB | 139 | NB | 96 | NB | 126 |
|  |  |  |  | SB | 82 | SB | 108 | SB | 173 |
| 3 | Montney Highway | Becker Hill Road | 3,860 | NB | 128 | NB | 88 | NB | 116 |
|  |  |  |  | SB | 76 | SB | 100 | SB | 159 |
| 4 | Becker Hill Road | 258 Road | 3,970 | NB | 132 | NB | 91 | NB | 120 |
|  |  |  |  | SB | 78 | SB | 102 | SB | 164 |
| 5 | 258 Road | Mile 72 Frontage Road | 4,130 | NB | 137 | NB | 94 | NB | 125 |
|  |  |  |  | SB | 81 | SB | 107 | SB | 170 |
| 6 | Mile 72 Frontage Road | Beatton River Airport Road | 4,130 | NB | 137 | NB | 94 | NB | 125 |
|  |  |  |  | SB | 81 | SB | 107 | SB | 170 |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | 3,720 | NB | 124 | NB | 85 | NB | 112 |
|  |  |  |  | SB | 73 | SB | 96 | SB | 154 |
| 8 | Mile 80 Frontage Road | Inga Lake Road | 3,200 | NB | 106 | NB | 73 | NB | 90 |
|  |  |  |  | SB | 63 | SB | 83 | SB | 132 |
| 9 | Inga Lake Road | Wonowon | 2,560 | NB | 85 | NB | 58 | NB | 77 |
|  |  |  |  | SB | 50 | SB | 66 | SB | 106 |
| 10 | Wonowon | Jedney Road | 2,460 | NB | 82 | NB | 56 | NB | 74 |
|  |  |  |  | SB | 48 | SB | 63 | SB | 102 |
| 11 | Jedney Road | Mile 135 Road | 2,810 | NB | 93 | NB | 64 | NB | 85 |
|  |  |  |  | SB | 55 | SB | 73 | SB | 116 |
| 12 | Mile 135 Road | Mile 141 Road | 2,980 | NB | 99 | NB | 68 | NB | 90 |
|  |  |  |  | SB | 58 | SB | 77 | SB | 123 |
| 13 | Mile 141 Road | Cypress Creek Road | 3,150 | NB | 105 | NB | 72 | NB | 95 |
|  |  |  |  | SB | 62 | SB | 81 | SB | 130 |
| 14 | Cypress Creek Road | Pink Mountain Road | 3,220 | NB | 107 | NB | 73 | NB | 97 |
|  |  |  |  | SB | 63 | SB | 83 | SB | 133 |
| 15 | Pink Mountain Road | Sikanni River Bridge | 1,060 | NB | 35 | NB | 24 | NB | 32 |
|  |  |  |  | SB | 21 | SB | 27 | SB | 44 |
| 16 | Sikanni River Bridge | Sikanni Chief Road | 1,020 | NB | 34 | NB | 23 | NB | 31 |
|  |  |  |  | SB | 20 | SB | 26 | SB | 42 |
| 17 | Sikanni Chief Road | Buckinghorse River Bridge | 1,100 | NB | 37 | NB | 25 | NB | 33 |
|  |  |  |  | SB | 22 | SB | 28 | SB | 45 |

As can be seen in Table 3, the highest AADT is in the southern portion of the corridor, nearest to Fort St. John. The highest AADT is between Highway 29 and Stoddart Creek Road with 5,450 vehicles, daily. The sections between Stoddart Creek Road, on the southern end, and Pink Mountain Road, on the northern end, range between 2,500 and 4,200 vehicles, daily. The lowest AADT is found north of the Sikanni River, where there are approximately 1,100 vehicles, daily. It should be noted that the AM peak commuter direction is northbound and the PM peak commuter direction is southbound.


## 4 Winter Traffic Volumes

For comparison, winter traffic volumes, for the AM, Mid-day, and PM peak hours, were collected at all 21 study intersections in January 2015. The comparison of the January 2015 counts to the September 2014 counts showed that the winter traffic volumes along the corridor are approximately $80 \%$ of the September (summer) traffic volumes. Table 4 shows a comparison of summer versus winter counts at each intersection (total intersection volumes). It should be noted that in the instances of a volume increase in the winter time, the increase was fewer than 35 vehicles during the peak hour and may have been related to specific traffic of the day and not necessarily a typical traffic trend. The winter traffic counts can be found in Appendix C.

Table 4 Comparison of Summer (September 2014) and Winter (January 2015) Total Intersection Volumes

|  | AM Peak Hour |  |  |  | Mid-day Peak Hour |  |  |  | PM Peak Hour |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Intersection | $\begin{aligned} & \text { Sept } \\ & 2014 \end{aligned}$ | $\begin{gathered} \text { Jan } \\ 2015 \end{gathered}$ | Volume Difference (Sept-Jan) | $\begin{gathered} \text { Jan/ Sept } \\ \% \end{gathered}$ | $\begin{aligned} & \text { Sept } \\ & 2014 \end{aligned}$ | $\begin{gathered} \text { Jan } \\ 2015 \end{gathered}$ | Volume Difference (Sept-Jan) | $\begin{gathered} \text { Jan/ Sept } \\ \% \end{gathered}$ | $\begin{aligned} & \text { Sept } \\ & 2014 \end{aligned}$ | $\begin{gathered} \text { Jan } \\ 2015 \end{gathered}$ | Volume Difference (Sept-Jan) | Jan/ Sept \% |
| Highway 97 / Highway 29 | 741 | 642 | 99 | 87\% | 521 | 444 | 77 | 85\% | 948 | 422 | 526 | 45\% |
| Highway 97 / Stoddart Creek Road | 394 | 348 | 46 | 88\% | 295 | 252 | 43 | 85\% | 466 | 386 | 80 | 83\% |
| Highway 97 / Red Creek Road | 345 | 308 | 37 | 89\% | 259 | 239 | 20 | 92\% | 399 | 352 | 47 | 88\% |
| Highway 97 / Montney Highway | 424 | 319 | 105 | 75\% | 309 | 234 | 75 | 76\% | 421 | 344 | 77 | 82\% |
| Highway 97 / Becker Hill Road | 330 | 300 | 30 | 91\% | 254 | 234 | 20 | 92\% | 362 | 326 | 36 | 90\% |
| Highway 97 / Lower Cache Road | 394 | 288 | 106 | 73\% | 316 | 242 | 74 | 77\% | 409 | 322 | 87 | 79\% |
| Highway 97 / Beatton River Airport Road | 415 | 250 | 165 | 60\% | 309 | 264 | 45 | 85\% | 408 | 308 | 100 | 75\% |
| Highway 97 / Wonowon Esso Access \#1 | 204 | 190 | 14 | 93\% | 236 | 203 | 33 | 86\% | 260 | 292 | -32 | 112\% |
| Highway 97 / Wonowon Esso Access \#2 | 214 | 205 | 9 | 96\% | 229 | 198 | 31 | 86\% | 287 | 315 | -28 | 110\% |
| Highway 97 / Wonowon Esso Access \#3 | 215 | 194 | 21 | 90\% | 235 | 204 | 31 | 87\% | 274 | 302 | -28 | 110\% |
| Highway 97 / Cypress Creek Road | 202 | 132 | 70 | 65\% | 137 | 135 | 2 | 99\% | 307 | 186 | 121 | 61\% |
| Highway 97 / Pink Mountain Store Access \#1 | 205 | 138 | 67 | 67\% | 141 | 139 | 2 | 99\% | 308 | 193 | 115 | 63\% |
| Highway 97 / Pink Mountain Store Access \#2 | 224 | 144 | 80 | 64\% | 150 | 138 | 12 | 92\% | 339 | 202 | 137 | 60\% |
| Highway 97 / Pink Mountain Store Access \#3 | 184 | 147 | 37 | 80\% | 129 | 127 | 2 | 98\% | 329 | 185 | 144 | 56\% |
| Highway 97 / Sasquatch Crossing Lodge Access \#1 | 205 | 160 | 45 | 78\% | 166 | 105 | 61 | 63\% | 303 | 183 | 120 | 60\% |
| Highway 97 / Sasquatch Crossing Lodge Access \#2 | 190 | 160 | 30 | 84\% | 140 | 97 | 43 | 69\% | 253 | 187 | 66 | 74\% |
| Highway 97 / Sasquatch Crossing Lodge Access \#3 | 219 | 172 | 47 | 79\% | 163 | 101 | 62 | 62\% | 294 | 202 | 92 | 69\% |
| Highway 97 / Sasquatch Crossing Lodge Access \#4 | N/A | 157 | N/A | N/A | 152 | 92 | 60 | 61\% | 243 | 186 | 57 | 77\% |
| Highway 97 / Buckinghorse Camp and Lodge Access \#1 | 121 | 85 | 36 | 70\% | 119 | 84 | 35 | 71\% | 152 | 102 | 50 | 67\% |
| Highway 97 / Buckinghorse Camp and Lodge Access \#2 | 75 | 78 | -3 | 104\% | 102 | 66 | 36 | 65\% | 109 | 96 | 13 | 88\% |
| Highway 97 / Buckinghorse Camp and Lodge Access \#3 | 66 | 74 | -8 | 112\% | 111 | 71 | 40 | 64\% | 105 | 101 | 4 | 96\% |

Based on the total intersection volumes shown above, the higher traffic volumes observed in September 2014
Traffic operations analysis was conducted using the September 2014 counts because this provides a more conservative analysis of traffic conditions.

## 5 Heavy Vehicle Traffic

Highway 97 carries a high percentage of heavy vehicle traffic, as the area has a significant amount of logging activities and liquefied natural gas (LNG) / oil / industrial development. Table 5, below, shows the breakdown of heavy vehicle percentages for the analyzed roadway sections; these percentages were recorded in September 2014 as part of the intersection traffic volume counts and subsequently used to determine roadway heavy vehicle percentages.

Table 5 Heavy Vehicle Percentages for Roadway Sections

| Section \# | Southern Point | Northern Point | Heavy Vehicle \% |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | AM | Mid-Day | PM |
| 1 | Highway 29 | Stoddart Creek Road | 12\% | 21\% | 15\% |
| 2 | Stoddart Creek Road | Montney Highway | 15\% | 26\% | 17\% |
| 3 | Montney Highway | Becker Hill Road | 21\% | 31\% | 19\% |
| 4 | Becker Hill Road | 258 Road | 22\% | 33\% | 20\% |
| 5 | 258 Road | Mile 72 Frontage Road | 27\% | 37\% | 22\% |
| 6 | Mile 72 Frontage Road | Beatton River Airport Road | 27\% | 37\% | 22\% |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | 28\% | 37\% | 23\% |
| 8 | Mile 80 Frontage Road | Inga Lake Road | 28\% | 37\% | 23\% |
| 9 | Inga Lake Road | Wonowon | 28\% | 36\% | 26\% |
| 10 | Wonowon | Jedney Road | 26\% | 27\% | 24\% |
| 11 | Jedney Road | Mile 135 Road | 26\% | 27\% | 24\% |
| 12 | Mile 135 Road | Mile 141 Road | 26\% | 27\% | 24\% |
| 13 | Mile 141 Road | Cypress Creek Road | 22\% | 27\% | 28\% |
| 14 | Cypress Creek Road | Pink Mountain Road | 20\% | 28\% | 20\% |
| 15 | Pink Mountain Road | Sikanni River Bridge | 22\% | 31\% | 21\% |
| 16 | Sikanni River Bridge | Sikanni Chief Road | 22\% | 31\% | 21\% |
| 17 | Sikanni Chief Road | Buckinghorse River Bridge | 17\% | 23\% | 21\% |

The percentages shown in Table 5 were used in roadway operations analysis for both Existing (2014) and Future (2039) scenarios. As can be seen, heavy vehicles comprised the highest percentage of total traffic during the Mid-day peak, ranging between $21 \%$ and $37 \%$ of total traffic. During the AM peak, heavy vehicles accounted for $12 \%$ to $28 \%$ of traffic along the corridor and, during the PM peak period, $15 \%$ to $28 \%$ of total traffic was heavy vehicles.

It should be noted that the percentage of heavy vehicles was observed to be higher during the winter months due to lower overall traffic volumes. The heavy vehicle percentage ranged from $12 \%$ to $37 \%$ in the AM peak hour, $18 \%$ to $44 \%$ during the Mid-day peak hour, and $14 \%$ to $37 \%$ in the PM peak hour in January 2015. However, because analysis was conducted using the higher total traffic volumes observed in September 2014, the coinciding heavy vehicle percentages were also used for analysis purposes.

The high percentage of heavy vehicle traffic can have a significant impact on roadway traffic operations. Heavy vehicles tend to be slower moving, particularly on roadways with a rolling terrain and frequent hill climbing. This can lead to a platooning effect on 2-lane highways with few or limited passing lanes, reducing traffic
efficiency and creating potential safety risks for vehicles trying to by-pass the slower moving vehicles. This issue will be discussed in further detail later in the report.

## 6 Future (2039) Traffic Growth

Traffic volume projections were calculated for a twenty five-year horizon (2039). Based on the historic counts at the MoTl count stations P-44-1NS ( Inga Lake, Route $97,2.4 \mathrm{~km}$ south of Inga Lake Compressor Road, south of Wonowon) and P-44-2NS (Sikanni, Route 97, 8.0 km north of the Sikanni River Bridge, north of Fort St. John) the annual growth rates are estimated to be $7.47 \%$ and $2.18 \%$, respectively. However, historic counts at other stations along the corridor from 1995 to 2013 vary from -2.52\% near Fort Nelson to 10.54\%, annually, near Beatton River Airport Road / Buick Creek Road. Additionally, Census data from 2006 to 2011, shows that the region's population has grown approximately 1 to $1.5 \%$ per year. The Official Community Plan (2011) for Fort St. John estimates the population in the area will grow by 3-4\% per year.

In further consultations with MoTI and PWGSC, and to remain consistent with other studies in the vicinity, a conservative $3.0 \%$ per year linear growth rate was considered appropriate for this study and was applied to existing traffic volumes to estimate future volumes. This level of growth represents a $75 \%$ increase from Existing (2014) to the 25 -year horizon (2039). The future (2039) traffic volumes at the 21 study intersections are summarized in Figures $4 A$ and $4 B$, on pages 21 and 22 .

It is important to note that industry activities in the area may vary, which could affect the projected rate of growth.


INSET 1
NOT TO SCALE


KEY MAP NOT TO SCALE



### 6.1 Future Roadway Traffic Volumes

The same 17 roadway segments identified in Section 3.2 were evaluated with the Future (2039) traffic volumes. The future roadway traffic volumes were determined using the same $75 \%$ growth ( $3 \%$ per year linear growth), as described above. Table 6 and Figure 5 (on page 25) identify the roadway sections' future (2039) traffic volumes.

Table 6 Future (2039) Conditions - Roadway Volumes

| Section \# | Southern Point | Northern Point | AADT | AM Peak Hr Volumes |  | Mid-day Peak Hr Volumes |  | PM Peak Hr Volumes |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Highway 29 | Stoddart Creek Road | 9,540 | NB | 317 | NB | 218 | NB | 288 |
|  |  |  |  | SB | 187 | SB | 246 | SB | 394 |
| 2 | Stoddart Creek Road | Montney Highway | 7,330 | NB | 244 | NB | 167 | NB | 221 |
|  |  |  |  | SB | 144 | SB | 189 | SB | 303 |
| 3 | Montney Highway | Becker Hill Road | 6,760 | NB | 224 | NB | 154 | NB | 204 |
|  |  |  |  | SB | 132 | SB | 174 | SB | 279 |
| 4 | Becker Hill Road | 258 Road | 6,950 | NB | 231 | NB | 159 | NB | 209 |
|  |  |  |  | SB | 136 | SB | 179 | SB | 287 |
| 5 | 258 Road | Mile 72 Frontage Road | 7,230 | NB | 240 | NB | 165 | NB | 218 |
|  |  |  |  | SB | 141 | SB | 187 | SB | 298 |
| 6 | Mile 72 Frontage Road | Beatton River Airport Road | 7,230 | NB | 240 | NB | 165 | NB | 218 |
|  |  |  |  | SB | 141 | SB | 187 | SB | 298 |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | 6,510 | NB | 216 | NB | 149 | NB | 196 |
|  |  |  |  | SB | 127 | SB | 168 | SB | 269 |
| 8 | Mile 80 Frontage Road | Inga Lake Road | 5,600 | NB | 186 | NB | 128 | NB | 169 |
|  |  |  |  | SB | 110 | SB | 145 | SB | 231 |
| 9 | Inga Lake Road | Wonowon | 4,480 | NB | 149 | NB | 102 | NB | 135 |
|  |  |  |  | SB | 88 | SB | 116 | SB | 185 |
| 10 | Wonowon | Jedney Road | 4,310 | NB | 143 | NB | 98 | NB | 130 |
|  |  |  |  | SB | 84 | SB | 111 | SB | 178 |
| 11 | Jedney Road | Mile 135 Road | 4,920 | NB | 163 | NB | 112 | NB | 148 |
|  |  |  |  | SB | 96 | SB | 127 | SB | 203 |
| 12 | Mile 135 Road | Mile 141 Road | 5,220 | NB | 173 | NB | 119 | NB | 157 |
|  |  |  |  | SB | 102 | SB | 135 | SB | 215 |
| 13 | Mile 141 Road | Cypress Creek Road | 5,510 | NB | 183 | NB | 126 | NB | 166 |
|  |  |  |  | SB | 108 | SB | 142 | SB | 228 |
| 14 | Cypress Creek Road | Pink Mountain Road | 5,640 | NB | 187 | NB | 129 | NB | 170 |
|  |  |  |  | SB | 110 | SB | 145 | SB | 233 |
| 15 | Pink Mountain Road | Sikanni River Bridge | 1,860 | NB | 62 | NB | 42 | NB | 56 |
|  |  |  |  | SB | 36 | SB | 48 | SB | 77 |
| 16 | Sikanni River Bridge | Sikanni Chief Road | 1,790 | NB | 59 | NB | 41 | NB | 54 |
|  |  |  |  | SB | 35 | SB | 46 | SB | 74 |
| 17 | Sikanni Chief Road | Buckinghorse River Bridge | 1,930 | NB | 64 | NB | 44 | NB | 58 |
|  |  |  |  | SB | 38 | SB | 50 | SB | 79 |

It is significant to note that the projected 2039 AADT for section 1 of the corridor (between Highway 29 and Stoddart Creek Road) is approximately 9,540 ; according to BC Provincial guidelines described in Auxiliary Lane Warrants for Two-Lane Highways, ADI Limited (May 1993), 4-laning is recommended when the AADT is 8,000 to 10,000 vehicles or design hour volumes are approximately 1,000 vehicles per hour. Passing lanes, which
are discussed in other sections of this report, are part of the progression of upgrading to a 4-lane section; expanding this section to 4 lanes is not recommended as part of this study.

The AADT for sections between Stoddart Creek and Pink Mountain Road are anticipated to increase to a range of 4,300 to 7,330 vehicles, and the northern most roadway sections are anticipated to near 2,000 vehicles per day.


## 7 Traffic Analysis

### 7.1 Intersection Level of Service Criteria

Traffic performance of roadway facilities are described in terms of Level of Service (LOS). LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to manoeuvre. Six service levels are defined ranging from LOS A, the best operating conditions, to LOS F, the worst operating conditions. LOS E corresponds to "at or near capacity" operations. When volumes exceed capacity, stop-andgo conditions result and operations are designated LOS F. Typical criteria for acceptable intersection operation is LOS D. Therefore, any intersection operating at LOS E or worse indicates a possible need for improvement. The Synchro software package was used to analyze intersection LOS at the study intersections.

### 7.1.1 Unsignalized Intersections

All 21 intersections in the study are unsignalized with side-street stop controls. For unsignalized (roundabout and side-street stop-controlled) intersections, the level of service calculations were conducted using the method in Chapter 19 of the 2010 Highway Capacity Manual. The LOS rating is based on the average control delay expressed in seconds per vehicle. For controlled approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. Table 7 presents the LOS delay thresholds for unsignalized intersections.

Table 7 Intersection Level of Service and Delay Criteria

| LOS | Delay Criteria (sec/veh) |  |
| :--- | :--- | :--- |
|  | Unsignalized | Description |
| A | $<10$ | Represents free flow. Individual users are virtually unaffected by others in the traffic <br> stream. |
| B | $>10$ and $<15$ | Stable flow, but the presence of other users in the traffic stream begins to be noticeable. <br> C$>15$ and $<25$ |
| D | $>25$ and $<35$ | Stable flow, but the operation of individual users becomes significantly affected by <br> interactions with others in the traffic stream. |
| E | $>35$ and $<50$ | Represents high-density, but stable flow. |
| F | $>50$ | Represents operating conditions at or near the capacity level. |

### 7.1.2 95th Percentile Queue Length

Synchro reports the queue lengths for signalized intersections. Because the study intersections are unsignalized, the $95^{\text {th }}$ percentile queues are not reported in the level of service tables below.

### 7.2 Existing 2014 Intersection Analysis Results

As stated previously, the study intersections were analyzed in detail using Synchro traffic analysis software. Summaries of LOS results are shown on Tables 8 through 10 for Existing (2014), AM, Mid-day and PM peak conditions. September 2014 traffic volumes were used for conservative analysis, as they are higher than the traffic volumes observed in January 2015. Detailed analysis reports can be found in Appendix D.

Because the study intersections are unsignalized and side-street-stop controlled only, LOS for minor movements are shown. All intersections operate at LOS D or better during the AM, Mid-day, and PM peak hours in 2014.

It should be noted that there is an existing inspection station on the southeast side of the Highway 97 / Highway 29 junction. Trucks approaching this station, particularly the southbound left turning movement, frequently delay traffic, contributing to a reduced level of service at this intersection.

Table 8 Year 2014 AM Peak Hour Intersection Operations

| Location | Control ${ }^{1}$ | AM Peak Hour |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Minor Movement \#1 |  |  | Minor Movement \#2 |  |  |
|  |  | Direction | LOS | Delay ${ }^{2}$ | Direction | LOS | Delay |
| Hwy 97 / Highway 29 | SSSC | EB | B | 11 | WB | B | 14 |
| Hwy 97 / Stoddart Creek Rd | SSSC | WB | B | 12 | N/A | N/A | N/A |
| Hwy 97 / Red Creek Rd | SSSC | EB | A | 9 | N/A | N/A | N/A |
| Hwy 97 / Montney Highway | SSSC | WB | B | 11 | N/A | N/A | N/A |
| Hwy 97 / Becker Hill Rd | SSSC | WB | B | 11 | N/A | N/A | N/A |
| Hwy 97 / Lower Cache Rd | SSSC | EB | B | 11 | N/A | N/A | N/A |
| Hwy 97 / Beatton River Airport Rd | SSSC | WB | B | 11 | N/A | N/A | N/A |
| Hwy 97 / Wonowon Esso Access \#1 | SSSC | EB | B | 10 | WB | B | 10 |
| Hwy 97 / Wonowon Esso Access \#2 | SSSC | EB | B | 11 | WB | B | 10 |
| Hwy 97 / Wonowon Esso Access \#3 | SSSC | EB | B | 10 | WB | B | 10 |
| Hwy 97 / Cypress Creek Rd | SSSC | EB | B | 10 | N/A | N/A | N/A |
| Hwy 97 / Pink Mountain Store Access \#1 | SSSC | EB | B | 10 | WB | B | 10 |
| Hwy 97 / Pink Mountain Store Access \#2 | SSSC | EB | B | 10 | WB | B | 10 |
| Hwy 97 / Pink Mountain Store Access \#3 | SSSC | EB | B | 10 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#1 | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#2 | SSSC | WB | A | 9 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#3 | SSSC | EB | A | 9 | WB | B | 10 |
| Hwy 29 / Sasquatch Crossing Lodge Access \#4 | SSSC | N/A | N/A | N/A | N/A | N/A | N/A |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#1 | SSSC | EB | A | 9 | WB | B | 10 |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#2 | SSSC | WB | A | 9 | N/A | N/A | N/A |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#3 | SSSC | EB | A | 9 | N/A | N/A | N/A |

Notes:

1. $\operatorname{SSSC}=$ side-street stop-controlled
2. Delay $=$ seconds/vehicle

Table 9 Year 2014 Mid-day Peak Hour Intersection Operations

| Location | Control ${ }^{1}$ | Mid-day Peak Hour |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Minor Movement \#1 |  |  | Minor Movement \#2 |  |  |
|  |  | Direction | LOS | Delay ${ }^{2}$ | Direction | LOS | Delay |
| Hwy 97 / Highway 29 | SSSC | EB | B | 10 | WB | B | 10 |
| Hwy 97 / Stoddart Creek Rd | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 97 / Red Creek Rd | SSSC | EB | B | 10 | N/A | N/A | N/A |
| Hwy 97 / Montney Highway | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 97 / Becker Hill Rd | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 97 / Lower Cache Rd | SSSC | EB | B | 10 | N/A | N/A | N/A |
| Hwy 97 / Beatton River Airport Rd | SSSC | WB | B | 12 | N/A | N/A | N/A |
| Hwy 97 / Wonowon Esso Access \#1 | SSSC | EB | B | 10 | WB | B | 11 |
| Hwy 97 / Wonowon Esso Access \#2 | SSSC | EB | B | 11 | WB | B | 10 |
| Hwy 97 / Wonowon Esso Access \#3 | SSSC | EB | B | 11 | WB | B | 10 |
| Hwy 97 / Cypress Creek Rd | SSSC | EB | A | 9 | N/A | N/A | N/A |
| Hwy 97 / Pink Mountain Store Access \#1 | SSSC | EB | B | 10 | WB | B | 10 |
| Hwy 97 / Pink Mountain Store Access \#2 | SSSC | EB | A | 9 | WB | A | 9 |
| Hwy 97 / Pink Mountain Store Access \#3 | SSSC | EB | A | 9 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#1 | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#2 | SSSC | WB | A | 9 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#3 | SSSC | EB | B | 10 | WB | B | 10 |
| Hwy 29 / Sasquatch Crossing Lodge Access \#4 | SSSC | WB | A | 9 | N/A | N/A | N/A |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#1 | SSSC | EB | A | 9 | WB | B | 10 |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#2 | SSSC | WB | A | 9 | N/A | N/A | N/A |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#3 | SSSC | EB | A | 9 | N/A | N/A | N/A |

Notes:

1. SSSC $=$ side-street stop-controlled
2. Delay $=$ seconds/vehicle

Table 10 Year 2014 PM Peak Hour Intersection Operations

| Location | Control ${ }^{1}$ | PM Peak Hour |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Minor Movement \#1 |  |  | Minor Movement \#2 |  |  |
|  |  | Direction | LOS | Delay ${ }^{2}$ | Direction | LOS | Delay |
| Hwy 97 / Highway 29 | SSSC | EB | B | 15 | WB | D | 32 |
| Hwy 97 / Stoddart Creek Rd | SSSC | WB | B | 12 | N/A | N/A | N/A |
| Hwy 97 / Red Creek Rd | SSSC | EB | B | 10 | N/A | N/A | N/A |
| Hwy 97 / Montney Highway | SSSC | WB | B | 12 | N/A | N/A | N/A |
| Hwy 97 / Becker Hill Rd | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 97 / Lower Cache Rd | SSSC | EB | B | 11 | N/A | N/A | N/A |
| Hwy 97 / Beatton River Airport Rd | SSSC | WB | B | 12 | N/A | N/A | N/A |
| Hwy 97 / Wonowon Esso Access \#1 | SSSC | EB | B | 10 | WB | B | 11 |
| Hwy 97 / Wonowon Esso Access \#2 | SSSC | EB | B | 12 | WB | B | 11 |
| Hwy 97 / Wonowon Esso Access \#3 | SSSC | EB | B | 11 | WB | B | 11 |
| Hwy 97 / Cypress Creek Rd | SSSC | EB | B | 10 | N/A | N/A | N/A |
| Hwy 97 / Pink Mountain Store Access \#1 | SSSC | EB | A | 9 | WB | B | 11 |
| Hwy 97 / Pink Mountain Store Access \#2 | SSSC | EB | B | 11 | WB | B | 12 |
| Hwy 97 / Pink Mountain Store Access \#3 | SSSC | EB | B | 11 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#1 | SSSC | WB | B | 11 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#2 | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#3 | SSSC | EB | B | 10 | WB | B | 11 |
| Hwy 29 / Sasquatch Crossing Lodge Access \#4 | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#1 | SSSC | EB | A | 9 | WB | B | 10 |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#2 | SSSC | WB | A | 9 | N/A | N/A | N/A |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#3 | SSSC | EB | A | 9 | N/A | N/A | N/A |

Notes:

1. $\operatorname{SSSC}=$ side-street stop-controlled
2. Delay $=$ seconds/vehicle

### 7.3 Year 2039 Intersection Analysis Results

The 2039 intersection traffic volumes were developed using a 3\% per year linear growth rate (for a total of $75 \%$ growth). Summaries of LOS results are shown on Tables 11 through 13 for the Future (2039) conditions. Future 2039 traffic volumes were developed using September 2014 traffic volumes. Detailed analysis reports can be found in Appendix D.

As shown in Tables 11 through 13, for the most part, the intersections operate at LOS D or better during the AM, Mid-day and PM peak hours, as they did under the existing conditions analysis. However, the intersection of Highway 97 and Highway 29 declines to LOS F westbound during the AM peak period and LOS F for both minor movements during the PM peak.

As mentioned above, the Fort St. John inspection station is located on the east side of the Highway 97 / Highway 29 junction, contributing to the poor level of service at this location. A separate study of inspection station operations was completed in September 2014. Future changes to the inspection station operations could change the level of service at this intersection.

Table 11 Year 2039 AM Peak Hour Intersection Operations

| Location | Control ${ }^{1}$ | AM Peak Hour |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Minor Movement \#1 |  |  | Minor Movement \#2 |  |  |
|  |  | Direction | LOS | Delay ${ }^{2}$ | Direction | LOS | Delay |
| Hwy 97 / Highway 29 | SSSC | EB | C | 16 | WB | F | 82 |
| Hwy 97 / Stoddart Creek Rd | SSSC | WB | C | 16 | N/A | N/A | N/A |
| Hwy 97 / Red Creek Rd | SSSC | EB | B | 10 | N/A | N/A | N/A |
| Hwy 97 / Montney Highway | SSSC | WB | C | 15 | N/A | N/A | N/A |
| Hwy 97 / Becker Hill Rd | SSSC | WB | B | 14 | N/A | N/A | N/A |
| Hwy 97 / Lower Cache Rd | SSSC | EB | B | 13 | N/A | N/A | N/A |
| Hwy 97 / Beatton River Airport Rd | SSSC | WB | B | 14 | N/A | N/A | N/A |
| Hwy 97 / Wonowon Esso Access \#1 | SSSC | EB | B | 11 | WB | B | 12 |
| Hwy 97 / Wonowon Esso Access \#2 | SSSC | EB | B | 13 | WB | B | 10 |
| Hwy 97 / Wonowon Esso Access \#3 | SSSC | EB | B | 12 | WB | B | 11 |
| Hwy 97 / Cypress Creek Rd | SSSC | EB | B | 11 | N/A | N/A | N/A |
| Hwy 97 / Pink Mountain Store Access \#1 | SSSC | EB | B | 12 | WB | B | 12 |
| Hwy 97 / Pink Mountain Store Access \#2 | SSSC | EB | B | 11 | WB | B | 13 |
| Hwy 97 / Pink Mountain Store Access \#3 | SSSC | EB | B | 11 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#1 | SSSC | WB | B | 12 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#2 | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#3 | SSSC | EB | B | 10 | WB | B | 12 |
| Hwy 29 / Sasquatch Crossing Lodge Access \#4 | SSSC | N/A | N/A | N/A | N/A | N/A | N/A |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#1 | SSSC | EB | A | 9 | WB | B | 11 |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#2 | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#3 | SSSC | EB | A | 9 | N/A | N/A | N/A |

Notes:

1. $\operatorname{SSSC}=$ side-street stop-controlled
2. Delay $=$ seconds/vehicle

Table 12 Year 2039 Mid-day Peak Hour Intersection Operations

| Location | Control ${ }^{1}$ | Mid-day Peak Hour |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Minor Movement \#1 |  |  | Minor Movement \#2 |  |  |
|  |  | Direction | LOS | Delay ${ }^{2}$ | Direction | LOS | Delay |
| Hwy 97 / Highway 29 | SSSC | EB | B | 13 | WB | B | 13 |
| Hwy 97 / Stoddart Creek Rd | SSSC | WB | B | 12 | N/A | N/A | N/A |
| Hwy 97 / Red Creek Rd | SSSC | EB | B | 11 | N/A | N/A | N/A |
| Hwy 97 / Montney Highway | SSSC | WB | B | 12 | N/A | N/A | N/A |
| Hwy 97 / Becker Hill Rd | SSSC | WB | B | 11 | N/A | N/A | N/A |
| Hwy 97 / Lower Cache Rd | SSSC | EB | B | 12 | N/A | N/A | N/A |
| Hwy 97 / Beatton River Airport Rd | SSSC | WB | C | 16 | N/A | N/A | N/A |
| Hwy 97 / Wonowon Esso Access \#1 | SSSC | EB | B | 11 | WB | B | 13 |
| Hwy 97 / Wonowon Esso Access \#2 | SSSC | EB | B | 13 | WB | B | 12 |
| Hwy 97 / Wonowon Esso Access \#3 | SSSC | EB | B | 13 | WB | B | 12 |
| Hwy 97 / Cypress Creek Rd | SSSC | EB | B | 10 | N/A | N/A | N/A |
| Hwy 97 / Pink Mountain Store Access \#1 | SSSC | EB | B | 10 | WB | B | 10 |
| Hwy 97 / Pink Mountain Store Access \#2 | SSSC | EB | B | 10 | WB | B | 10 |
| Hwy 97 / Pink Mountain Store Access \#3 | SSSC | EB | B | 10 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#1 | SSSC | WB | B | 11 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#2 | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#3 | SSSC | EB | B | 10 | WB | B | 11 |
| Hwy 29 / Sasquatch Crossing Lodge Access \#4 | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#1 | SSSC | EB | B | 10 | WB | B | 10 |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#2 | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#3 | SSSC | EB | B | 10 | N/A | N/A | N/A |

Notes:

1. SSSC $=$ side-street stop-controlled
2. Delay $=$ seconds/vehicle

Table 13 Year 2039 PM Peak Hour Intersection Operations

| Location | Control ${ }^{1}$ | PM Peak Hour |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Minor Movement \#1 |  |  | Minor Movement \#2 |  |  |
|  |  | Direction | LOS | Delay ${ }^{2}$ | Direction | LOS | Delay |
| Hwy 97 / Highway 29 | SSSC | EB | F | 61 | WB | F | >80 |
| Hwy 97 / Stoddart Creek Rd | SSSC | WB | C | 16 | N/A | N/A | N/A |
| Hwy 97 / Red Creek Rd | SSSC | EB | B | 12 | N/A | N/A | N/A |
| Hwy 97 / Montney Highway | SSSC | WB | C | 17 | N/A | N/A | N/A |
| Hwy 97 / Becker Hill Rd | SSSC | WB | B | 11 | N/A | N/A | N/A |
| Hwy 97 / Lower Cache Rd | SSSC | EB | B | 14 | N/A | N/A | N/A |
| Hwy 97 / Beatton River Airport Rd | SSSC | WB | C | 18 | N/A | N/A | N/A |
| Hwy 97 / Wonowon Esso Access \#1 | SSSC | EB | B | 12 | WB | B | 13 |
| Hwy 97 / Wonowon Esso Access \#2 | SSSC | EB | C | 15 | WB | B | 13 |
| Hwy 97 / Wonowon Esso Access \#3 | SSSC | EB | B | 14 | WB | B | 13 |
| Hwy 97 / Cypress Creek Rd | SSSC | EB | B | 11 | N/A | N/A | N/A |
| Hwy 97 / Pink Mountain Store Access \#1 | SSSC | EB | B | 12 | WB | B | 13 |
| Hwy 97 / Pink Mountain Store Access \#2 | SSSC | EB | C | 15 | WB | C | 16 |
| Hwy 97 / Pink Mountain Store Access \#3 | SSSC | EB | B | 13 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#1 | SSSC | WB | B | 14 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#2 | SSSC | WB | B | 11 | N/A | N/A | N/A |
| Hwy 29 / Sasquatch Crossing Lodge Access \#3 | SSSC | EB | B | 13 | WB | C | 15 |
| Hwy 29 / Sasquatch Crossing Lodge Access \#4 | SSSC | WB | B | 11 | N/A | N/A | N/A |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#1 | SSSC | EB | A | 9 | WB | B | 11 |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#2 | SSSC | WB | B | 10 | N/A | N/A | N/A |
| Hwy 29 / Buckinghorse Camp and Lodge Access \#3 | SSSC | EB | A | 9 | N/A | N/A | N/A |

Notes:
3. $\operatorname{SSSC}=$ side-street stop-controlled
4. Delay $=$ seconds/vehicle

### 7.4 Roadway Level of Service Analysis Criteria

The roadway sections were analyzed using Highway Capacity Manual (HCM) methodologies (2010). The operations of the 2-lane roadway are described in terms of Level of Service (LOS) and can be related to the "percentage following" (\%FOLL) and average travel speed, as shown in Table 14. The Highway Capacity Manual defines \%FOLL as the percentage of vehicles that are travelling in platoons at headways of less than 5 seconds. The information shown in Table 14 is the criteria for Class I Highways. According to HCM methodologies, Class I Highways are defined as two-lane highways that primarily serve intercity routes, daily commuter routes and/or are primary links in the provincial or federal network, on which motorists expect to travel at relatively high speeds.

HCM methodologies were used for analysis and used to determine the level of service based on average travel speed. MoTI uses a variation on HCM criteria for percent time spent following (\%FOLL) level of service; MoTI criteria was applied to the roadway analysis to determine level of service from percent time spent following (\%FOLL).

Table 14 HCM Roadway Level of Service Criteria

| LOS | AverageTravel Speed <br> $(\mathrm{km} / \mathrm{hr})^{1}$ | \% FOLL ${ }^{2}$ | Traffic Characteristics |
| :---: | :---: | :---: | :---: |
| A | > 90 | $0 \leq \% F O L L<30$ | - Highest quality of traffic service <br> - Drivers at their desired speeds <br> - Platooning is rare <br> - Passing demand well below passing capacity (drivers have little difficulty passing) |
| B | > 80-90 | $30 \leq \% F O L L \leq 45$ | - Passing demand approximately equals passing capacity <br> - No noticeable increase in platoon sizes <br> - Relatively small speed reductions |
| C | > 70-80 | $45<\% F O L L \leq 60$ | - Most vehicles travel in platoons <br> - Increased frequency of passing impediment <br> - Passing demand exceeds passing capacity <br> - Speeds are noticeably curtailed <br> - Consider passing lanes |
| D | > 60-70 | $60<\% F O L L \leq 75$ | - Passing demand increases dramatically <br> - High passing demand and passing capacity approaches zero <br> - Mean platoon sizes of 5-10 <br> - Fraction of passing zones has little influence on passing <br> - Installation of passing lanes recommended |
| E | $\leq 60$ | $75<\% F O L L<100$ | - Demand is approaching capacity <br> - Passing is virtually impossible <br> - Platooning becomes intense <br> - Speeds are seriously curtailed |
| F | Exists wheneve unstable and $h$ | demand flow in one avy congestion exists. | oth directions exceeds the capacity of the segment. Operating conditions are |

Notes:

1. Average travel speed LOS based on HCM criteria
2. \%FOLL based on MoTI criteria

As explained in Section 3.2, for the purpose of roadway operational analysis, the study corridor was divided into seventeen (17) roadway sections. Highway Capacity Software (HCS 2010) was used for the roadway analysis.
Detailed results of the HCS roadway analysis can be found in Appendix E.

### 7.5 Existing 2014 Roadway Level of Service

Tables 15 through 17 show the roadway LOS results for the analyzed sections along Highway 97 under Existing Conditions (2014); both the HCS roadway LOS for average travel speeds and the percent following (\%FOLL) LOS are shown. Results are shown graphically in Figures 6A, 6B, and 6C, following page 37. It should be noted that the AM peak commuter direction is northbound and the PM peak commuter direction is southbound.

Table 15 Existing (2014) AM Peak Hour Roadway Level of Service

| Section \# | Southern Point | Northern Point | Section Length (km) | $\begin{aligned} & \text { Posted } \\ & \text { Speed } \\ & (\mathrm{km} / \mathrm{hr}) \end{aligned}$ | AM Peak Hr |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Travel Speed LOS |  | Percent Following (\%FOLL) LOS |  |
| 1 | Highway 29 | Stoddart Creek Road | 7.8 | 100 | NB | C | NB | (59\%) C |
|  |  |  |  |  | SB | B | SB | (41\%) B |
| 2 | Stoddart Creek Road | Montney Highway | 9.1 | 100 | NB | C | NB | (55\%) C |
|  |  |  |  |  | SB | B | SB | (35\%) B |
| 3 | Montney Highway | Becker Hill Road | 3.4 | 100 | NB | B | NB | (50\%) C |
|  |  |  |  |  | SB | B | SB | (35\%) B |
| 4 | Becker Hill Road | 258 Road | 3.4 | 100 | NB | C | NB | (55\%) C |
|  |  |  |  |  | SB | A | SB | (34\%) B |
| 5 | 258 Road | Mile 72 Frontage Road | 5.2 | 100 | NB | B | NB | (48\%) C |
|  |  |  |  |  | SB | A | SB | (33\%) B |
| 6 | Mile 72 Frontage Road | Beatton River Airport Road | 2.4 | 100 | NB | C | NB | (55\%) C |
|  |  |  |  |  | SB | B | SB | (38\%) B |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | 9.6 | 100 | NB | C | NB | (56\%) C |
|  |  |  |  |  | SB | B | SB | (36\%) B |
| 8 | Mile 80 Frontage Road | Inga Lake Road | 18.5 | 100 | NB | B | NB | (50\%) C |
|  |  |  |  |  | SB | A | SB | (31\%) B |
| 9 | Inga Lake Road | Wonowon | 16 | 100 | NB | B | NB | (47\%) C |
|  |  |  |  |  | SB | A | SB | (28\%) A |
| 10 | Wonowon | Jedney Road | 38.3 | 100 | NB | B | NB | (49\%) C |
|  |  |  |  |  | SB | A | SB | (29\%) A |
| 11 | Jedney Road | Mile 135 Road | 14.3 | 100 | NB | B | NB | (47\%) C |
|  |  |  |  |  | SB | A | SB | (30\%) B |
| 12 | Mile 135 Road | Mile 141 Road | 8.5 | 100 | NB | C | NB | (52\%) C |
|  |  |  |  |  | SB | A | SB | (32\%) B |
| 13 | Mile 141 Road | Cypress Creek Road | 2.8 | 100 | NB | C | NB | (53\%) C |
|  |  |  |  |  | SB | B | SB | (35\%) B |
| 14 | Cypress Creek Road | Pink Mountain Road | 6.8 | 100 | NB | B | NB | (49\%) C |
|  |  |  |  |  | SB | A | SB | (29\%) A |
| 15 | Pink Mountain Road | Sikanni River Bridge | 23.6 | 100 | NB | B | NB | (32\%) B |
|  |  |  |  |  | SB | A | SB | (10\%) A |
| 16 | Sikanni River Bridge | Sikanni Chief Road | 1.8 | 100 | NB | A | NB | (19\%) A |
|  |  |  |  |  | SB | A | SB | (24\%) A |
| 17 | Sikanni Chief Road | Buckinghorse River Bridge | 22.1 | 100 | NB | B | NB | (35\%) B |
|  |  |  |  |  | SB | A | SB | (21\%) A |

Table 16 Existing (2014) Mid-day Peak Hour Roadway Level of Service

| Section \# | Southern Point | Northern Point | Section Length (km) | $\begin{aligned} & \text { Posted } \\ & \text { Speed } \\ & (\mathrm{km} / \mathrm{hr}) \end{aligned}$ | Mid-Day Peak Hr |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Travel Speed LOS |  | Percent Following (\%FOLL) LOS |  |
| 1 | Highway 29 | Stoddart Creek Road | 7.8 | 100 | NB | B | NB | (50\%) C |
|  |  |  |  |  | SB | C | SB | (55\%) C |
| 2 | Stoddart Creek Road | Montney Highway | 9.1 | 100 | NB | B | NB | (46\%) C |
|  |  |  |  |  | SB | B | SB | (48\%) C |
| 3 | Montney Highway | Becker Hill Road | 3.4 | 100 | NB | B | NB | (40\%) B |
|  |  |  |  |  | SB | B | SB | (48\%) C |
| 4 | Becker Hill Road | 258 Road | 3.4 | 100 | NB | B | NB | (45\%) B |
|  |  |  |  |  | SB | B | SB | (46\%) C |
| 5 | 258 Road | Mile 72 Frontage Road | 5.2 | 100 | NB | B | NB | (42\%) B |
|  |  |  |  |  | SB | B | SB | (47\%) C |
| 6 | Mile 72 Frontage Road | Beatton River Airport Road | 2.4 | 100 | NB | C | NB | (51\%) C |
|  |  |  |  |  | SB | C | SB | (57\%) C |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | 9.6 | 100 | NB | B | NB | (48\%) C |
|  |  |  |  |  | SB | C | SB | (52\%) C |
| 8 | Mile 80 Frontage Road | Inga Lake Road | 18.5 | 100 | NB | B | NB | (41\%) B |
|  |  |  |  |  | SB | B | SB | (46\%) C |
| 9 | Inga Lake Road | Wonowon | 16 | 100 | NB | B | NB | (38\%) B |
|  |  |  |  |  | SB | B | SB | (44\%) B |
| 10 | Wonowon | Jedney Road | 38.3 | 100 | NB | B | NB | (37\%) B |
|  |  |  |  |  | SB | B | SB | (41\%) B |
| 11 | Jedney Road | Mile 135 Road | 14.3 | 100 | NB | B | NB | (37\%) B |
|  |  |  |  |  | SB | B | SB | (43\%) B |
| 12 | Mile 135 Road | Mile 141 Road | 8.5 | 100 | NB | B | NB | (40\%) B |
|  |  |  |  |  | SB | B | SB | (45\%) B |
| 13 | Mile 141 Road | Cypress Creek Road | 2.8 | 100 | NB | B | NB | (40\%) B |
|  |  |  |  |  | SB | B | SB | (45\%) B |
| 14 | Cypress Creek Road | Pink Mountain Road | 6.8 | 100 | NB | B | NB | (39\%) B |
|  |  |  |  |  | SB | B | SB | (43\%) B |
| 15 | Pink Mountain Road | Sikanni River Bridge | 23.6 | 100 | NB | A | NB | (25\%) A |
|  |  |  |  |  | SB | A | SB | (13\%) A |
| 16 | Sikanni River Bridge | Sikanni Chief Road | 1.8 | 100 | NB | A | NB | (14\%) A |
|  |  |  |  |  | SB | A | SB | (34\%) B |
| 17 | Sikanni Chief Road | Buckinghorse River Bridge | 22.1 | 100 | NB | A | NB | (28\%) A |
|  |  |  |  |  | SB | A | SB | (31\%) B |

Table 17 Existing (2014) PM Peak Hour Roadway Level of Service

| Section \# | Southern Point | Northern Point | Section Length (km) | Posted Speed (km/hr) | PM Peak Hr |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Travel Speed LOS |  | Percent Following (\%FOLL) LOS |  |
| 1 | Highway 29 | Stoddart Creek Road | 7.8 | 100 | NB | C | NB | (52\%) C |
|  |  |  |  |  | SB | C | SB | (64\%) D |
| 2 | Stoddart Creek Road | Montney Highway | 9.1 | 100 | NB | B | NB | (47\%) C |
|  |  |  |  |  | SB | C | SB | (56\%) C |
| 3 | Montney Highway | Becker Hill Road | 3.4 | 100 | NB | B | NB | (43\%) B |
|  |  |  |  |  | SB | C | SB | (56\%) C |
| 4 | Becker Hill Road | 258 Road | 3.4 | 100 | NB | B | NB | (47\%) C |
|  |  |  |  |  | SB | C | SB | (54\%) C |
| 5 | 258 Road | Mile 72 Frontage Road | 5.2 | 100 | NB | B | NB | (44\%) B |
|  |  |  |  |  | SB | C | SB | (54\%) C |
| 6 | Mile 72 Frontage Road | Beatton River Airport Road | 2.4 | 100 | NB | B | NB | (49\%) C |
|  |  |  |  |  | SB | C | SB | (60\%) C |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | 9.6 | 100 | NB | B | NB | (47\%) C |
|  |  |  |  |  | SB | C | SB | (59\%) C |
| 8 | Mile 80 Frontage Road | Inga Lake Road | 18.5 | 100 | NB | B | NB | (42\%) B |
|  |  |  |  |  | SB | C | SB | (55\%) C |
| 9 | Inga Lake Road | Wonowon | 16 | 100 | NB | B | NB | (40\%) B |
|  |  |  |  |  | SB | B | SB | (52\%) C |
| 10 | Wonowon | Jedney Road | 38.3 | 100 | NB | B | NB | (39\%) B |
|  |  |  |  |  | SB | C | SB | (51\%) C |
| 11 | Jedney Road | Mile 135 Road | 14.3 | 100 | NB | B | NB | (39\%) B |
|  |  |  |  |  | SB | C | SB | (52\%) C |
| 12 | Mile 135 Road | Mile 141 Road | 8.5 | 100 | NB | B | NB | (43\%) B |
|  |  |  |  |  | SB | C | SB | (55\%) C |
| 13 | Mile 141 Road | Cypress Creek Road | 2.8 | 100 | NB | B | NB | (43\%) B |
|  |  |  |  |  | SB | C | SB | (54\%) C |
| 14 | Cypress Creek Road | Pink Mountain Road | 6.8 | 100 | NB | B | NB | (40\%) B |
|  |  |  |  |  | SB | C | SB | (52\%) C |
| 15 | Pink Mountain Road | Sikanni River Bridge | 23.6 | 100 | NB | A | NB | (24\%) A |
|  |  |  |  |  | SB | A | SB | (17\%) A |
| 16 | Sikanni River Bridge | Sikanni Chief Road | 1.8 | 100 | NB | A | NB | (15\%) A |
|  |  |  |  |  | SB | B | SB | (40\%) B |
| 17 | Sikanni Chief Road | Buckinghorse River Bridge | 22.1 | 100 | NB | A | NB | (25\%) A |
|  |  |  |  |  | SB | A | SB | (34\%) B |

As can be seen in Tables 15 through 17, all sections in the study area are performing at LOS C or better during AM, Mid-day and PM peak periods, northbound and southbound, in terms of both Average Travel Speed and Percent Time Spent Following criteria, except for Section 1 southbound, which is operating at LOS D, based on \%FOLL, during the PM peak hour. This section is performing at the lowest level of service under existing conditions.

Existing conditions analysis includes only the existing passing lanes near the Sikanni River Bridge. The planned passing lane at Mile 63 / Evergreen Road, northbound, was analyzed for future conditions (2039) only.

Based on the description of LOS C in Table 14, sections performing at LOS C may be candidates for passing lanes, especially those nearing $60 \%$ time spent following, because vehicles are frequently traveling in platoons
and passing demand reaches or exceeds passing capacity. Some other considerations are the curvature and grade of the roadway through that section, the number of passing opportunities along the section, and proximity to other passing lanes. Sections identified as potential locations for passing lanes, and the criteria used to make this determination, are discussed later in this report.




### 7.6 Future 2039 Roadway Level of Service

The Future (2039) roadway LOS (HCM roadway LOS and percent time spent following LOS) were calculated and are summarized in Tables 18 through 20. Results are shown graphically in Figures 7A, 7B, and 7C, following page 44. It should be noted that 2039 analysis for Section 2 included the planned northbound passing lane at Mile 63 / Evergreen Road (LKI 1180, 27.46 to 29.46).

Table 18 Future (2039) AM Peak Hour Roadway Level of Service

| Section \# | Southern Point | Northern Point | Section Length (km) | $\begin{aligned} & \text { Posted } \\ & \text { Speed } \\ & (\mathrm{km} / \mathrm{hr}) \end{aligned}$ | AM Peak Hr |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Travel Speed LOS |  | Percent Following (\%FOLL) LOS |  |
| 1 | Highway 29 | Stoddart Creek Road | 7.8 | 100 | NB | D | NB | (68\%) D |
|  |  |  |  |  | SB | C | SB | (51\%) C |
| 2 | Stoddart Creek Road | Montney Highway | 9.1 | 100 | NB | C | NB | (60\%) C |
|  |  |  |  |  | SB | B | SB | (47\%) C |
| 3 | Montney Highway | Becker Hill Road | 3.4 | 100 | NB | C | NB | (61\%) D |
|  |  |  |  |  | SB | B | SB | (46\%) C |
| 4 | Becker Hill Road | 258 Road | 3.4 | 100 | NB | D | NB | (66\%) D |
|  |  |  |  |  | SB | B | SB | (46\%) C |
| 5 | 258 Road | Mile 72 Frontage Road | 5.2 | 100 | NB | C | NB | (60\%) C |
|  |  |  |  |  | SB | B | SB | (44\%) B |
| 6 | Mile 72 Frontage Road | Beatton River Airport Road | 2.4 | 100 | NB | D | NB | (66\%) D |
|  |  |  |  |  | SB | B | SB | (48\%) C |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | 9.6 | 100 | NB | D | NB | (65\%) D |
|  |  |  |  |  | SB | B | SB | (47\%) C |
| 8 | Mile 80 Frontage Road | Inga Lake Road | 18.5 | 100 | NB | C | NB | (59\%) C |
|  |  |  |  |  | SB | B | SB | (42\%) B |
| 9 | Inga Lake Road | Wonowon | 16 | 100 | NB | C | NB | (56\%) C |
|  |  |  |  |  | SB | B | SB | (38\%) B |
| 10 | Wonowon | Jedney Road | 38.3 | 100 | NB | C | NB | (58\%) C |
|  |  |  |  |  | SB | B | SB | (39\%) B |
| 11 | Jedney Road | Mile 135 Road | 14.3 | 100 | NB | C | NB | (57\%) C |
|  |  |  |  |  | SB | B | SB | (39\%) B |
| 12 | Mile 135 Road | Mile 141 Road | 8.5 | 100 | NB | C | NB | (61\%) D |
|  |  |  |  |  | SB | B | SB | (43\%) B |
| 13 | Mile 141 Road | Cypress Creek Road | 2.8 | 100 | NB | C | NB | (64\%) D |
|  |  |  |  |  | SB | B | SB | (46\%) C |
| 14 | Cypress Creek Road | Pink Mountain Road | 6.8 | 100 | NB | C | NB | (58\%) C |
|  |  |  |  |  | SB | B | SB | (40\%) B |
| 15 | Pink Mountain Road | Sikanni River Bridge | 23.6 | 100 | NB | B | NB | (38\%) B |
|  |  |  |  |  | SB | A | SB | (13\%) A |
| 16 | Sikanni River Bridge | Sikanni Chief Road | 1.8 | 100 | NB | A | NB | (24\%) A |
|  |  |  |  |  | SB | A | SB | (27\%) A |
| 17 | Sikanni Chief Road | Buckinghorse River Bridge | 22.1 | 100 | NB | B | NB | (41\%) B |
|  |  |  |  |  | SB | A | SB | (25\%) A |

As can be seen in Table 18, there are 7 sections (sections 1, 3, 4, 6, 7, 12 and 13) anticipated to operate at LOS D, based on average travel speed and/or percent time spent following, during the AM peak hour in 2039. All of these sections are LOS D in the northbound direction. The southbound direction of these 7 sections and remaining 10 sections, northbound and southbound, are anticipated to operate at LOS C or better.

Table 19 Future (2039) Mid-day Peak Hour Roadway Level of Service

| Section \# | Southern Point | Northern Point | Section Length (km) | Posted Speed (km/hr) | Mid-Day Peak Hr |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Travel Speed LOS |  | Percent Following (\%FOLL) LOS |  |
| 1 | Highway 29 | Stoddart Creek Road | 7.8 | 100 | NB | C | NB | (59\%) C |
|  |  |  |  |  | SB | C | SB | (64\%) D |
| 2 | Stoddart Creek Road | Montney Highway | 9.1 | 100 | NB | C | NB | (50\%) C |
|  |  |  |  |  | SB | C | SB | (59\%) C |
| 3 | Montney Highway | Becker Hill Road | 3.4 | 100 | NB | C | NB | (52\%) C |
|  |  |  |  |  | SB | C | SB | (59\%) C |
| 4 | Becker Hill Road | 258 Road | 3.4 | 100 | NB | C | NB | (55\%) C |
|  |  |  |  |  | SB | C | SB | (58\%) C |
| 5 | 258 Road | Mile 72 Frontage Road | 5.2 | 100 | NB | C | NB | (54\%) C |
|  |  |  |  |  | SB | C | SB | (58\%) C |
| 6 | Mile 72 Frontage Road | Beatton River Airport Road | 2.4 | 100 | NB | C | NB | (59\%) C |
|  |  |  |  |  | SB | C | SB | (65\%) D |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | 9.6 | 100 | NB | C | NB | (58\%) C |
|  |  |  |  |  | SB | C | SB | (62\%) D |
| 8 | Mile 80 Frontage Road | Inga Lake Road | 18.5 | 100 | NB | C | NB | (53\%) C |
|  |  |  |  |  | SB | C | SB | (57\%) C |
| 9 | Inga Lake Road | Wonowon | 16 | 100 | NB | B | NB | (49\%) C |
|  |  |  |  |  | SB | C | SB | (54\%) C |
| 10 | Wonowon | Jedney Road | 38.3 | 100 | NB | B | NB | (48\%) C |
|  |  |  |  |  | SB | C | SB | (53\%) C |
| 11 | Jedney Road | Mile 135 Road | 14.3 | 100 | NB | B | NB | (48\%) C |
|  |  |  |  |  | SB | C | SB | (53\%) C |
| 12 | Mile 135 Road | Mile 141 Road | 8.5 | 100 | NB | C | NB | (52\%) C |
|  |  |  |  |  | SB | C | SB | (56\%) C |
| 13 | Mile 141 Road | Cypress Creek Road | 2.8 | 100 | NB | C | NB | (52\%) C |
|  |  |  |  |  | SB | C | SB | (56\%) C |
| 14 | Cypress Creek Road | Pink Mountain Road | 6.8 | 100 | NB | B | NB | (50\%) C |
|  |  |  |  |  | SB | C | SB | (54\%) C |
| 15 | Pink Mountain Road | Sikanni River Bridge | 23.6 | 100 | NB | A | NB | (33\%) B |
|  |  |  |  |  | SB | A | SB | (18\%) A |
| 16 | Sikanni River Bridge | Sikanni Chief Road | 1.8 | 100 | NB | A | NB | (18\%) A |
|  |  |  |  |  | SB | B | SB | (39\%) B |
| 17 | Sikanni Chief Road | Buckinghorse River Bridge | 22.1 | 100 | NB | A | NB | (32\%) B |
|  |  |  |  |  | SB | B | SB | (36\%) B |

Table 19 shows that during the Mid-day peak hour, 3 sections (sections 1, 6 and 7 ) are expected to degrade to LOS D in the southbound direction by 2039. The northbound direction of these 3 sections and the remaining 14 sections, northbound and southbound, are expected to operate at LOS C or better.

Table 20 Future (2039) PM Peak Hour Roadway Level of Service

| Section <br> \# | Southern Point | Northern Point | Section Length (km) | Posted Speed (km/hr) | PM Peak Hr |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $\begin{gathered} \text { Travel Speed } \\ \text { LOS } \end{gathered}$ |  | Percent Following (\%FOLL) LOS |  |
| 1 | Highway29 | Stoddart Creek Road | 7.8 | 100 | NB | C | NB | (61\%) D |
|  |  |  |  |  | SB | D | SB | (70\%) D |
| 2 | Stoddart Creek Road | Montney Highway | 9.1 | 100 | NB | C | NB | (50\%) C |
|  |  |  |  |  | SB | D | SB | (65\%) D |
| 3 | Montney Highway | Becker Hill Road | 3.4 | 100 | NB | C | NB | (53\%) C |
|  |  |  |  |  | SB | D | SB | (65\%) D |
| 4 | Becker Hill Road | 258 Road | 3.4 | 100 | NB | C | NB | (55\%) C |
|  |  |  |  |  | SB | C | SB | (65\%) D |
| 5 | 258 Road | Mile 72 Frontage Road | 5.2 | 100 | NB | C | NB | (56\%) C |
|  |  |  |  |  | SB | C | SB | (64\%) D |
| 6 | Mile 72 Frontage Road | Beatton River Airport Road | 2.4 | 100 | NB | C | NB | (57\%) C |
|  |  |  |  |  | SB | D | SB | (69\%) D |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | 9.6 | 100 | NB | C | NB | (56\%) C |
|  |  |  |  |  | SB | D | SB | (68\%) D |
| 8 | Mile 80 Frontage Road | Inga Lake Road | 18.5 | 100 | NB | C | NB | (54\%) C |
|  |  |  |  |  | SB | C | SB | (64\%) D |
| 9 | Inga Lake Road | Wonowon | 16 | 100 | NB | C | NB | (51\%) C |
|  |  |  |  |  | SB | C | SB | (62\%) D |
| 10 | Wonowon | Jedney Road | 38.3 | 100 | NB | C | NB | (50\%) C |
|  |  |  |  |  | SB | C | SB | (60\%) C |
| 11 | Jedney Road | Mile 135 Road | 14.3 | 100 | NB | C | NB | (51\%) C |
|  |  |  |  |  | SB | C | SB | (62\%) D |
| 12 | Mile 135 Road | Mile 141 Road | 8.5 | 100 | NB | C | NB | (54\%) C |
|  |  |  |  |  | SB | C | SB | (65\%) D |
| 13 | Mile 141 Road | Cypress Creek Road | 2.8 | 100 | NB | C | NB | (53\%) C |
|  |  |  |  |  | SB | C | SB | (64\%) D |
| 14 | Cypress Creek Road | Pink Mountain Road | 6.8 | 100 | NB | C | NB | (51\%) C |
|  |  |  |  |  | SB | C | SB | (62\%) D |
| 15 | Pink Mountain Road | Sikanni River Bridge | 23.6 | 100 | NB | A | NB | (29\%) A |
|  |  |  |  |  | SB | A | SB | (24\%) A |
| 16 | Sikanni River Bridge | Sikanni Chief Road | 1.8 | 100 | NB | A | NB | (20\%) A |
|  |  |  |  |  | SB | B | SB | (46\%) C |
| 17 | Sikanni Chief Road | Buckinghorse River Bridge | 22.1 | 100 | NB | A | NB | (31\%) B |
|  |  |  |  |  | SB | B | SB | (41\%) B |

Table 20 summarizes that 13 of the 17 roadway sections will operate at LOS D in the future, southbound, during the PM peak hour. Only section 1 will also operate at LOS D in the northbound direction. The northern most sections (15 through 17) are anticipated to operate at an acceptable level of service in 2039. Section 10 is the only other section expected to operate at LOS C or better in both directions; however, the southbound direction is estimate to have $60 \%$ time spent following, which is the maximum percent time spent following acceptable within the LOS C threshold.

In 2039, 13 roadway sections are anticipated to degrade to LOS D for north- and/or southbound, during the AM, Mid-day and/or PM peak hours, based on average travel speed and/or percent time spent following. These sections are further highlighted in Table 21.

Table 21 Roadway Sections Operating at LOS D in 2039

| Section \# | Southern Point | Northern Point | Peak Hour | Direction |
| :---: | :---: | :---: | :---: | :---: |
| 1 | Highway 29 | Stoddart Creek Road | AM <br> Mid-Day <br> PM | $\begin{aligned} & \hline \text { NB } \\ & \text { SB } \\ & \text { NB, SB }{ }^{1} \end{aligned}$ |
| 2 | Stoddart Creek Road | Montney Highway | PM | SB |
| 3 | Montney Highway | Becker Hill Road | AM | NB |
|  |  |  | PM | SB |
| 4 | Becker Hill Road | 258 Road | AM | NB |
|  |  |  | PM | SB |
| 5 | 258 Road | Mile 72 Frontage Road | PM | SB |
| 6 | Mile 72 Frontage Road | Beatton River Airport Road | AM | NB |
|  |  |  | Mid-Day | SB |
|  |  |  | PM | SB |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | AM | NB |
|  |  |  | Mid-Day | SB |
|  |  |  | PM | SB |
| 8 | Mile 80 Frontage Road | Inga Lake Road | PM | SB |
| 9 | Inga Lake Road | Wonowon | PM | SB |
| 11 | Jedney Road | Mile 135 Road | PM | SB |
| 12 | Mile 135 Road | Mile 141 Road | AM | NB |
|  |  |  | PM | SB |
| 13 | Mile 141 Road | Cypress Creek Road | AM | NB |
|  |  |  | PM | SB |
| 14 | Cypress Creek Road | Pink Mountain Road | PM | SB |

Notes:

1. Section 1 SB operates at LOS D during the PM peak hour under Existing Conditions (2014).

The analysis results and the data in Table 21 show that there is a distinct peak hour direction along the corridor. Seven (7) sections operate at LOS D during the AM peak hour, all in the northbound direction. Three (3) sections operates at LOS D during the Mid-day peak hour, all in the southbound direction, and 13 sections operate at LOS D in the PM peak hour, all southbound, except Section 1, which operates at LOS D in both directions during the PM peak hour.

As previously mentioned, sections performing at LOS C may also be candidates for passing lanes, based on level of service and other criteria; however, the priority is to determine if passing lanes would improve sections that are anticipated to degrade to LOS D in the future.




### 7.7 Passing Lane Opportunities

There are currently only 2 passing lanes (1 northbound and 1 southbound at Sikanni River Bridge) over the entirety of the 200 km study corridor. MoTI has announced the addition of a northbound passing lane at Mile 63 Road / Evergreen Road, to be constructed in 2015. Section 7.7.1, below, describes guidelines for determining when and where new passing lanes would be beneficial and discusses recommended passing lane locations based on these guidelines and analysis results. Section 7.7.2 provides level of service analysis of these potential passing lanes.

### 7.7.1 Potential Passing Lanes

## Passing Lane Guidelines

MoTI passing zone length guidelines state that at posted speeds of $100 \mathrm{~km} / \mathrm{h}$, more than 400 m of passing zone length (dashed yellow line) is recommended. It is important to note that the passing lengths less than 400 m may have met the current standards at the time of installation. However, based on the recommendation of 400 m , all three study LKI segments appear to have passing length deficiencies ranging from $22 \%$ of passing opportunities for LKI Segment 1183, northbound, to 48\% of passing opportunities along LKI Segment 1180 (9.96 to 59.60), northbound.

According to BC MoTI, Supplement to TAC Geometric Design Guide (July 2014), Section 930, passing lanes should be considered when the following occur:

- long stretch of roadway with no-passing opportunities
- circuitous alignment in rolling or mountainous terrain
- sparse local roadway network, forcing all traffic onto the highway
- high percentage of long distance, high speed trips, mixed with slow moving vehicle
- significant percentage of slow moving vehicles (i.e. heavy vehicles) generating platoons
- traffic volume high enough to restrict passing, but too low to warrant expansion to 4 lanes (AADT 8,000-10,000)
Based on these criteria, there are many locations along the corridor that would qualify for passing lanes.
Ideally, passing lanes would be approximately 2 km in length. The lanes should allow for at least 30 seconds of passing opportunity to disperse 4 to 6 vehicles. As a guideline, vehicles should have either a passing zone or passing lane or slow moving vehicle pullout every 10 minutes at $100 \mathrm{~km} / \mathrm{h}$ (approximately 16.7 km ) to avoid driver risk-taking in no-passing zones. Passing lane frequency is dependent on:
- passing lane length
- traffic volumes
- traffic composition
- downstream passing opportunities

Table 930.A in BC MoTI, Supplement to TAC Geometric Design Guide (July 2014) shows passing lane spacing guidelines based on AADT. For Highway 97, the recommended spacing is:

- AADT 1,001 to $3,000=9.6 \mathrm{~km}$
- AADT 3,001 to $5,000=8 \mathrm{~km}$
- AADT 5,001 to $7,000=6.4 \mathrm{~km}$
- AADT 7,001 to $9,000=4.4 \mathrm{~km}$


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It should be noted that the above spacing is a guideline if/when a passing lane is warranted, based on operations and safety analysis, and is not a warrant in itself or a design guideline. The combination of limited passing opportunities, passing lengths less than the 400 m minimum (recommended by MoTl for $100 \mathrm{~km} / \mathrm{h}$ speed zones), and minimal passing lanes or pullouts leads to platoons, frustrated drivers, and risky driver behaviour. All of this reduces safety along the corridor.

## Potential Passing Lane Locations

The above identifies guidelines for determining if passing lanes should be considered for stretches of two-lane highways. Based on the MoTI TAC guidelines, traffic operations analysis, and observations, there are a number of locations along the corridor that are good candidates for the addition of passing lanes. Some of these areas were previously identified by MoTI with input from stakeholders, while others were identified through this study. Many of these areas coincide with the roadway sections expected to operate at LOS D in the future; however, the selection is also based on terrain, observed platoons, passing opportunities in the area (or lack thereof), and AADT. Table 22 identifies potential passing lane locations, as determined by MoTI and/or this study.

Table 22 Potential Passing Lane Locations

| Location | Segment and Approximate LKI | Approximate <br> Section 2014 <br> AADT (Total) | Total NoPassing in PL Direction (km) | Total \# of Accesses (NB and SB) | Distance from Closest Potential Passing Lane (km) | HCS <br> Section \# |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Northbound Passing Lane Opportunities |  |  |  |  |  |  |
| 248 Road | $\begin{aligned} & \text { 1180, } \\ & \text { 17.6-19.6 } \end{aligned}$ | 5,450 | 1.74 | 8 | 7.8 (south) | 1 |
| Evergreen Road | $\begin{aligned} & 1180, \\ & 27.3-29.5 \end{aligned}$ | Announced by MoTI |  |  |  | 2 |
| *Becker Hill Road | $\begin{aligned} & 1180, \\ & 33.8-35.2 \end{aligned}$ | 3,970 | 1.37 | 3 | 4.3 | 4 |
| *South of Beatton River Airport Road | $\begin{aligned} & 1180, \\ & 41.5-43.9 \end{aligned}$ | 4,130 | 1.27 | 8 | 6.4 | 6 |
| North of Beatton River Airport Road | $\begin{aligned} & 1180, \\ & 45.5-48.3 \end{aligned}$ | 3,720 | 1.56 | 5 | 1.6 | 7 |
| South of Aitken Creek Road | $\begin{aligned} & 1180, \\ & 55-57.5 \end{aligned}$ | 3,800 | 1.94 | 4 | 6.7 | 8 |
| South of Inga Lake Road | $\begin{aligned} & 1180, \\ & 68.5-70.5 \end{aligned}$ | 3,200 | 0.99 | 1 | 11 | 8 |
| South of Tommy Lakes Road | $\begin{aligned} & \text { 1183, } \\ & \text { 19-21.2 } \end{aligned}$ | 2,500 | 1.47 | 3 | 36.4 | 10 |
| South of Gundy Road | $\begin{aligned} & 1183 \\ & 28-30.4 \end{aligned}$ | 2,460 | 1.28 | 4 | 6.8 | 10 |
| South of Jedney Road | $\begin{aligned} & \text { 1183, } \\ & 35.8-38.3 \end{aligned}$ | 2,460 | 2.19 | 5 | 5.5 | 10 |
| Southbound Passing Lane Opportunities |  |  |  |  |  |  |
| *South of Stoddart Creek Road | $\begin{aligned} & 1180, \\ & 20-17.5 \end{aligned}$ | 5,450 | 2 | 13 | 13.6 (from Lower Cache Rd) | 1 |
| South of Lower Cache Road | $\begin{aligned} & 1180, \\ & 35.6-33.6 \end{aligned}$ | 3,970 | 1.3 | 6 | 13.6 | 4 |
| North of Beatton River Airport Road | $\begin{aligned} & \text { 1180, } \\ & 51.2-48.7 \end{aligned}$ | 3,720 | 2.07 | 3 | 13.1 | 7 |
| South of Aitken Creek Road | $\begin{aligned} & 1180, \\ & 56.4-54.5 \end{aligned}$ | 3,800 | 1.61 | 3 | 3.3 | 8 |
| South of Inga Lake Road | $\begin{aligned} & 1180, \\ & 71.2-69.2 \end{aligned}$ | 3,200 | 1.47 | 2 | 12.8 | 8 |
| North of Upper Halfway Road | $\begin{aligned} & 1180, \\ & 82.2-80.2 \end{aligned}$ | 2,560 | 1.26 | 1 | 9 | 9 |
| North of 109 Road | $\begin{aligned} & \text { 1183, } \\ & \text { 14.9-12.9 } \end{aligned}$ | 2,560 | 1.22 | 0 | 18.6 | 10 |
| North of Jedney Road | $\begin{aligned} & 1183, \\ & 40.5-38.5 \end{aligned}$ | 2,460 | 2 | 2 | 23.6 | 11 |
| North of 135 Road | $\begin{aligned} & 1183, \\ & 55-52.6 \end{aligned}$ | 2,980 | 1.63 | 3 | 12.1 | 12 |
| North of 138 Road | $\begin{aligned} & 1183, \\ & 57.5-55 \end{aligned}$ | 2,980 | 1.76 | 5 | Adjacent | 12 |

## *Identified by MoTI

The addition of any of the passing lanes identified in Table 22 could improve traffic operations along the corridor. However, not all of these passing lanes are necessary or would be advised because the distance between passing lanes should be determined based on AADT, other adjacent passing opportunities, and other potential conflicts in the area (i.e. the number of roadway accesses in the vicinity). Based on analysis results
and design standards, Sections 10.1.1 and 10.2.1 recommend specific passing lanes to create a cohesive passing lane system through the corridor.

It is important to note that the passing lane locations are approximations and subject to other factors, including, but not limited to, geotechnical considerations, topography constraints, and costs. The precise locations will be determined during the detailed design phase of implementation.

### 7.7.2 Potential Passing Lane Operations

The roadway sections with potential passing lanes were analyzed with the addition of passing lanes for future (2039) conditions. It should be noted that while not all of the roadway sections operating at LOS C or D were evaluated with the addition of passing lanes, for various reasons, this does not mean that the addition of a passing lane would not improve operations at adjacent segments. HCS 2010 software does not have the capability to demonstrate how a roadway section with a passing lane might improve an adjacent section that does not have a passing lane. HCS also does not have the capability to analyze multiple passing lanes within a single roadway section; for this reason, where more than one passing lane is proposed within a single study section, this section was analyzed separately with the addition of each proposed passing lane.

Tables 23 and 24 show the results of the roadway operations analysis with the addition of a passing lane. The LOS result with the addition of the passing lane is highlighted in BLUE. The northbound direction was analyzed for both AM and PM peak hours because northbound has the highest directional volume during the AM peak hour, but the overall volumes are higher in the PM peak hour. Only PM peak hour was evaluated for the southbound direction because the PM peak has the highest volumes in this direction and overall. In all cases, a 2 km passing lane was used for analysis purposes. Detailed analysis results can be found in Appendix F.

Table 23 AM Peak Hour Future (2039) Roadway LOS for Potential Passing Lane Locations

| Section \# | Southern Point | Northern Point | Section Length (km) | Passing Lane Approx. Location | AM Peak Hr |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Travel Speed LOS |  | Percent Following (\%FOLL) LOS |  |
|  |  |  |  |  | Direction | Without PL | Direction | Without PL |
|  |  |  |  |  |  | With PL |  | With PL |
| 1 | Highway 29 | Stoddart Creek Road | 7.8 | $\begin{aligned} & 1180, \\ & 17.6-19.6 \end{aligned}$ | NB | $\begin{aligned} & \mathrm{D} \\ & \mathrm{C} \end{aligned}$ | NB | $\begin{aligned} & (68 \%) D \\ & (59 \%) C \end{aligned}$ |
| 4 | Becker Hill Road | 258 Road | 3.4 | $\begin{aligned} & 1180, \\ & 33.8-35.2 \end{aligned}$ | NB | D | NB | (66\%) D |
|  |  |  |  |  |  | B |  | (47\%) C |
| 6 | Mile 72 <br> Frontage Road | Beatton River Airport Road | 2.4 | $\begin{aligned} & 1180, \\ & 41.5-43.9 \end{aligned}$ | NB | $\begin{aligned} & \text { D } \\ & \text { B } \end{aligned}$ | NB | $\begin{aligned} & (66 \%) ~ D \\ & (40 \%) B \end{aligned}$ |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | 9.6 | $\begin{aligned} & 1180, \\ & 45.5-48.3 \end{aligned}$ | NB | D | NB | (65\%) D |
|  |  |  |  |  |  | B |  | (46\%) C |
| $8^{\text {a }}$ | Mile 80 Frontage Road | Inga Lake Road | 18.5 | $\begin{aligned} & 1180 \\ & 55-57.5 \end{aligned}$ | NB | C | NB | (59\%) C |
|  |  |  |  |  |  | B |  | (45\%) B |
| $8^{\text {b }}$ | Mile 80 Frontage Road | Inga Lake Road | 18.5 | $\begin{aligned} & 1180, \\ & 68.5-70.5 \end{aligned}$ | NB | C | NB | (59\%) C |
|  |  |  |  |  |  | C |  | (55\%) C |
| $10^{\circ}$ | Wonowon | Jedney Road | 38.3 | 1183, | NB | C | NB | (58\%) C |
|  |  |  |  | 19-21.2 | NB | C | NB | (55\%) C |
| $10^{\text {d }}$ | Wonowon | Jedney Road | 38.3 | $\begin{aligned} & 1183, \\ & 28-30.4 \end{aligned}$ | NB | C | NB | (58\%) C |
|  |  |  |  |  |  | B |  | (43\%) B |
| $10^{e}$ | Wonowon | Jedney Road | 38.3 | $\begin{aligned} & 1183, \\ & 35.8-38.3 \end{aligned}$ | NB | C | NB | (58\%) C |
|  |  |  |  |  |  | C |  | (51\%) C |

Notes:
RED text denotes LOS D or worse
BLUE text denotes analysis result with addition of a passing lane
a. Addition of Aitken Creek Road NB passing lane
b. Addition of Inga Lake Road NB passing lane
c. Addition of Tommy Lakes Road NB passing lane
d. Addition of Gundy Road NB passing lane
e. Addition of Jedney Road NB passing lane

Table 24 PM Peak Hour Future (2039) Roadway LOS for Potential Passing Lane Locations

| Section \# | Southern Point | Northern Point | Segment Length (km) | Passing Lane Approx. Location | PM Peak Hr |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Travel Speed LOS |  | Percent Following (\%FOLL) LOS |  |
|  |  |  |  |  |  | Without PL |  | Without PL |
|  |  |  |  |  | Direction | With PL | Direction | With PL |
| Northbound Potential Passing Lanes |  |  |  |  |  |  |  |  |
| 1 | Highway 29 | Stoddart Creek Road | 7.8 | 1180, | NB | C | NB | (61\%) D |
|  |  |  |  | 17.6-19.6 |  | B |  | (52\%) C |
| 4 | Becker Hill Road | 258 Road | 3.4 | $\begin{aligned} & 1180, \\ & 33.8-35.2 \end{aligned}$ | NB | $\begin{aligned} & \mathrm{C} \\ & \mathrm{~A} \end{aligned}$ | NB | $\begin{aligned} & \text { (55\%) C } \\ & (39 \%) \text { B } \end{aligned}$ |
| 6 | Mile 72 Frontage Road | Beatton River Airport Road | 2.4 | 1180, | NB | C | NB | (58\%) C |
|  |  |  |  | 41.5-43.9 |  | A |  | (35\%) B |
| 7 | Beatton River Airport Road | Mile 80 <br> Frontage Road | 9.6 | $\begin{aligned} & 1180, \\ & 45.5-48.3 \end{aligned}$ | NB | $\begin{aligned} & \text { C } \\ & \text { A } \end{aligned}$ | NB | $\begin{aligned} & (56 \%) \text { C } \\ & (39 \%) \text { B } \end{aligned}$ |
| $8^{\text {a }}$ | Mile 80 Frontage Road | Inga Lake Road | 18.5 | 1180, | NB | C | NB | (54\%) C |
|  |  |  |  | 55-57.5 |  | B |  | (40\%) B |
| $8^{\text {b }}$ | Mile 80 Frontage Road | Inga Lake Road | 18.5 | $\begin{aligned} & 1180, \\ & 68.5-70.5 \end{aligned}$ | NB | $\begin{aligned} & \text { C } \\ & \text { B } \end{aligned}$ | NB | $\begin{aligned} & \text { (54\%) C } \\ & (50 \%) \text { C } \end{aligned}$ |
| $10^{\circ}$ | Wonowon | Jedney Road | 38.3 | 1183, | NB | C | NB | (50\%) C |
|  |  |  |  | 19-21.2 |  | B |  | (48\%) C |
| $10^{\text {d }}$ | Wonowon | Jedney Road | 38.3 | 1183, | NB | C | NB | (50\%) C |
|  |  |  |  | 28-30.4 |  | B |  | (38\%) B |
| $10^{\text {e }}$ | Wonowon | Jedney Road | 38.3 | 1183, | NB | C | NB | (50\%) C |
|  |  |  |  | 35.8-38.3 |  | B |  | (45\%) B |
| Southbound Potential Passing Lanes |  |  |  |  |  |  |  |  |
| 1 | Highway 29 | Stoddart Creek Road | 7.8 | 1180, | SB | D | SB | (70\%) D |
|  |  |  |  | 20-17.5 |  | C |  | (60\%) C |
| 4 | Becker Hill Road | 258 Road | 3.4 | 1180, | SB | C | SB | (65\%) D |
|  |  |  |  | 35.6-33.6 | SB | B | SB | (45\%) B |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | 9.6 | 1180, | SB | D | SB | (67\%) D |
|  |  |  |  | 51.2-48.7 | SB | C |  | (55\%) C |
| $8^{f}$ | Mile 80 Frontage Road | Inga Lake Road | 18.5 | 1180, | SB | C | SB | (64\%) D |
|  |  |  |  | 56.4-54.5 | SB | C | SB | (60\%) C |
| $8^{9}$ | Mile 80 Frontage Road | Inga Lake Road | 18.5 | 1180, | SB | C | SB | (64\%) D |
|  |  |  |  | 71.2-69.2 | SB | C |  | (51\%) C |
| 9 | Inga Lake Road | Wonowon | 16.0 | 1180, | SB | C | SB | (62\%) D |
|  |  |  |  | 82.2-80.2 | SB | B | SB | (50\%) C |
| 10 | Wonowon | Jedney Road | 38.3 | 1183, | SB | C | SB | (60\%) C |
|  |  |  |  | 14.9-12.9 |  | B |  | (48\%) C |
| 11 | Jedney Road | Mile 135 Road | 14.3 | 1183, | SB | C | SB | (62\%) D |
|  |  |  |  | 40.5-38.5 | SB | C | SB | (58\%) C |
| $12^{\mathrm{h}}$ | Mile 135 Road | Mile 141 Road | 8.5 | 1183, | SB | C | SB | (65\%) D |
|  |  |  |  | 55-52.6 | SB | B | SB | (43\%) B |
| $12^{i}$ | Mile 135 Road | Mile 141 Road | 8.5 | 1183. |  | C | SB | (65\%) D |
|  |  |  |  | $57.5-55$ | SB | B |  | (48\%) C |

## Notes:

RED text denotes LOS D or worse
BLUE text denotes analysis result with addition of a passing lane
a. Addition of Aitken Creek Road NB passing
lane
b. Addition of Inga Lake Road NB passing
lane
c. Addition of Gundy Road NB passing lane
d. Addition of Tommy Lakes Road NB passing lane

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As can be seen in Tables 23 and 24, the addition of passing lanes improves roadway operations in terms of both average travel speeds and percent time spent following. Where the LOS is D without the passing lane, it improves to LOS C or B, and where the LOS is C prior to the addition of a passing lane, it improves to LOS C with higher average travel speeds and lower percentage of time spent following or LOS B.

As previously mentioned, installing all of the above passing lanes is not recommended. The spacing of passing lanes should be determined by the AADT and distance from adjacent passing lanes. Based on the Existing (2014) AADT of these sections, a spacing of a minimum of 8 km is suggested; however, the projected AADT for the Future (2039) for these sections could reduce the spacing between lanes to 4.4 to 6.4 km apart, in some cases.

In conjunction with spacing of passing lanes in the same direction, it is generally desirable to stagger opposing direction passing lanes to avoid the impression of a 4-lane highway. Some overlap is acceptable, but where possible, it is best to place opposing lanes tail to tail (diverge to diverge). The guidelines for a system of passing lanes is described in section 930.06 of the BC MoTI Supplement to TAC Geometric Design Guide (July 2014). It should be noted that these are specifically spacing recommendations and not passing lane warrants or design guidelines.

## 8 Safety Analysis

### 8.1 Collision Data

Collision data representing a 5-year period from January 2009 to December 2013 was extracted from MoTl's CIS (Collision Information System) database. The CIS database summarizes the severity and type of collisions that occurred at the intersections and along sections of the roadway. It is noted that the CIS database only includes reported collisions when the police attended the incident. The actual number of collisions in the ICBC claims database may be more than the CIS database.

### 8.2 Corridor Safety Analysis

For the Highway 97 study area, the CIS database includes 195 collisions for the 5 year time period. Table 25 shows the breakdown of collisions by study segment.

Table 25 5-Year (January 2009 - December 2013) Corridor Collision Data

| LKI Study <br> Segment | Southern <br> LKI | Northern <br> LKI | Total <br> Collisions | Property <br> Damage Only | Injury |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |

As can be seen in Table 25, 116 collisions resulted in property damage only and 70 resulted in injuries. Six (6) fatal collision occurred in the analysis period. Five (5) of the fatal collisions and 94 (or $48 \%$ ) of the total collisions occurred in the southern LKI Segment 1180, km 9.96 and 59.60; this is the most populated area, with the highest traffic volumes, and is closest to Fort St. John.

### 8.2.1 Primary Collision Occurrences and Crash Frequencies

LKI Segment 1180, 9.96-59.60
For LKI Segment 1180, 9.96-59.60 (Charlie Lake Crescent to North Peace Maintenance jurisdiction), approximately a quarter of the collisions (27\%) occurred were off-road right. Off-road left and head-on collisions encompass an additional $30 \%$ ( $14 \%$ and $16 \%$, respectively). The percentage breakdown of collision occurrences at LKI 1180, 9.96-59.60, can be seen in Figure 8. Figure 9 shows the overall crash frequencies for LKI 1180, 9.96-59.60.

Figure 8 Primary Collision Occurrences for LKI 1180, 9.96-59.60


Figure 9 LKI 1180, 9.96-59.60, Collision Frequency


The location with the most collisions, shown by the spike on the Figure 9 histogram, is at the intersection of Highway 97 and Highway 29 (Segment 1180, LKI 12.5), with 7 collisions during the 5 -year study period. There were also 5 fatal collisions along this segment during the 5 -year period. The fatal collisions occurred near LKIs 18.4, 26, 27.9, 50, and 53.6. One fatal collision occurred near the Evergreen Road intersection (LKI 27.9), and
the other four (4) occurred between intersections. A summary of the fatal collisions from the CIS database is shown in Table 26.

Table 26 Fatal Collisions Summary

| Segment | Collison LKI | Location | Direction | Primary Occurrence | Contributing Factor |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1180 | 18.4 | 400 m South of Campbell Rd | Northbound | Other | - Other |
| 1180 | 26.0 | Near Road 62 (Mile 62 Subdivision) | Northbound | Head-on | - Driving on wrong side of the road |
| 1180 | 27.9 | Evergreen Rd | Northbound | Other | - Road Condition (ice, snow, slush) |
| 1180 | 50.0 | 3 km south of Mile 80 Rest Area | Northbound | Other | - Exceeding speed limit |
| 1180 | 53.6 | Mile 80 Rest Area Access | Northbound | Off road right | - Wild Animal |

As seen in Table 26, all five fatal collisions occurred in the northbound direction, but there is no clear pattern in terms of collision type or contributing factors. The contributing factors varied from wild animal-related to poor road conditions to driver error.

LKI Segment 1180, 59.60-87.90
For LKI Segment 1180, 59.60-87.90 (North Peace Maintenance jurisdiction to Wonowon), almost half of the collisions ( $43 \%$ ) occurred off-road right. Off-road left and head-on make up an additional quarter of the collisions ( $13 \%$ each). The percentage breakdown of collision occurrences at LKI 1180, 59.60-87.90, can be seen in Figure 10. Figure 11 shows the overall crash frequencies for LKI 1180, 59.60-87.90.

Figure 10 Primary Collision Occurrences for LKI 1180, 59.60-87.90


Figure 11 LKI 1180, 59.60-87.90, Collision Frequency


The locations with the most collisions, shown by the spikes on the Figure 11 histogram, are at the intersections of Highway 97 and Kitt Road / Road 315 and Highway 97 and Inga Lake Road / Road 170 (Segment 1180, LKI 64.6 and 71.9 ), experiencing three (3) collisions each over the 5 -year period. There were no fatal collisions along this segment during the 5 -year study period.

## LKI Segment 1183, 0.00-118.16

For LKI Segment 1183, 0.00-118.16 (Wonowon to Buckinghorse River Bridge), approximately one third (35\%) of the collisions occurred off-road right. Side swipe and rear end make up an additional quarter of the collisions ( $11 \%$ each). The percentage breakdown of collision occurrences at LKI 1183, 0.00-118.16, can be seen in Figure 12. Figure 13 shows the overall crash frequencies for LKI 1183, 0.00-118.16.

Figure 12 Primary Collision Occurrences for LKI 1183, 0.00-118.16


Figure 13 LKI 1183, 0.00-118.16, Collision Frequency


The locations with the most collisions, shown by the spikes on the Figure 13 histogram, are at or near the intersections of Highway 97 / Unocal Road (LKI 21), Highway 97 / Mile 148 Road (LKI 71.6), near the rest area at LKI 88.6, and at the Buckinghorse River Bridge (LKI 116.2), each experiencing two (2) collisions over the 5year period. There was one (1) fatal collision along this segment during the 5 -year period, at LKI 66.3 , between the intersections of Cypress Creek Road and Pink Mountain Road; it was a head-on collision involving an impaired driver.

### 8.2.2 Main Contributing Factors for Collisions

The main contributing factors for collisions during the 5 -year study period are shown graphically in Figure 14. Poor road condition (snow, ice, etc.) was the leading contributor to all collisions and to injury and fatal collisions. Driving too fast was recorded as the second highest contributing factor for collisions resulting in injury and fatality. Wild animals were the second leading cause for all collisions.

Figure 14 Collision Contributing Factors
Collision Contributing Factors


### 8.3 Safety Performance Methodology

The safety performance of the highway segments and the intersections were based on two methodologies: (1) the traditional methodology using collision rates and severity index, and (2) the Collison Prediction Models (CPM) methodology, as described in Sections 8.3.1 and 8.3.2.

### 8.3.1 Traditional Methodology

The safety performance measures used in the traditional analysis method include the Collision Frequency, Collision Rate and Collision Severity Index. These safety measures were determined using historical collision records and are commonly used when assessing the safety performance of a corridor or intersections. These measures are defined as follows.

- Collision Frequency: The collision frequency is the number of collisions per location during a specific time period.
- Collision Rate: The collision rate is collisions per million-vehicle-kilometers (MVKm) for highway sections and collisions per million-entering-vehicles (MEV) for the intersections.
- Collision Severity Index: The collision severity index is a measure of collision severity levels, which is the weighted sum of fatal, injury, and property damage-only (PDO) collisions. A fatal collision is given a weighting of 100 , an injury collision is given a weighting of 10 and a PDO collision is given a weighting of 1 , thus, $\mathrm{CSI}=(100 \mathrm{xF}+10 \mathrm{xI}+\mathrm{PDO}) /(\mathrm{F}+\mathrm{I}+\mathrm{PDO})$. A higher severity index indicates a higher proportion of high severity collisions.


## Provincial Safety Benchmarks

The safety performance measures for the study locations were compared to provincial benchmarks to determine if the study locations are within the provincial average of similar roadways. A 5-year traffic volume range of provincial data (January 1, 2006 to December 31, 2010) and average provincial collision rates by highway service class were used to compare the observed rates along the study roadway sections and at the study intersections. The Provincial Average Rate Table is provided in Appendix G. The following safety performance benchmarks, based on provincial rates, are the most commonly used to determine the performance of a corridor and have been used as part of this study.

- Provincial Average Collision Rate: An average collision rate is simply an average of the calculated collision rates for a large group of similar locations that can be used as the basis for comparison. The average collision rates are often generated by road classification and traffic volume levels, as provided in Appendix G.
- Critical Collision Rate (CR): The Critical Collision rate, which is based on statistical quality control procedures, has been the most widely used statistical technique among highway agencies to identify collision prone locations. The technique defines a location as collision prone if the observed collision rate exceeds a critical collision rate, which is based on the average collision rate. The Critical Collision rate is calculated as follows:
$C R=C$ ave $+k \sqrt{\frac{\text { CRave }}{m}}+\frac{1}{2 m}$
where,
$C R_{\text {ave }}=$ Average Provincial collision rate
$k$ is a constant ( 1.64 for $95 \%$ confidence)
$m=$ Million Vehicle Kilometers (MVK) for segments and Million Entering Vehicles for intersections
- Provincial Average Collision Severity Index (CSI): An average collision severity index is simply an average of the calculated collision severity indices for a large group of similar locations that can be used as the basis for comparison. Similar to average collision rates, the average CSI are often generated by road classification.

Severity Rate $=(100 \times F+10 \times I+P D O) /(F+I+P D O)$
where,
$F=$ Fatal collisions
$I=$ Injury collisions
PDO = Property Damage Only collisions

### 8.3.2 Collision Prediction Model (CPM) and Collision Modification Factor (CMF)

The CPM methodology is illustrated in the MoTI document "Collision Prediction Model for British Columbia," December 2008, by Paul de Leur, PhD, P.Eng., and Tarek Sayed, PhD, P.Eng. This report describes and presents a set of CPMs that were developed using the BC highway collision data. The CPMs can be used to estimate the safety performance of major provincial highway segments and intersections in British Columbia.

The MoTI Collision Prediction Model for a Rural Arterial Undivided 2-Lane Highway segment (RAU2) and unsignalized intersections, was used to estimate the future collision frequency in this study.

$$
\begin{aligned}
& E(\Lambda)=a_{0} V_{1}^{a 1} L_{1}^{a 2} \quad \text { (Segment Model) } \\
& E(\Lambda)=a_{0} V_{1}^{a 1} V_{2}^{a 2} \quad \text { (Intersection Model) }
\end{aligned}
$$

where,
$E(\wedge)=$ collision frequency (collisions / 5 years)
$L_{1}=$ Segment length
$V_{1}=$ AADT for Major Road / Highway Segment
$V_{2}=$ AADT for Minor Road
$a_{0}, a_{1}$, and $a_{2}=$ model parameters
The Empirical Bays (EB) approach was used to refine the estimate of expected number of collisions at a location by combining the observed number of collisions at the location with the predicted number of collisions obtained from the collision prediction model to yield a more accurate location-specific safety assessment. The EB estimate of the expected number of collisions at any location can be calculated by using the following equation:

$$
E B=\alpha \times \text { prediction }+(1-\alpha) \times \text { observed }
$$

$$
\alpha=k /(k+\text { predicted })
$$

where,
observed = observed number of collisions / 5 yrs
predicted $=$ predicted collisions as per the CPM
$k=$ Model dispersion parameter

## Collision Prone Location

Collision-Prone Locations (CPLs) are defined as locations that exhibit a significant number of collisions compared to a specific norm. The MoTI CPM report includes Critical Collision Frequency curves, developed to estimate the collision threshold. A Critical Collision Frequency curve indicates the number of collisions that
would be observed to identify a location as collision-prone, based on a specific collision prediction model and a confidence level. Figure 15 shows these curves. The curves shown represent the $95 \%$ confidence level.

Figure 15 Critical Curves for Collision Prone Locations


Source: "Collision Prediction Model for British Columbia," December 2008, by Paul de Leur, PhD, P.Eng, and Tarek Sayed, PhD, P.Eng, Figure 4.2.

### 8.4 Collision Roadway Section Analysis

Corridor safety analysis was conducted for the 17 highway sections defined in Section 3.2. For this analysis, the average AADT from 2009 to 2013 was used to coincide with the collision data 5 -year period from January 2009 to December 2013.

Tables 27 and 28 summarize the safety performance results for all 17 study sections using traditional and CPM methods.

|  | Southern Point |  | Northern Point | Northern Point LKI | Section Length (km) | TotalCollisions | Fatal | Injury | PDO | Frequency(Coll/yr) | AADT | Observed Coll Rate (OCR) | ProvincialAve CollRate(CRave) | Critical Rate (CR) | $\begin{array}{\|c} \text { Coll Prone } \\ \text { If OCR>CR } \\ (y / n) \end{array}$ | Collision Severity Index |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \text { Section } \\ \# \end{gathered}$ |  | Southern Point LKI |  |  |  |  |  |  |  |  |  |  |  |  |  | CSI | $\begin{array}{\|c\|} \hline \text { Provincial } \\ \text { Avg CSI } \end{array}$ | If $\mathrm{CSI}>$ Avg CSI |
| LKI Segment 1180 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Highway 29 | 12.52 | Stoddart Creek Road | 20.35 | 7.8 | 26 | 1 | 8 | 17 | 5.2 | 5080 | 0.36 | 0.48 | 0.62 | N | 7.6 | 7.05 | Y |
| 2 | Stoddart Creek Road | 20.35 | Montney Highway | 29.46 | 9.1 | 27 | 2 | 7 | 18 | 5.4 | 3910 | 0.42 | 0.55 | 0.71 | N | 10.7 | 7.39 | Y |
| 3 | Montney Highway | 29.46 | Becker Hill Road | 32.86 | 3.4 | 9 | 0 | 2 | 7 | 1.8 | 3600 | 0.40 | 0.55 | 0.83 | N | 3.0 | 7.39 | N |
| 4 | Becker Hill Road | 32.86 | 258 Road | 36.28 | 3.4 | 6 | 0 | 2 | 4 | 1.2 | 3700 | 0.26 | 0.55 | 0.83 | N | 4.0 | 7.39 | N |
| 5 | 258 Road | 36.28 | Mile 72 Frontage Road | 41.52 | 5.2 | 2 | 0 | 1 | 1 | 0.4 | 3850 | 0.05 | 0.55 | 0.76 | N | 5.5 | 7.39 | N |
| 6 | Mile 72 Frontage Road | 41.52 | Beatton River Airport Road | 43.89 | 2.4 | 5 | 0 | 2 | 3 | 1.0 | 3850 | 0.30 | 0.55 | 0.88 | N | 4.6 | 7.39 | N |
| 7 | Beatton River Airport Road | 43.89 | Mile 80 Frontage Road | 53.44 | 9.6 | 6 | 1 | 2 | 3 | 1.2 | 3470 | 0.10 | 0.55 | 0.72 | N | 20.5 | 7.39 | Y |
| 8 | Mile 80 Frontage Road | 53.44 | Inga Lake Road | 71.94 | 18.5 | 28 | 1 | 16 | 11 | 5.6 | 2980 | 0.28 | 0.55 | 0.68 | N | 9.7 | 7.39 | Y |
| 9 | Inga Lake Road | 71.94 | Wonowon | 87.90 | 16 | 25 | 0 | 12 | 13 | 5.0 | 2390 | 0.36 | 0.55 | 0.70 | N | 5.3 | 7.39 | $N$ |
| LKI Segment 1183 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | Wonowon | 0.00 | Jedney Road | 38.33 | 38.3 | 17 | 0 | 7 | 10 | 3.4 | 2290 | 0.11 | 0.55 | 0.65 | N | 4.71 | 7.39 | N |
| 11 | Jedney Road | 38.33 | Mile 135 Road | 52.60 | 14.3 | 7 | 0 | 1 | 6 | 1.4 | 2620 | 0.10 | 0.55 | 0.71 | N | 2.29 | 7.39 | N |
| 12 | Mile 135 Road | 52.60 | Mile 141 Road | 61.10 | 8.5 | 3 | 0 | 1 | 2 | 0.6 | 2780 | 0.07 | 0.55 | 0.75 | N | 4.00 | 7.39 | N |
| 13 | Mile 141 Road | 61.10 | Cypress Creek Road | 63.93 | 2.8 | 2 | 0 | 0 | 2 | 0.4 | 2940 | 0.13 | 0.55 | 0.90 | N | 1.00 | 7.39 | N |
| 14 | Cypress Creek Road | 63.93 | Pink Mountain Road | 70.68 | 6.8 | 4 | 1 | 2 | 1 | 0.8 | 3000 | 0.11 | 0.55 | 0.76 | N | 30.25 | 7.39 | Y |
| 15 | Pink Mountain Road | 70.68 | Sikanni River Bridge | 94.27 | 23.6 | 12 | 0 | 5 | 7 | 2.4 | 990 | 0.28 | 0.55 | 0.75 | N | 4.75 | 7.39 | N |
| 16 | Sikanni River Bridge | 94.27 | Sikanni Chief Road | 96.11 | 1.8 | 0 | 0 | 0 | 0 | 0.0 | 950 | 0.00 | 0.55 | 1.39 | N | - | 7.39 | - |
| 17 | Sikanni Chief Road | 96.11 | Buckinghorse River Bridge | 118.16 | 22.1 | 12 | 0 | 5 | 7 | 2.4 | 1030 | 0.29 | 0.55 | 0.75 | N | 4.75 | 7.39 | N |


| $\begin{gathered} \text { Section } \\ \# \end{gathered}$ | Southern Point | Southern Point LKI | Northern Point | Northern Point LKI | Section Length (km) | Total Collisions | Fatal | Injury | PDO | $\begin{array}{\|c\|} \hline \text { Frequency } \\ (\text { Coll/yr) } \end{array}$ | AADT | Collision Prediction by CPM (Coll/5yrs) | Empirical Bays Estimate (Coll/5yrs) | Threshold collisions based on Critical Curves | Collision Prone <br> If Observed coll >Threshold coll |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| LKI Segment 1180 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 | Highway 29 | 12.52 | Stoddart Creek Road | 20.35 | 7.8 | 26 | 1 | 8 | 17 | 5.2 | 5080 | 43 | 28 | 35 | No |
| 2 | Stoddart Creek Road | 20.35 | Montney Highway | 29.46 | 9.1 | 27 | 2 | 7 | 18 | 5.4 | 3910 | 41 | 29 | 36 | No |
| 3 | Montney Highway | 29.46 | Becker Hill Road | 32.86 | 3.4 | 9 | 0 | 2 | 7 | 1.8 | 3600 | 17 | 11 | 17 | No |
| 4 | Becker Hill Road | 32.86 | 258 Road | 36.28 | 3.4 | 6 | 0 | 2 | 4 | 1.2 | 3700 | 17 | 8 | 13 | No |
| 5 | 258 Road | 36.28 | Mile 72 Frontage Road | 41.52 | 5.2 | 2 | 0 | 1 | 1 | 0.4 | 3850 | 26 | 5 | 10 | No |
| 6 | Mile 72 Frontage Road | 41.52 | Beatton River Airport Road | 43.89 | 2.4 | 5 | 0 | 2 | 3 | 1.0 | 3850 | 13 | 7 | 12 | No |
| 7 | Beatton River Airport Road | 43.89 | Mile 80 Frontage Road | 53.44 | 9.6 | 6 | 1 | 2 | 3 | 1.2 | 3470 | 40 | 9 | 14 | No |
| 8 | Mile 80 Frontage Road | 53.44 | Inga Lake Road | 71.94 | 18.5 | 28 | 1 | 16 | 11 | 5.6 | 2980 | 63 | 30 | 36 | No |
| 9 | Inga Lake Road | 71.94 | Wonowon | 87.90 | 16 | 25 | 0 | 12 | 13 | 5.0 | 2390 | 48 | 27 | 33 | No |
| LKI Segment 1183 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 | Wonowon | 0.00 | Jedney Road | 38.33 | 38.3 | 17 | 0 | 7 | 10 | 3.4 | 2290 | 99 | 20 | 26 | No |
| 11 | Jedney Road | 38.33 | Mile 135 Road | 52.60 | 14.3 | 7 | 0 | 1 | 6 | 1.4 | 2620 | 46 | 10 | 15 | No |
| 12 | Mile 135 Road | 52.60 | Mile 141 Road | 61.10 | 8.5 | 3 | 0 | 1 | 2 | 0.6 | 2780 | 31 | 6 | 11 | No |
| 13 | Mile 141 Road | 61.10 | Cypress Creek Road | 63.93 | 2.8 | 2 | 0 | 0 | 2 | 0.4 | 2940 | 13 | 5 | 10 | No |
| 14 | Cypress Creek Road | 63.93 | Pink Mountain Road | 70.68 | 6.8 | 4 | 1 | 2 | 1 | 0.8 | 3000 | 27 | 7 | 12 | No |
| 15 | Pink Mountain Road | 70.68 | Sikanni River Bridge | 94.27 | 23.6 | 12 | 0 | 5 | 7 | 2.4 | 990 | 37 | 15 | 21 | No |
| 16 | Sikanni River Bridge | 94.27 | Sikanni Chief Road | 96.11 | 1.8 | 0 | 0 | 0 | 0 | 0.0 | 950 | 4 | 2 | 6 | No |
| 17 | Sikanni Chief Road | 96.11 | Buckinghorse River Bridge | 118.16 | 22.1 | 12 | 0 | 5 | 7 | 2.4 | 1030 | 35 | 15 | 21 | No |

As shown in Table 27, Sections 8, 2, 1 and 9 experienced the most collisions during the 5 year study period with $28,27,26$ and 25 collisions, respectively.

Based on the traditional method, the collision rates for all 17 highway sections are less than the critical collision rates and the provincial averages. None of the study sections are considered collision prone because they operate above the provincial safety performance benchmarks. The Collision Severity Index of 5 sections Sections $1,2,7,8$, and 14 - is more than the provincial average CSI. This indicates that the collisions that occurred within these 5 sections during the study period were more severe than the provincial average. All 5 sections experienced at least 1 fatal collision during the 5 -year study period, which tends to increase the CSI. However, it is important to note the total number of collisions for Sections 7 and 14 is low, but all resulted in injury or fatality, which may skew the CSI to be above the provincial average CSI. Additionally, the fatal collision in Section 14 was due to impaired driving and was not related to highway conditions.

Based on the CPM method (shown in Table 28), none of the highway sections are collision prone; the observed collisions, along all 17 study roadway sections during the 5 -year study period (2009 to 2013), are fewer than the collision threshold estimated from the critical curves.

### 8.5 Intersection Safety Analysis

Of the 21 study intersections identified in Section 3.1, 10 intersections experienced collisions during the 5 -year period studied for the safety analysis. Over the 5 -year period, 32 collisions occurred at these 10 intersections: 20 were property-damage-only and 12 resulted in injuries. No fatal collisions occurred at the study intersections. Safety analysis was conducted for these study intersections. Tables 29 and 30 show the safety performance summary for the 10 study intersections, using both the traditional and CPM methods.

Table 29 Intersection Safety Performance - Traditional Method

| Segment LKI | Intersection | Total Collisions (2009-2013) | Collision Rate |  |  | Collision Severity |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Observed Collision Rate (coll/MEV) | Critical Rate | Collision Prone (Y/N) | CSI | Provincial Average CSI | $\begin{aligned} & \text { CSI } \geq \operatorname{avg} \\ & \text { CSI } \\ & (\mathrm{Y} / \mathrm{N}) \end{aligned}$ |
| 1180, 12.52 | Hwy 97 / Hwy 29 | 7 | 0.32 | 0.42 | N | 4.86 | 7.21 | N |
| 1180, 20.3 | Hwy 97 / Stoddart Creek Rd | 5 | 0.58 | 0.87 | N | 1.00 | 6.85 | N |
| 1180, 28.57 | Hwy 97 / Red Creek Rd | 2 | 0.27 | 0.91 | N | 1.00 | 6.85 | N |
| 1180, 29.46 | Hwy 97 / Montney Hwy | 3 | 0.39 | 0.90 | N | 4.00 | 6.85 | N |
| 1180, 32.86 | Hwy 97 / Becker Hill Rd | 2 | 0.30 | 0.94 | N | 5.50 | 6.85 | N |
| 1180, 35.86 | Hwy 97 / Lower Cache Rd | 2 | 0.27 | 0.91 | N | 5.50 | 6.85 | N |
| 1180, 43.9 | Hwy 97 / Beatton River Airport Rd | 5 | 0.62 | 0.89 | N | 4.60 | 6.85 | N |
| 1180, 87.9 | Hwy 97 / Wonowon Esso | 3 | 0.55 | 1.00 | N | 10.00 | 6.85 | Y |
| 1183, 70.86 | Hwy 97 / Sasquatch Crossing Lodge | 1 | 0.16 | 0.97 | N | 1.00 | 6.85 | N |
| 1183, 116.3 | Hwy 97 / Buckinghorse Camp and Lodge | 2 | 0.64 | 1.22 | N | 5.50 | 6.85 | N |

Table 30 Intersection Safety Performance - CPM Method

| Segment LKI | Intersection | Observed <br> Collisions <br> $(2009-2013)$ | Collision <br> Prediction <br> by CPM <br> (Coll/5yrs) | Empirical Bays <br> Estimate <br> (Coll/5yrs) | Threshold <br> Collisions based <br> on Critical <br> Curves | Collision Prone <br> If Observed coll <br> >Threshold coll |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| $1180,12.52$ | Hwy 97 / Hwy 29 | 7 | 11.0 | 10.8 | 29 | No |
| $1180,20.3$ | Hwy 97 / Stoddart <br> Creek Rd | 5 | 0.8 | 0.8 | 14 | No |
| $1180,28.57$ | Hwy 97 / Red Creek Rd | 2 | 0.6 | 0.6 | 14 | No |
| $1180,29.46$ | Hwy 97 / Montney Hwy | 3 | 0.7 | 0.8 | 14 | No |
| $1180,32.86$ | Hwy 97 / Becker Hill Rd | 2 | 0.4 | 0.4 | 13 | No |
| $1180,35.86$ | Hwy 97 / Lower Cache <br> Rd | 2 | 0.4 | 0.4 | 13 | No |
| $1180,43.9$ | Hwy 97 / Beatton River <br> Airport Rd | 5 | 1.1 | 1.1 | 14 | No |
| $1180,87.9$ | Hwy 97 / Wonowon <br> Esso | 3 | 2.3 | 2.3 | 15 | No |
| $1183,70.86$ | Hwy 97 / Sasquatch <br> Crossing Lodge | 1 | 0.7 | 0.7 | 14 | No |
| $1183,116.3$ | Hwy 97 / Buckinghorse <br> Camp and Lodge | 2 | 1.2 | 1.2 | 14 | No |

Based on the traditional method results shown in Table 29, none of the intersections are considered collision prone because the observed collision rate is less than the critical rate. However, the Collision Severity Index of one intersection (Highway 97 / Wonowon Esso) is above the provincial average CSI despite low collision frequency. The collisions that occurred at this location appear more severe than the provincial average; there were only 3 collisions at this location over the 5 -year period, but all 3 collisions resulted in injuries.

Based on the CPM method results, shown in Table 30, none of the study intersections are considered collision prone because the number of observed collisions, during the 5 -year study period (2009 to 2013), were fewer than the collision threshold estimated from the critical curves for each intersection.

## 9 Problem Definition

Based on the site visit / observations and analysis of traffic operations and collision data, detailed in Sections 2 through 8, there are some traffic operational and safety concerns associated with the 21 study intersections and along the corridor.

The corridor traffic and safety review identifies some areas of concern along the corridor. These issues include:

- Lack of passing lanes
- Limited number of passing opportunities
- Some passing zone lengths do not appear to meet MoTI guidelines for posted speed limit
- Heavy vehicle platoons
- General lighting, signing, and pavement marking concerns

All of the issues mentioned above can increase driver frustration, which can lead to risk taking at high speeds. This creates safety risks along the corridor. The identified issues are described below. Each of the identified existing issues is referenced in Figure 16, on page 70, and summarized in Table 31. Figure 17, on page 71, shows potential future issues that were identified through analysis and the site visit and influenced mitigation recommendations. Opportunities for mitigations and improvements are described in more detail in Section 10.

Table 31 Summary of Problem Definition Issues

| Location / Description | Issues |
| :---: | :---: |
| Highway 97 / Highway 29 Intersection | - Anticipated LOS F in 2039 <br> - Conflicts with inspection station <br> - Signal warranted in 2039 |
| Wonowon | - Reduced speed zone ( $70 \mathrm{~km} / \mathrm{h}$ ) may not be enforced or obeyed <br> - Limited signage <br> - Heavy truck volumes <br> - Roadway section just south of Wonowon has $3^{\text {rd }}$ highest number of collisions (19 collisions from 2009-2013) <br> - Truck platoons forming, entering and exiting Wonowon area |
| Roadway Sections Operating at LOS D | - Limited passing opportunities <br> - Over $65 \%$ of time spent following <br> - Decreased LOS leads to longer platoons <br> - Leading to driver frustration and risk taking |
| Platoons | - High heavy vehicle traffic <br> - Limited passing opportunities <br> - Rolling terrain, grade changes, and limited sight distance is slowing larger vehicles and vehicles following heavy trucks <br> - Increased driver frustration leads to risk taking |
| Passing Lanes | - Only 1 NB and 1 SB passing lane over 200 km corridor (1 additional NB passing lane to be installed in 2015) <br> - Many passing zone lengths do not meet 400 m recommendation for $100 \mathrm{~km} / \mathrm{h}$ speed zones, although they may have met the standard at time of installation <br> - Limited passing opportunities leads to driver frustration and risk taking |
| Sight Distance, Grade Changes, and Horizontal Curves | - Ensure signage meets all MoTI guidelines and provides adequate warning for drivers <br> - Can slow larger vehicles, leading to platoons |
| Posted Speeds through Rest / Service Areas and Base Camps | - Numerous vehicles entering and exiting these areas <br> - Limited signage or warning for drivers <br> - Where posted speeds are reduced, speeds many not be enforced or obeyed |
| Future Development | - Increased traffic from developments will increase traffic on Highway 97 <br> - Additional access density, resulting in additional potential conflicts |
| General Signing and Pavement Markings | - Review signage along the corridor to ensure it meets MoTI guidelines <br> - Increase signage for intersections, rest stops, service areas, and base camps <br> - Repaint faded lane markings, particularly in southern-most segment (LKI Segment 1180, km 9.96-59.60) |
| Lighting | - Increase lighting at intersections, if warranted <br> - Increase lighting at rest stops, service areas, and base camps, if warranted <br> - Increased lighting will provide more warning time for drivers |




### 9.1 Intersections

All the intersections are generally operating at an acceptable level of service during the AM, Mid-day, and PM peak hours, currently and in the 25 year horizon. Only the intersection of Highway 97 and Highway 29 is anticipated to have side street movements operating at LOS F in the 25 year horizon (discussed further in Section 9.3):

- AM Peak Hour: LOS F, westbound
- PM Peak Hour: LOS F, eastbound and westbound

Based on the collision data for the past 5 years, 11 of the 21 study intersections did not experience any collisions. The remaining 10 intersections have some collisions, but their collision rates are within the provincial safety benchmark. Based on the traditional safety analysis methodology, the intersections of Highway 97 / Wonowon Esso had a collision severity index higher than the provincial average; however, the intersection has a very low collision frequency. Only 3 collisions occurred at this location during the 5 -year period. The CSI is misleading because all 3 collisions resulted in injuries. All the collisions at the study intersections resulted in injuries or property-damage-only; none of the collisions resulted in fatalities.

Based on the CPM methodology, none of the intersections are considered collision prone.

### 9.2 Roadway Sections

The 17 roadway sections analyzed along Highway 97 are also operating at an acceptable level of service (LOS C or better) during Existing (2014) conditions, except for Section 1, southbound, which operates at LOS D during the PM peak hour.

For the Future (2039) horizon, there are 13 roadway sections that degrade to LOS D during the AM, Mid-day and/or PM peak hours. Three (3) roadway sections (Sections 1, 6 and 7) are expected to operate at LOS D during all peak hours. Section 1 is expected to operate at LOS D, northbound in the AM, southbound at Midday, and in both directions in the PM. Sections 6 and 7 are anticipated to operate at LOS D northbound in the AM and southbound at Mid-day and in the PM peak hours.

The 5-year collision data, based on the traditional safety analysis methodology, show that the collision rates for all 17 highway sections are less than the critical collision rates and the provincial averages; therefore, the study sections are not considered collision prone. However, the Collision Severity Index of five (5) roadway sections - Sections $1,2,7,8$, and 14 - is more than the provincial average CSI, indicating that the collisions occurring within these five sections are more severe than the provincial average. All 5 sections experienced at least 1 fatal collision during the 5 -year study period. However, the CSI in Sections 7 and 8 may be skewed due to the low number of total collisions in these sections. Section 14 should not be considered because the fatal collision was a result of impaired driving, not highway conditions.

Based on the CPM methodology, none of the roadway sections are considered collision prone.

### 9.3 Intersection: Highway 97 and Highway 29

The Highway 97 and Highway 29 intersection is the only study intersection anticipated to degrade to LOS F in the future. Seven (7) collisions occurred at this intersection during the 5 -year observation period; none were fatal. Based on Provincial indices, this is not a collision prone intersection. However, lower service levels,
anticipated in the future, can decrease safety levels at the intersection as frustrated drivers, approaching Highway 29 will take higher risks and select smaller gaps in traffic to avoid delays at the intersection.

Because this is currently a side-street-stop controlled intersection, queues are not likely to occur on Highway 97 , but it is estimated that 261 vehicles will be making a northbound left, opposed by 630 southbound vehicles during the PM peak hour by 2039. In this case, the queue for the northbound left turn could exceed the left turn pocket, delaying northbound through vehicles on Highway 97.

Additionally, the Fort St. John inspection station is operating at the southeast corner of this intersection. When the inspection station is busy, truck traffic can back up onto Highway 97, and trucks accessing the inspection station can regularly delay the southbound left turn movement. Both of these issues can lead to delays, decreased level of service, and driver frustration. Depending on the backup onto the highway, this situation can also pose a safety risk if drivers on Highway 97 attempt to pull around the waiting truck traffic. The inspection station is operational Sunday through Friday 6:00 AM to 9:00 PM and Saturday 8:00 AM to 3:00 PM. Photo 1 shows some of the queuing that occurs at this intersection when the inspection station is in operation.

Photo 1 Southbound Left Turn Queuing at Highway 97 / 29 Intersection


### 9.3.1 Sensitivity Testing

Based on sensitivity testing at the Highway 97 / Highway 29 intersection, it is estimated that during the PM peak hour, the period of highest volumes at this location, the following decline is expected:

- Westbound (worst movement) will decrease from LOS D to E in 2015 (1 year)
- Westbound will decrease from LOS E to F in 2019 (5 years)
- Eastbound will decline from LOS D to E in 2033 (19 years)
- Eastbound will decline from LOS E to F in 2037 (23 years)

Detailed analysis results for the Highway 97 / Highway 29 sensitivity testing can be found in Appendix H .

### 9.4 Wonowon

The area around the Wonowon Esso station is a hub of activity along the corridor. The posted speed limit through this stretch is reduced from $100 \mathrm{~km} / \mathrm{h}$ to $70 \mathrm{~km} / \mathrm{h}$. Approximately 2.5 km of Highway 97 through the

Wonowon rest area is $70 \mathrm{~km} / \mathrm{h}$; however, it is possible that this reduced speed limit is not being observed. Additionally, while the speed limit reduction signs are obvious, there is very little other information signage to warn drivers of upcoming services or potential vehicles entering and exiting the highway, which increases safety risks, particularly if drivers are not obeying the posted speed limit.

There were three (3) collisions near the Wonowon Esso intersections over the 5 -year collision study period. While this is a very low number of collisions, all three resulted in injury, so the collision severity index at this location exceeds the Provincial average. There are many vehicles turning onto and off the highway and there are no acceleration or deceleration lanes to separate entering and existing vehicles from through traffic. Over the 5 -year period, there were also 25 collisions on the section of Highway 97 between Inga Lake Road and Wonowon. This section has the fourth highest number of collisions of the 17 roadway study sections.

Compared to surrounding sections, this area has a higher volume of heavy vehicle and total traffic. During the three peak hour study periods, the heavy vehicle percentage ranged from $26 \%$ to $36 \%$ of total traffic. Because of reduced speeds, the higher number of vehicles entering and exiting the highway, and the limited passing opportunities approaching Wonowon, truck and vehicle platoons form. Photo 2 shows an observed truck platoon just south of Wonowon. This particular platoon was 11 vehicles long, 6 of which were heavy vehicles.

Photo 2 Southbound Truck Platoon, South of Wonowon


### 9.5 Shortage of Passing Lanes

As discussed in Section 2, the ability to pass is permitted along passing zones (dashed centerline pavement markings) covering approximately $40 \%$ to $55 \%$ of the roadway segments, varying by LKI segment and travel direction. However, there are a number of areas where passing is not permitted for more than 1 km . Nopassing zone lengths exceeding 1 km can lead to driver frustration.

Over the 200 km of study roadway, there is currently only one location (northbound and southbound) near the Sikanni River Bridge with passing lanes.

The combination of limited passing opportunities, passing lengths less than the 400 m minimum (recommended by MoTI for $100 \mathrm{~km} / \mathrm{h}$ speed zones), and minimal passing lanes or pullouts leads to platoons, frustrated drivers, and risky driver behaviour. All of this reduces safety along the corridor.

### 9.6 Platoons

The Alaska Highway corridor is a two-lane undivided highway with a high proportion of heavy vehicle traffic (ranging from $15 \%$ to $35 \%$, depending on time of day and location along the corridor). With very few pullouts and passing lanes along the 200 km corridor, one or two slow trucks can create a platooning effect on following traffic. A truck and/or vehicle platoon occurs when multiple vehicles follow closely behind a slow moving lead vehicle, generally at a reduced speed (below the posted speed limit). This can reduce roadway level of service and increase the risk of rear-end collisions should a vehicle need to slow or stop suddenly.

During the site visit conducted in August 2014, approximately 30 southbound platoons and 20 northbound platoons were observed over approximately 4 hours, including the PM peak hour. A large portion of these platoons occurred between Charlie Lake Crescent and Wonowon, where traffic volumes are highest along the corridor, and again around Pink Mountain, where there is rolling terrain and reduced sight lines.

Photo 3 SB Truck Platoon near Beatton River Airport Road


### 9.7 Roadway Section Operations and Passing Lane Candidates

Most roadway sections operate at LOS C or better during Existing conditions (2014). It should be noted that in rural areas, LOS C is often preferred as the threshold of acceptable operations. In some cases, sections operating at LOS C could be considered for passing lanes, depending on the LOS and additional criteria, including but not limited to terrain, AADT, number of passing opportunities, and distance from other passing lanes (per BC MoTI, Supplement to TAC Geometric Design Guide (July 2014), Section 930). There are 13 sections that are anticipated to operate at LOS D in the Future (2039). These sections would be top candidates for the addition of passing lanes based on their anticipated level of service as well as the other criterion mentioned above. These roadway sections were analyzed in Section 7.6 and the results from Table 21 are repeated again in Table 32, for convenience.

Table 32 Roadway Sections Operating at LOS D in 2039

| Section \# | Southern Point | Northern Point | Peak Hour | Direction |
| :---: | :---: | :---: | :---: | :---: |
| 1 | Highway 29 | Stoddart Creek Road | AM <br> Mid-Day <br> PM | NB <br> SB <br> NB, SB ${ }^{1}$ |
| 2 | Stoddart Creek Road | Montney Highway | PM | SB |
| 3 | Montney Highway | Becker Hill Road | AM PM | NB |
| 4 | Becker Hill Road | 258 Road | $\begin{aligned} & \text { AM } \\ & \text { PM } \end{aligned}$ | $\begin{aligned} & \text { NB } \\ & \text { SB } \end{aligned}$ |
| 5 | 258 Road | Mile 72 Frontage Road | PM | SB |
|  |  |  | AM | NB |
| 6 | Mile 72 Frontage Road | Beatton River Airport Road | Mid-Day | SB |
|  |  |  | PM | SB |
|  |  |  | AM | NB |
| 7 | Beatton River Airport Road | Mile 80 Frontage Road | Mid-Day | SB |
|  |  |  | PM | SB |
| 8 | Mile 80 Frontage Road | Inga Lake Road | PM | SB |
| 9 | Inga Lake Road | Wonowon | PM | SB |
| 11 | Jedney Road | Mile 135 Road | PM | SB |
| 12 | Mile 135 Road | Mile 141 Road | AM | NB |
|  |  |  | PM | SB |
| 13 | Mile 141 Road | Cypress Creek Road | AM | NB |
|  |  |  | PM | SB |
| 14 | Cypress Creek Road | Pink Mountain Road | PM | SB |

Notes:

1. Section 1 SB operates at LOS D during the PM peak hour under Existing Conditions (2014).

Section 2, northbound, includes the Mile 63 / Evergreen Road passing lanes announced by MoTI in September 2014. With the passing lane addition, this section operates at an acceptable LOS, northbound. In addition to the Mile 63 / Evergreen Road passing lane, MoTI, with input from stakeholders, has identified other potential passing lane locations within the sections mentioned above:

- Southbound at Stoddart Road - approximately 3 km of passing length
- Northbound at Becker Hill Road - approximately 3 km of passing length
- Northbound at Mile 258 Road - approximately 1.7 km of passing length
- Southbound at Mile 260 Road - approximately 2.8 km of passing length
- Northbound at Mile 158 Road - approximately 2.2 km of passing length

Along with the potential passing lanes identified by MoTI/stakeholders, based on observations and operations analysis, the following locations were also selected for possible passing lanes:

- Northbound
- 248 Road - LKI 1180, km 17.6-19.6
- Becker Hill Road - LKI 1180, km 33.78-35.15
- South of Beatton River Airport Road - LKI 1180, km 41.52-43.89
- North of Beatton River Airport Road - LKI 1180, km 45.5-48.3
- South of Aitken Creek Road - LKI 1180, km 55-57.5
- South of Inga Lake Road - LKI 1180, km 68.5-70.5


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- South of Tommy Lakes Road - LKI 1183, km 19-21.19
- South of Gundy Road - LKI 1183, km 28-30.38
- South of Jedney Road - LKI 1183, km 35.83-38.33
- Southbound
- South of Stoddard Creek Road - LKI 1180, km 20-17.5
- South of Lower Cache Road - LKI 1180, km 35.6-33.6
- North of Beatton River Airport Road - LKI 1180, km 51.2-48.7
- South of Aitken Creek Road - LKI 1180, km 56.4-54.5
- South of Inga Lake Road - LKI 1180, km 71.2-69.2
- North of Upper Halfway Road - LKI 1180, km 82.2-80.2
- North of 109 Road - LKI 1183, km 14.9-12.9
- North of Jedney Road - LKI 1183, km 40.5-38.5
- North of 135 Road - LKI 1183, 55-52.5
- North of 138 Road - LKI 1183, km 57.5-55

Additionally, Sections 1, 2, 7, 8, and 14 have a collision severity index above the provincial average CSI. The collisions occurred as a result of a number of variables, but, combined with declining levels of service, these sections are candidates for safety improvements.

### 9.8 Sight Distance, Grade Changes, and Horizontal Curves

Considering the terrain along the Highway 97 corridor, there are very few warnings of grade changes, horizontal curves and any related or unrelated restricted sight lines. Based on observations along the corridor, the following areas experience substantial terrain changes with limited to no signage; many of the terrain changes occur near the Pink Mountain Store and the Sikanni River Bridge. Some places of note are:

- Sight distance at Red Creek Road (LKI 1180, km 28.57), due to horizontal geometry
- Curvature north of Beatton River Airport Road (LKI 1180, 43.89)
- Rolling terrain with limited sight distance between Gundy Road (LKI 1183, 30.38) and Pink Mountain Store (approximate LKI 1183, 63.93)
- Sight distance approaching and departing Pink Mountain Store (approximate LKI 1183, 63.93) northbound and southbound
- Sikanni River Bridge: approximate LKI 1183, 94.27 - numerous grade changes and curvature accessing the bridge northbound and southbound. This area should continue to be reviewed annually to ensure all necessary warning signs are in place. It should be noted that there are already climbing lanes northbound and southbound departing the bridge and warning signs (curve, speed reduction, steep grades) in place near the Sikanni River Bridge to accommodate the curved alignments and grade change.


## Photo 4 Restricted Sight Distance at Red Creek Road



Photo 5
Northbound Approach to Sikanni River Bridge


Existing signing and pavement markings should continue to be monitored to ensure that drivers have appropriate warnings and signage, which increase driver awareness and roadway safety.

### 9.9 Posted Speed Limits and Access to Services

There are four (4) notable rest stops / gas station / lodging / general store (service) areas along the study corridor:

- Wonowon Esso
- Pink Mountain Store and Lodge
- Sasquatch Crossing Lodge / Mae's Kitchen


## McElhanney

## - Buckinghorse River Lodge and Camp

Heavy vehicles account for approximately $25 \%$ or more of traffic at these locations. This leads to extensive heavy vehicle turning movements into and out of these rest areas, restaurants, lodging, gas stations, or base camps. While the shoulders are wide at all 4 locations, there are no official acceleration or deceleration lanes to allow heavy vehicles (and any other vehicles) to enter or exit traffic separately from through traffic. Acceleration and deceleration warrants should be conducted at these locations to determine if they are good candidates for acceleration and/or deceleration lanes.

Additionally, sight distance approaching and leaving these areas is limited. Clear signage should be in place to warn drivers of upcoming services and vehicles entering and exiting the highways, particularly at Pink Mountain Store.

Near the Sikanni River Bridge there is a speed reduction from $100 \mathrm{~km} / \mathrm{h}$ to $50 \mathrm{~km} / \mathrm{h}$ as approaching the bridge. This is a substantial speed reduction for drivers to make while navigating the curves and grade changes in the vicinity. A gradual speed reduction (i.e. from $100 \mathrm{~km} / \mathrm{h}$ to $80 \mathrm{~km} / \mathrm{h}$ before the $50 \mathrm{~km} / \mathrm{h}$ warning signs as approaching the bridge) would be more manageable for drivers.

Lastly, there are already speed reductions to $70 \mathrm{~km} / \mathrm{h}$ at Pink Mountain Store, Wonowon Esso, and Sikanni River Bridge. It is vital that the speed reduction signs are easily visible to drivers. Speed reductions at the other two locations (Buckinghorse River Lodge and Camp and Sasquatch Crossing Lodge / Mae's Kitchen), combined with adequate signage, would also increase safety for vehicles entering and exiting the highway.

MoTI and PWGSC should discuss, coordinate and work with enforcement agencies (RCMP and CVSE) to ensure speed limit compliance; RCMP enforcement may be needed if speeding is an issue.

### 9.10 Future Development

Fort St. John and surrounding areas are rapidly growing in employment and housing, in conjunction with population growth. The energy sector (liquid natural gas, oil pipelines, and new dam construction) is anticipated to provide substantial employment ( 80,000 jobs between Fort Nelson, Fort St. John and Dawson Creek) over the next 25 years and contribute to the growth in population and housing. According to the Fort St. John Official Community Plan (OCP), 2011, housing is anticipated to increase by 3,000 to 4,000 additional houses over the next 25 years.

There are new subdivisions emerging in the Fort St. John area, including, but not limited to:

- Stoddard Creek Road: future potential subdivision development
- Garrison Landing Housing Development: mix of single and multi-family homes
- Sunset Ridge Housing Subdivision: 8 phase residential development; 300 home subdivision with a park, lake, walking trails
- Station 44 Town Centre: located on Highway 97, upon completion the development will have, commercial, hotel, motel and truck services and a mix of multi-family, duplex and single family residential.

The existing developments along the corridor have frontage roads in place to limit the number of access points on Highway 97. The existing access density has not shown to be an issue.
With the increase in development, an increase in traffic impacts can be expected. To mitigate this, MoTI should consider frontage road connections with proper bulb-outs to connect the new developments to Highway 97 and limit access points, similar to existing developments. Right in / out and left in may be considered at the
intersections, but not left-out, due to intersection spacing limitations. Proper frontage road design connections will facilitate access to businesses or residential developments and enhance safe traffic operation. As Highway 97 is the primary roadway connecting these communities to Fort St. John, it is anticipated that the increased traffic from future developments will impact traffic operations along the corridor.

### 9.11 General Signing and Pavement Markings

In general, the signing and pavement markings along Highway 97 appear to be adequate, but faded in many locations. However, due to heavy snow plowing and sanding over the winter seasons, paint lines are dull. This is particularly noticeable in LKI Segment 1180, 9.96-59.60. It is noted that PWGSC's contractor paints twice a year, and MoTl's contractor paints annually.

Where not existing, other road safety features such as shoulder rumble strips, should be installed to alert drivers when they drift from their lane. In addition, centre line rumble strips could be installed at some of the double solid line locations where no passing is allowed in both directions of travel.

It is recommended that possible improvements to signing and pavement markings be reviewed, particularly at curved sections of the roadway and for night time and winter driving conditions. It is also recommended that MoTI review the need to increase the use of post-mounted delineations and shoulder rumble strips at curved sections. Advance intersection warning signs coupled with street names should be reviewed for consistency with MoTI guidelines.

### 9.12 Lighting

Due to the rural nature of the corridor, there is limited lighting along the roadway, specifically, lighting at access points, larger intersections and gas/lodging/store access. Inadequate lighting creates a safety risk by not highlighting intersections or accesses where there could be oncoming or entering/exiting traffic. Increased lighting, if warranted, would provide additional decision time for drivers to make turns, adjust speed, and potentially allow additional time to see potential hazards in the roadway. There is currently lighting provided at the Highway 97 / Beatton River Airport Road intersection and at the Wonowon Esso station.

It is noted that there is currently no power provided along Highway 97, north of Wonowon. Therefore, this limits the opportunities for lighting along the roadway and at intersections north of Wonowon.

## 10 Opportunities for Road Improvements

Figures 18 (on page 86) and 19 (on page 91), present some of the short-to-medium and long term road network improvement recommendations that could mitigate the issues identified in Section 9.

It is important to note that industry activities in the area may vary, which could affect the projected rate of growth. Changes in the growth rate could alter the timing and implementation of some of the improvements discussed below. It is recommended that traffic volumes are regularly monitored to assess traffic projections and determine appropriate timing for the suggested improvements.

### 10.1 Short to Medium Term Opportunities (1 to 10 years)

Short to medium-term opportunities were identified, prioritizing areas of high traffic volumes, low levels of service, and higher collision rates. The following are short to medium-term improvements that can be done, subject to funding, priority, and programming, as shown in Figure 18 (on page 86)

1. Install additional passing lanes (see Section 10.1 .1 for further discussion)
2. General: MoTI and PWGSC to review possible improvements to signing and pavement markings, particularly at curved sections of the roadway and for night time and winter driving conditions. It is also recommended that MoTI review the need to increase the use of post-mounted delineations and shoulder rumble strips at curved sections. Advance intersection warning signs coupled with the street names should be reviewed for consistency with MoTI guidelines.
3. According to MoTI guidelines, confirm need and increase frequency and strategically locate signs warning of restricted sight distance, curve ahead, and grade change/percent incline.
4. Increase lighting, where warranted, along the corridor (see Section 10.1.2 for further discussion)

- Prioritize intersections in the southern section of LKI 1180
- Prioritize rest area / service accesses / lodging

5. The speed limit near the Wonowon Esso and Pink Mountain Store decreases from $100 \mathrm{~km} / \mathrm{h}$ to 70 $\mathrm{km} / \mathrm{h}$. Consider speed reductions to $80 \mathrm{~km} / \mathrm{h}$ near Sasquatch Crossing Lodge / Mae's Kitchen and Buckinghorse Lodge and Camp. Also consider speed reduction from $100 \mathrm{~km} / \mathrm{h}$ to $80 \mathrm{~km} / \mathrm{h}$ prior to the $50 \mathrm{~km} / \mathrm{h}$ speed warning signs approaching the Sikanni River Bridge (see Section 10.1.3 for further discussion). Use oversized speed zone signs at these locations.
6. General: new painted lane lines, particularly south of Aitken Creek Road (LKI 1180, km 57.07).
7. More detailed operational analysis should be conducted to determine if acceleration and/or deceleration lanes would be beneficial at rest and service areas:

- Wonowon Esso
- Pink Mountain Store
- Sasquatch Crossing Lodge / Mae's Kitchen
- Buckinghorse Lodge and Camp


### 10.1.1 Passing Lane Locations for Short to Medium-Term Consideration (1 to 10 years)

Section 9.5 identifies guidelines for determining if passing lanes should be considered for stretches of two-lane highways. There are currently only 2 passing lanes ( 1 northbound and 1 southbound at Sikanni River Bridge) over the entirety of the 200 km study corridor. MoTI has announced the addition of a northbound passing lane at Mile 63 Road / Evergreen Road, to be constructed in 2015.

It is important to note that all proposed passing lane locations are approximations, and precise locations would be determined during the detailed design phase.

It is recommended that additional passing lanes be considered in the short to medium term within the southern segment (LKI 1180, km 9.96 to 59.60) of the corridor. This segment has the highest AADT (existing and future), highest collision history along the corridor, substantial potential for vehicular platoons, long distances of no-passing zone lengths, and/or low levels of service. Of the passing lanes analyzed above, Table 33 and Figure 18 (on page 86) show the passing lanes recommended for implementation in the short to medium-term (1 to 10 years):

Table 33 Passing Lane Locations for Short to Medium-term Consideration

| Segment | LKI | Location | Study Section | Rationale |
| :---: | :---: | :---: | :---: | :---: |
| Northbound Passing Lanes |  |  |  |  |
| 1180 | 27.3-29.5 | Evergreen Road | 2 | - Improve LOS <br> - Relatively high AADT <br> - Reduce platooning <br> - In Section 2, $2^{\text {nd }}$ highest number of collisions in 5year period <br> - 2 fatal collisions |
| 1180 | 41.5-43.9 | South of Beatton River Airport Road | 4 | - Improve LOS <br> - Relatively high AADT <br> - Reduce platooning |
| 1180 | 68.5-70.5 | South of Inga Lake Road | 8 | - Improve LOS <br> - Provide passing opportunity in rolling terrain <br> - Reduce platooning <br> - Increase safety (section with highest number of collisions in 5 year study period) |
| 1183 | 19-21.2 | South of Tommy Lakes Road | 10 | - Provide passing opportunity in rolling terrain <br> - Reduce platooning <br> - Approximately 36 km north and 12 km south of closest proposed passing lanes |
| Southbound Passing Lanes |  |  |  |  |
| 1180 | 20-17.5 | South of Stoddart Creek Road | 1 | - Improve LOS <br> - Relatively high AADT <br> - Reduce platooning |
| 1180 | 35.6-33.6 | South of Lower Cache Road | 4 | - Improve LOS <br> - Relatively high AADT <br> - Grade change (incline) |
| 1180 | 51.2-48.7 | North of Beatton River Airport Road | 7 | - Improve LOS <br> - Relatively high AADT <br> - Reduce platooning <br> - Approximately 13 km north and 18 km south of closest proposed passing lanes |
| 1180 | 71.2-69.2 | South of Inga Lake Road | 8 | - Improve LOS <br> - Provide passing opportunity in rolling terrain <br> - Reduce platooning <br> - Increase safety (section with highest number of collisions in 5 year study period) |

### 10.1.2 Lighting

Because this is a rural corridor, there is limited lighting along the roadway and at intersections. As mentioned in Item 4, above, when considering lighting improvements, it is important to:

- Prioritize intersections in the southern section of LKI 1180
- Prioritize rest area / service accesses / lodging

Additional lighting at intersections and busy access points, where warranted, combined with improved signing (mentioned above), will provide drivers with additional time to make decisions and additional warning of the possibility of vehicles entering and exiting the highway. Lighting will also allow drivers to see upcoming intersections prior to arrival and potentially before signage is apparent.

## McEIhanney

As noted in Section 9.12, there is no power currently provided north of Wonowon, which limits the opportunities for lighting in LKI 1183, as it may be costly and difficult to implement.

The addition of lighting at some of the locations discussed below can be combined with the addition of proposed passing lanes.

## LKI 1180 (km 9.96 to km 59.60)

The southern segment of LKI 1180 supports the highest volumes along the corridor. This portion of the roadway also has more accesses per kilometre and higher collision frequency than the northern LKI 1180 segment and LKI segment 1183. In the southern segment of LKI 1180, lighting is recommended at:

- Highway 97 / Stoddart Creek Road (in conjunction with installation of the southbound passing lane)
- Highway 97 / Evergreen Road (in conjunction with the construction of the Evergreen Road northbound passing lane announced by MoTI)
- Highway 97 / Red Creek Road (in conjunction with the construction of the Evergreen Road northbound passing lane announced by MoTI)
- Highway 97 / Lower Cache Road
- Highway 97 / Aitken Creek Road


## LKI 1180 (km 59.60 to km 87.90)

There are three intersections in the northern segment of LKI 1180 that would benefit from additional lighting. While no fatal collisions occurred along this portion of the corridor, 25 collisions occurred between Inga Lake Road and Wonowon. This is the fourth highest number of collisions along sections of the roadway. Lighting is recommended at the following locations along the northern segment of LKI 1180:

- Highway 97 / Kitt Road
- Highway 97 / Inga Lake Road
- Highway 97 / Upper Halfway Road

It should be noted that there is lighting provided around the Wonowon Esso access points.

## LKI 1183 (km 0.00 to km 118.16)

LKI 1183 has a lower AADT than LKI 1180 but could still benefit from additional lighting at strategic locations. In addition to lighting at intersections, three service areas are located along this portion of the corridor. The service areas have higher volumes of vehicles (and heavy vehicles) entering and exiting the highway and are areas of potential speed reductions (speeds are already reduced in the Pink Mountain Store area). Lighting is recommended at the following locations along LKI 1183. It is a noted constraint that there is currently no power provided along the roadway in this area, which could make lighting difficult and costly to install.

## Service Locations:

- Pink Mountain Store
- Sasquatch Crossing Lodge
- Buckinghorse Camp and Lodge

These locations provide services similar to the Wonowon Esso. For consistency along the corridor and to give drivers adequate warning and decision making time, these areas should be easily recognizable and visible from the roadway.

## Intersections:

- Highway 97 / Tommy Lakes Road
- Highway 97 / Gundy Road
- Highway 97 / Jedney Road
- Highway 97 / Cypress Creek Road (in conjunction with improved lighting at Pink Mountain Store)
- Highway 97 / Pink Mountain Road (in conjunction with improved lighting at Sasquatch Crossing Lodge)


### 10.1.3 Speed Limit Reductions

There are two (2) speed limit reductions along the corridor. These are:

- Wonowon Esso - posted speed reduction from $100 \mathrm{~km} / \mathrm{h}$ to $70 \mathrm{~km} / \mathrm{h}$
- Pink Mountain Store - posted speed reduction from $100 \mathrm{~km} / \mathrm{h}$ to $70 \mathrm{~km} / \mathrm{h}$

Because of the number of vehicles entering and exiting the highway and the access provided to roadside services, speed reductions should be considered (if warranted) at the Sasquatch Camp and Lodge and Buckinghorse Camp and Lodge.

Due to the curvilinear alignments and steep grades approaching the Sikanni River Bridge, there are currently $50 \mathrm{~km} / \mathrm{h}$ advisory speed signs along with curve and steep grade warning sign in place. A regulatory speed reduction from $100 \mathrm{~km} / \mathrm{h}$ to $80 \mathrm{~km} / \mathrm{h}$ speed should be considered prior to the $50 \mathrm{~km} / \mathrm{h}$ warning signs. This would provide a gradual speed reduction as approaching the steep grades and curved alignment, which will better assist motorists in negotiating the curves and grades.

After discussions with MoTI about possible speed reductions at these locations, it was determined that the most feasible approach would be to reduce the speed limit from $100 \mathrm{~km} / \mathrm{h}$ to $80 \mathrm{~km} / \mathrm{h}$. A $20 \mathrm{~km} / \mathrm{h}$ drop in speed limit is more appropriate than a sharp $30 \mathrm{~km} / \mathrm{h}$ reduction. Implementation of these reductions will require substantial signage and warnings for drivers, as they will be accustomed to the $100 \mathrm{~km} / \mathrm{h}$ speed limit through these areas.

Additionally, it is recommended that oversized speed signs are installed at these locations and the locations of existing speed reductions, and all speed reduction locations are monitored for driver observance. Without RCMP or CVSE enforcement, many drivers may ignore these slower speeds, which could decrease safety in these areas. MoTI and PWGSC to discuss, coordinate and work with the enforcement agencies to determine if speed enforcement is required, especially if speeding becomes an issue.


### 10.2 Long Term Opportunities (10+ years)

The following improvements are recommended for the long-term because they do not serve an immediate need, may require detailed planning and design prior to implementation, and may have a higher cost. They should be pursued as opportunities or funding arise:

1. Install additional passing lanes to develop a system of passing lanes to meet the 2039 traffic demand (see Section 10.2.1 for further discussion)
2. Signalize Highway 97 / Highway 29 intersection (see discussion in Section 10.2.3)
3. Relocate / redesign inspection station at Highway 29 / Highway 97 intersection
4. General: new painted lane lines, in conjunction with regular MoTI maintenance

### 10.2.1 Passing Lane Locations for Long Term Consideration (10+ years)

Table 34 and Figure 19 (on page 91) identify the potential passing lanes recommended as longer term improvements (10+ years). These improvements will ultimately create a system of passing lanes to meet the 2039 traffic demand.

Table 34 Passing Lane Locations for Long-term Consideration

| Segment | LKI | Location | Study Section | Rationale |
| :---: | :---: | :---: | :---: | :---: |
| Northbound Passing Lanes |  |  |  |  |
| 1180 | 17.6-19.6 | 248 Road | 1 | - Improve LOS <br> - Relatively high AADT |
| 1180 | 33.8-35.2 | Becker Hill Road | 4 | - Improve LOS <br> - Should not be implemented until AADT approaches 7,000 . Otherwise, this passing lane will be too close to adjacent passing lanes, according to TAC design guidelines |
| 1180 | 55-57.5 | South of Aitken Creek Road | 8 | - Improve LOS <br> - Provide passing opportunity in rolling terrain <br> - Reduce platooning <br> - Increase safety (section with highest number of collisions in 5 year study period) <br> - Approximately 11 km north and 50 km south of closest proposed passing lanes |
| 1183 | 35.8-38.3 | South of Jedney Road | 10 | - Provide passing opportunity between Wonowon and Pink Mountain service areas <br> - Grade change (incline) <br> - Area with over 2 km of no-passing |
| Southbound Passing Lanes |  |  |  |  |

- Improve LOS
- Reduce platooning

1180 82.2-80.2 North of Upper Halfway Road 9
14.9-12.9 North of 109 Road

1183
40.5-38.5 North of Jedney Road

1183
55-52.6 North of 135 Road
12

- Provide passing opportunity in rolling terrain
- Provide passing opportunity exiting the Wonowon service area / reduced speed zone area
- Provide passing opportunity in rolling terrain
- Approximately 19 km north and 38 km south of closest proposed passing lanes
- Section of roadway with no conflicting accesses
- Improve LOS
- Provide passing opportunity between

Wonowon and Pink Mountain service areas

- Grade change (incline)
- Area with over 3 km of no-passing
- Improve LOS
- Approximately 24 km north of closest proposed passing lane and 40 km south of existing SB passing lane at Sikanni River Bridge

There were 20 potential passing lanes ( 10 northbound and 10 southbound) analyzed to help improve roadway LOS in the future, reduce platooning, allow for passing opportunities in rolling terrain, and provide passing in areas with limited existing opportunities. In addition to the Mile 63 / Evergreen Road northbound passing lane, announced by MoTI, 7 passing lanes ( 3 northbound and 4 southbound) are recommended for implementation by 2024 (short to medium-term). Eight (8) others (4 northbound and 4 southbound) are recommended for longterm consideration. Upon completion, these passing lanes would create a system of 9 northbound passing
lanes, including the Mile 63 / Evergreen Road passing lane and the existing passing lanes at Sikanni River Bridge, and 9 southbound passing lanes, including the existing passing lane at the Sikanni River Bridge. Section 10.2.2 discusses the passing lanes that were analyzed but not selected for implementation.

Analysis results show that this system of passing lanes will improve roadway LOS along the corridor. HCS software does not have the capability to show the impact of a passing lane on an adjacent roadway section that does not have a passing lane; however, the percentage of time spent following will decrease with the addition of passing lanes, thereby improving LOS of adjacent roadway sections.

### 10.2.2 Passing Lanes Not Recommended

There are no passing lanes recommended north of the Sikanni River Bridge because the AADT is anticipated to remain below 2,000 vehicles and roadway operations are expected to continue to operation at high levels of service (LOS A or B) into the future.

As can be seen in Tables 22, 33, and 34, 20 possible passing lanes were analyzed, but only 16 are recommended (including the Mile 63 / Evergreen Road passing lane). Of the potential passing lanes, the following 4 are not currently recommended:

- Northbound
- North of Beatton River Road (LKI 1180, 45.5-48.3) - too close to recommended passing lane South of Beatton River Road.
- South of Gundy Road (LKI 1183, 28-30.4) - too close to passing lanes recommended South of Tommy Lakes Road and South of Jedney Road. This section of roadway is anticipated to benefit from both of these adjacent passing lanes.
- Southbound
- South of Aitken Creek Road (LKI 1180, 56.4-54.5) - too close to recommended passing lane North of Beatton River Road.
- North of 138 Road (LKI 1183, 57.5-55) - adjacent to recommended passing lane North of 135 Road. Analysis showed that this passing lane would not improve the roadway LOS along this roadway section as much as the 135 Road passing lane would. This section is anticipated to benefit from the installation of the North of 135 Road passing lane.

These passing lanes are not currently recommended because of their proximity to other proposed passing lanes, according to TAC design guidelines, and anticipation that these roadway sections may experience indirect improvements with the installation of passing lanes in adjacent roadway sections.

### 10.2.3 Signalization of Highway 97 / Highway 29

A sensitivity test and signal warrant analysis was performed for the intersection of Highway 97 and Highway 29. As stated in the Section 9.3, based on sensitivity testing, it is estimated that during the PM peak hour, the period of highest volumes at this location, the following level of service decline is expected:

- Westbound (worst movement) will decrease from LOS D to E in 2015 (1 year)
- Westbound will decrease from LOS E to F in 2019 (5 years)
- Eastbound will decline from LOS D to E in 2033 (19 years)
- Eastbound will decline from LOS E to F in 2037 (23 years)


## McElhanney

Transportation Association of Canada (TAC) signal warrant analysis is based on an average of the 6-hour peak turning movement volumes. A TAC signal warrant analysis was conducted in 5 year increments from 2014 to 2039; it determined that a signal would be warranted between 2034 and 2039. Signal warrant analysis results can be found in Appendix I.

In addition to the TAC signal warrant, a full MoTI signal warrant analysis was conducted at this intersection using both existing (2014) volumes and projected 2039 volumes. Based on 2014 volumes, 2 of 9 MoTI warrants were met. Based on the results of both TAC and MoTI signal warrant analysis, a signal may not be warranted at this location under current conditions.

With Future 2039 volumes, 7 of 9 MoTI warrants are met. In conjunction with the results of the TAC signal warrant analysis, a signal at the Highway 97 / Highway 29 intersection could be considered by 2039. The results of the MoTI signal warrant analysis can also be found in Appendix I.

Signalization of Highway 97 / Highway 29 will allow the intersection to operate at LOS B overall and LOS C at the minor movements during the PM peak period in 2039 with the current lane configuration. Signalization would help maintain relatively low collision frequency and severity at the intersection.

Based on sensitivity testing and signal warrant analysis, signal installation should be considered in the long term, if warranted, and if it is consistent with the Highway 97 corridor strategy. Because sensitivity testing showed a decline in westbound level of service to LOS F in 5 years, it is recommended that this intersection be regularly monitored and a signal installed prior to 2034, should conditions require it. Other mitigations besides a signal could be considered at this intersection; however, analysis results show that the installation of a signal, while maintaining the current lane configuration, would improve LOS to acceptable levels in the future.

Any improvements made at this intersection should be coordinated with improvements to or relocation of the inspection station.


## 11 Cost Benefit Analysis

The Wolski Cost Estimating Methodology (Wolski) was used to prepare the cost estimate for the recommended passing lanes described in Sections 7.7, 10.1.1 and 10.2.1. According to Wolski, the typical precision range for conceptual level cost estimation varies from $-25 \%$ to $+75 \%$ as summarized below in Table 35. A detailed table of the estimated costs can be found in Appendix $J$.

Table 35 Summary of Wolski Cost Estimate

| Passing Lane | Segment and <br> Approximate | Cost Range |  |  |
| :--- | :---: | :---: | :---: | :---: |
|  | LKI | Lower | Estimated | Upper |

## Passing Lanes for Short to Medium-term Consideration

## Northbound Passing Lanes

$\left.\begin{array}{|l|l|l|l|l|}\hline \text { South of Beatton River Airport Road } & 1180, & 41.5-43.9 & \$ 1.99 \mathrm{M} & \$ 2.65 \mathrm{M} \\ \hline \text { South of Inga Lake Road } & 1180, & \$ 1.72 \mathrm{M} & \$ 2.29 \mathrm{M} & \$ 4.64 \mathrm{M} \\ \hline \text { South of Tommy Lakes Road } & 68.5-70.5 & 1183, & \$ 1.86 \mathrm{M} & \$ 2.47 \mathrm{M}\end{array}\right] \$ \$ 4.33 \mathrm{M}$

## Southbound Passing Lanes

| South of Stoddart Creek Road | 1180, <br> $20-17.5$ | $\$ 2.09 \mathrm{M}$ | $\$ 2.78 \mathrm{M}$ | $\$ 4.87 \mathrm{M}$ |
| :--- | :--- | :--- | :--- | :--- |
| South of Lower Cache Road | 1180, | $\$ 1.56 \mathrm{M}$ | $\$ 2.07 \mathrm{M}$ | $\$ 3.63 \mathrm{M}$ |
| North of Beatton River Airport Road | 1180, |  |  |  |
| South of Inga Lake Road | $51.2-48.7$ | $\$ 1.92 \mathrm{M}$ | $\$ 2.56 \mathrm{M}$ | $\$ 4.49 \mathrm{M}$ |

## Passing Lanes for Long-term Consideration

## Northbound Passing Lanes

| 248 Road | $\begin{aligned} & 1180, \\ & 17.6-19.6 \end{aligned}$ | \$1.72 M | \$2.29 M | \$4.00 M |
| :---: | :---: | :---: | :---: | :---: |
| Becker Hill Road | $\begin{aligned} & 1180, \\ & 33.8-35.2 \end{aligned}$ | \$1.56 M | \$2.07 M | \$3.63 M |
| South of Aitken Creek Road | $\begin{aligned} & 1180 \\ & 55-57.5 \end{aligned}$ | \$1.92 M | \$2.56 M | \$4.49 M |
| South of Jedney Road | $\begin{aligned} & \text { 1183, } \\ & 35.8-38.3 \end{aligned}$ | \$2.24 M | \$2.99 M | \$5.23 M |
| Southbound Passing Lanes |  |  |  |  |
| North of Upper Halfway Road | $\begin{aligned} & 1180, \\ & 82.2-80.2 \end{aligned}$ | \$1.99 M | \$2.65 M | \$4.64 M |
| North of 109 Road | $\begin{aligned} & \text { 1183, } \\ & 14.9-12.9 \end{aligned}$ | \$1.71 M | \$2.28 M | \$4.00 M |
| North of Jedney Road | $\begin{aligned} & 1183 \\ & 40.5-38.5 \end{aligned}$ | \$2.95 M | \$3.94 M | \$6.89 M |
| North of 135 Road | $\begin{aligned} & 1183, \\ & 55-52.6 \end{aligned}$ | \$1.92 M | \$2.56 M | \$4.48 M |

### 11.1 ShortBen Assumptions

ShortBEN is a high level Benefit Cost Analysis tool used by MoTI to estimate the potential benefit of proposed improvement options. It is a spreadsheet-based benefit-cost model used for preliminary evaluation of highway projects. It follows a typical benefit-cost framework where project and cost data for a base and proposed case is entered and then the model calculates a benefit/cost ratio and net present value based on the incremental benefits and costs. The input data includes:

- Project cost
- Traffic volumes
- Project length (travel distance)
- Speed and delay
- Collision rates
- Unit cost for time, fuel, and collisions

For the most part, the ShortBEN default values were used for this study, but the following were modified:

- Engineering costs were assumed to be $10 \%$ of the total cost
- Maintenance cost of $\$ 5,000$ ( $\$ /$ Lane-km) was used, due to remote location, instead of the default \$3,839 (\$/ Lane-km)
- Resurfacing cost of $\$ 75,000$ ( $\$ /$ Lane-km) was used, due to remote location, instead of the default \$60,000 (\$/ Lane-km)
- A 6\% discount rate was applied to translate future costs into present values (this is a MoTI default)
- $30 \%$ contingency included in cost estimates.

The default collision costs in ShortBEN were accepted. These values are:

- Fatal = \$6.38 M
- $\quad$ Injury $=\$ 0.135 \mathrm{M}$
- Property Damage Only (PDO) = \$0.011 M

The default collision severity proportions for Highway Class RAU2 (undivided, two-lane, rural arterial) were used.

### 11.2 Safety Improvements

The base-case collision rate was calculated based on observed collisions from the CIS database, expressed as observed collisions per million vehicle kilometers. The proposed options were analyzed for relative safety improvements by applying Collision Modification Factors (CMFs) to existing collision data. CMFs are empirically derived factors used to estimate the change in collision frequency, attributed to specific countermeasures (i.e. changes in intersection geometry, signals or other element) at a specific location. The CMF selected, from the BC MoTI Collision Modification Factors Manual (2008), is for installing a passing lane at a two-lane, rural highway. The CMF value is 0.75 , indicating a $25 \%$ reduction of all collision types.

### 11.3 ShortBEN Results

All costs, such as construction, maintenance and resurfacing costs, were entered into the ShortBEN worksheet, along with traffic volumes and collision rates. ShortBEN analysis results are based on benefits accrued over the 25 -year period. Table 36 summarizes key results for the study area. ShortBEN worksheets are located in Appendix K.

Table 36 Benefit / Cost Summary


Passing Lanes for Short to Medium-term Consideration
Northbound Passing Lanes

| South of Beatton River Airport Road | 1180, |  |  |  |
| :--- | :--- | :--- | :--- | :--- |
| South of Inga Lake Road | $11.5-43.9$ | $\$ 2.65 \mathrm{M}$ | $\$ 0.84 \mathrm{M}$ | 1.49 |
| South of Tommy Lakes Road | $68.5-70.5$ | $\$ 2.29 \mathrm{M}$ | $\$ 0.70 \mathrm{M}$ | 1.46 |

## Southbound Passing Lanes

| South of Stoddart Creek Road | $\begin{aligned} & 1180, \\ & 20-17.5 \end{aligned}$ | \$2.78 M | \$2.56 M | 2.45 |
| :---: | :---: | :---: | :---: | :---: |
| South of Lower Cache Road | $\begin{aligned} & 1180, \\ & 35.6-33.6 \end{aligned}$ | \$2.07 M | \$1.61 M | 2.19 |
| North of Beatton River Airport Road | $\begin{aligned} & 1180 \\ & 51.2-48.7 \end{aligned}$ | \$2.56 M | \$2.01 M | 2.26 |
| South of Inga Lake Road | $\begin{aligned} & 1180, \\ & 71.2-69.2 \end{aligned}$ | \$2.17 M | \$2.53 M | 2.77 |

## Passing Lanes for Long-term Consideration

Northbound Passing Lanes

| 248 Road | $\begin{aligned} & 1180 \\ & 17.6-19.6 \end{aligned}$ | \$2.29 M | \$1.37 M | 1.90 |
| :---: | :---: | :---: | :---: | :---: |
| Becker Hill Road | $\begin{aligned} & 1180, \\ & 33.8-35.2 \end{aligned}$ | \$2.07 M | \$1.98 M | 2.46 |
| South of Aitken Creek Road | $\begin{aligned} & 1180, \\ & 55-57.5 \end{aligned}$ | \$2.56 M | \$0.67 M | 1.42 |
| South of Jedney Road | $\begin{aligned} & 1183, \\ & 35.8-38.3 \end{aligned}$ | \$2.99 M | -\$0.26 M | 0.87 |
| Southbound Passing Lanes |  |  |  |  |
| North of Upper Halfway Road | $\begin{aligned} & 1180, \\ & 82.2-80.2 \end{aligned}$ | \$2.65 M | \$1.24 M | 1.69 |
| North of 109 Road | $\begin{aligned} & 1183, \\ & 14.9-12.9 \end{aligned}$ | \$2.28 M | \$0.62 M | 1.41 |
| North of Jedney Road | $\begin{aligned} & 1183 \\ & 40.5-38.5 \end{aligned}$ | \$3.94 M | -\$0.79 M | 0.72 |
| North of 135 Road | $\begin{aligned} & 1183, \\ & 55-52.6 \end{aligned}$ | \$2.56 M | \$0.55 M | 1.34 |

A benefit cost ratio ( $\mathrm{B} / \mathrm{C}$ ) of greater than 1 suggests that the benefits outweigh their respective costs. Based on the information provided in Table 36, the benefits outweigh the costs for all of the recommended passing lanes, except the northbound passing lane south of Jedney Road and the southbound passing lane north of Jedney Road due to relatively high costs associated with their implementation (i.e. necessary rock cuts).

The cost of the two proposed passing lanes near Jedney Road exceed the benefit, based on the ShortBEN analysis. However, this section of roadway has grade changes (inclines) where the passing lanes are proposed and very few passing opportunities in the vicinity. The addition of these passing lanes would reduce platoons in the area and provide passing opportunities between the Wonowon and Pink Mountain service areas, which have high heavy vehicle traffic and reduced speed zones. Providing passing lanes in this vicinity will likely decrease driver frustration, which would reduce risky driving behaviours. Additionally, both of these passing lanes are recommended for long-term consideration. Monitoring of this roadway section will help determine when, over the next 25 years, these passing lanes may be beneficial.

## 12 Staging

In addition to being recommended for short to medium-term or long-term implementation, each recommended passing lane has been giving a priority ranking for implementation.

Table 37 summarizes the priority ranking for passing lanes identified for short to medium-term implementation, and Table 38 summarizes the priority ranking for passing lanes identified for long-term implementation.

Projects identified in the short to medium-term are generally in the areas of high traffic volumes, low levels of service, and higher collision rates, which require more immediate attention. This is also true for the higher priority passing lane projects identified in the long-term recommendations.

It is important to note that industry activities in the area may vary, which could affect future traffic conditions, which could alter the timing and implementation of some of the proposed passing lanes and other improvements. It is recommended that traffic conditions are monitored to assess traffic projections and determine appropriate timing for the suggested improvements.

Table 37 Staging Recommendations for Passing Lane Locations for Short to Medium-term Consideration

| Priority | Segment LKI | Location | Passing Lane Direction | Rationale | Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | $\begin{aligned} & 1180 \\ & 20-17.5 \end{aligned}$ | South of Stoddart Creek Road | Southbound | - Improve LOS <br> - Highest roadway section AADT <br> - Reduce platooning <br> - In southern LKI Segment 1180 (highest collision rate along study corridor) <br> - Within study section 1 , with $3^{\text {rd }}$ highest \# of collisions along study corridor | \$2.78 M |
| 2 | $\begin{aligned} & \text { 1180, } \\ & 41.5-43.9 \end{aligned}$ | South of Beatton River Airport Road | Northbound | - Improve LOS <br> - Relatively high AADT <br> - Reduce platooning <br> - In southern LKI Segment 1180 (highest collision rate along study corridor) | \$2.65 M |
| 3 | $\begin{aligned} & 1180, \\ & 51.2-48.7 \end{aligned}$ | North of Beatton River Airport Road | Southbound | - Improve LOS <br> - Relatively high AADT <br> - Reduce platooning <br> - Approximately 13 km north and 18 km south of closest proposed passing lane <br> - In southern LKI Segment 1180 (highest collision rate along study corridor) | \$2.56 M |
| 4 | $\begin{aligned} & 1180, \\ & 35.6-33.6 \end{aligned}$ | South of Lower Cache Road | Southbound | - Improve LOS <br> - Relatively high AADT <br> - Grade change (incline) <br> - In southern LKI Segment 1180 (highest collision rate along study corridor) | \$2.07 M |
| 5 | $\begin{aligned} & \text { 1180, } \\ & 71.2-69.2 \end{aligned}$ | South of Inga Lake Road | Southbound | - Improve LOS <br> - Provide passing opportunity in rolling terrain <br> - Provide passing opportunity as exiting Wonowon service area / reduced speed zone <br> - Reduce platooning <br> - Within study section 8 , with highest \# of collisions along study corridor | \$2.17 M |
| 6 | $\begin{aligned} & \text { 1180, } \\ & 68.5-70.5 \end{aligned}$ | South of Inga Lake Road | Northbound | - Improve LOS <br> - Provide passing opportunity in rolling terrain <br> - Provide passing opportunity as approaching Wonowon service area <br> - Reduce platooning <br> - Within study section 8 , with highest \# of collisions along study corridor | \$2.29 M |
| 7 | $\begin{aligned} & \text { 1183, } \\ & \text { 19-21.2 } \end{aligned}$ | South of Tommy Lakes Road | Northbound | - Provide passing opportunity in rolling terrain <br> - Reduce platooning <br> - Approximately 36 km north and 12 km south of closest proposed passing lane | \$2.47 M |

Table 38 Staging Recommendations for Passing Lane Locations for Long-term Consideration

| Priority | Segment LKI | Location | Passing Lane Direction | Rationale | Cost |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | $\begin{aligned} & \text { 1180, } \\ & 17.6-19.6 \end{aligned}$ | 248 Road | Northbound | - Improve LOS <br> - Highest roadway section AADT <br> - In southern LKI Segment 1180 (highest collision rate along study corridor) <br> - Within study section 1, with 3 rd highest \# of collisions | \$2.29 M |
| 2 | $\begin{aligned} & 1180, \\ & 55-57.5 \end{aligned}$ | South of Aitken Creek Road | Northbound | - Improve LOS <br> - Provide passing opportunity in rolling terrain <br> - Reduce platooning <br> - Approximately 11 km north and 50 km south of closest proposed passing lane <br> - In southern LKI Segment 1180 (highest collision rate along study corridor) <br> - Within study section 8 , with highest \# of collisions along study corridor | \$2.56 M |
| 3 | $\begin{aligned} & 1180, \\ & 82.2-80.2 \end{aligned}$ | North of Upper Halfway Road | Southbound | - Improve LOS <br> - Reduce platooning <br> - Provide passing opportunity in rolling terrain <br> - Provide passing opportunity as exiting Wonowon service area / reduced speed zone <br> - Within roadway section $9,4^{\text {th }}$ highest $\#$ of collisions along study corridor | \$2.65 M |
| 4 | $\begin{aligned} & 1183, \\ & 14.9-12.9 \end{aligned}$ | North of 109 Road | Southbound | - Provide passing opportunity in rolling terrain <br> - Reduce platooning as approaching Wonowon service area <br> - Approximately 19 km north and 38 km south of closest proposed passing lane <br> - Section of roadway with no conflicting accesses | \$2.28 M |
| 5 | $\begin{aligned} & 1183, \\ & 55-52.6 \end{aligned}$ | North of 135 Road | Southbound | - Improve LOS <br> - Reduce platooning upon exiting Pink Mountain service area <br> - Approximately 24 km north of closest proposed passing land and 40 km south of existing SB passing lane at Sikanni River Bridge | \$2.56 M |
| 6 | $\begin{aligned} & 1183 \\ & 40.5-38.5 \end{aligned}$ | North of Jedney Road | Southbound | - Provide passing opportunity between Wonowon and Pink Mountain service areas <br> - Grade change (incline) <br> - Area with over 3 km of no-passing | \$3.94 M |
| 7 | $\begin{aligned} & \text { 1183, } \\ & 35.8-38.3 \end{aligned}$ | South of Jedney Road | Northbound | - Provide passing opportunity between Wonowon and Pink Mountain service areas <br> - Grade change (incline) <br> - Area with over 2 km of no-passing | \$2.99 M |
| 8 | $\begin{aligned} & 1180, \\ & 33.8-35.2 \end{aligned}$ | Becker Hill Road | Northbound | - Improve LOS <br> - Should not be implemented until AADT reaches approximately 7,000 . Otherwise, this passing lane will be too close to adjacent, recommended passing lanes, according to TAC spacing guidelines | \$2.07 M |

## 13 Summary

The purpose of this study is to provide recommendations for improving the quality of service and safety along the Alaska Highway (Highway 97) corridor between Charlie Lake Crescent (north of Fort St. John) and the Buckinghorse River. Existing (2014) and Future (2039) traffic operations and safety were analyzed for this 196.1 km stretch of Highway 97.

The study area is comprised of 196.1 km along Highway 97 and has been divided into 3 Landmark Kilometre Index (LKI) segments:

LKI Segment 1180, km 9.96 (Charlie Lake Crescent)
to km 59.60 (North Peace Maintenance Jurisdiction)
Length $=49.64 \mathrm{~km}$ (Provincial jurisdiction)
LKI Segment 1180, km 59.60 (North Peace $\quad$ Length $=28.3 \mathrm{~km}$ (Federal jurisdiction)
Maintenance Jurisdiction) to km 87.90 (Wonowon) $\quad$ (Fer
LKI Segment 1183, km 0.00 (Wonowon) to km
118.16 (Buckinghorse River Bridge)

This study evaluated passing opportunities, intersection operations, roadway section operations, and safety. As part of this study, 21 study intersections and 17 roadway sections were analyzed.

A site visit of the Alaska Highway corridor was conducted on August 20, 2014, to evaluate the existing conditions of the corridor. In conjunction with operations and safety analysis, site observations were used to determine improvements along the corridor.

## Heavy Vehicles

Highway 97 carries a high percentage of heavy vehicles. During the peak hours, heavy vehicles constituted approximately $20 \%$ to $35 \%$ of the total traffic on the roadway. The presence of this many heavy vehicles leads to a high frequency of platoons. Platoons indicate the need for additional, safe, opportunities to allow vehicles to pass slower moving vehicles to break up platoons and reduce driver frustrations.

## Roadway Analysis and Passing Lanes

Seventeen (17) roadway sections were analyzed for Existing (2014) and Future (2039) conditions. There is a clear commuting direction on the roadway; the commuting direction is northbound in the AM and southbound in the Mid-day and PM peak hours. Sections operating at LOS C or D during peak hours could be considered for the addition of passing lanes, if they also meet other criteria. Not all sections operating at LOS C or D are good candidates for passing lanes; however, adjacent passing lanes may improve roadway operations along sections without passing lanes.

Currently, approximately 40 to $55 \%$ of the length of each roadway segment provides passing opportunities; however, some of these passing zone lengths do not meet the minimum 400 m length recommended by MoTl guidelines for the $100 \mathrm{~km} / \mathrm{h}$ posted speed limit. However, those passing zone lengths less than 400 m may have met the recommended standards at the time of installation.

There is one northbound and one southbound passing lane in place near Sikanni River Bridge. MoTI has announced the construction of a passing lane, northbound, at Mile 63 / Evergreen Road. This study analyzed 20 possible passing lanes (including Mile 63 / Evergreen Road passing lane), and in all cases, the roadway operations improved with the addition of the passing lane. Ultimately 16 of the 20 potential passing lanes were recommended for implementation.

## McElhanney

Passing lane locations should be determined based on level of service, AADT, terrain, adjacency to other passing lanes, the length of no-passing zones in the area, and other roadway characteristics (such as number of access or frequent platoons). All potential passing lane locations mentioned in this study are approximations, and the precise location of any new passing lane will be determined during the detailed design phase.

## Intersection Analysis

Twenty-one (21) intersections were analyzed as part of this study for Existing (2014) and Future (2039) conditions. Intersection operations analysis showed that all of the study intersections would operate at LOS C or better under all conditions, except the intersection of Highway 97 and Highway 29. In the future, this intersection is expected to operate at LOS F, and signalization may be required to improve service levels.

## Safety Analysis

Two methodologies were used to analyze safety along the corridor and at the study intersections. Traditional safety analysis results of the 5 year period (2009-2013) showed that, for the most part, the collisions occurring along the corridor at the study intersections are within the average severity and frequency as compared to other similar roadways and intersections around the Province. In some cases, the data is slightly skewed because of a low number of collisions. The Collision Prediction Model (CPM) method also concluded that the roadway sections and intersections are not considered collision prone.

## Short to Medium-term and Long-term Recommendations

Based on the site visit, collaboration with MoTI and PWGSC, traffic analysis, and collision analysis, a number of problems have been identified in this report and potential improvements recommended. The focus of these improvements is on providing additional passing opportunities through the corridor. Over the next 25 years, a system of 16 passing lanes ( 8 northbound and 8 southbound) is recommended. Other improvements include: lighting at major intersections and rest and service areas, if warranted; speed reductions and enforcement at rest and service areas; verification that all signage meets MoTI guidelines and additional signage at key locations; and repainting pavement markings.

A cost/benefit analysis, using ShortBEN methodology, was used to determine the feasibility of the proposed passing lanes. For all of the passing lanes, except the 2 near Jedney Road, the benefit outweighs the cost of implementation.

It is not feasible or necessary to implement all of the proposed improvements immediately. The improvements have been recommended for short to medium-term ( 1 to 10 years) and long-term ( $10+$ years) consideration, prioritizing areas of high traffic volumes, low levels of service, and higher collision rates. Passing lanes have also been prioritized within the short to medium-term and long-term recommendations. Prior to implementation, all potential passing lane locations should be monitored for increased traffic volumes and other changes in traffic conditions.

Changes in industry demand and growth in the area can change the timing and priority of the recommended improvements. Traffic projections are estimations and traffic volumes should be monitored to determine appropriate timing for all recommended improvements. It should be noted that all passing lane locations are approximations, and the exact location will be identified during the detailed design phase. Additionally, all improvements are subject to funding, priority, and programming as determined by MoTI and PWGSC.

In summary, there are a number of issues that have been identified along the Alaska Highway 97 corridor, from Charlie Lake Crescent to Buckinghorse River Bridge, that affect traffic operations and safety, but these issues can be remedied, over the next 25 years, with the proposed improvements. These improvements are anticipated to improve both traffic operations and safety though the corridor.

## Appendix A: September 2014 Traffic Volume Count Data

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Beatton River Airport Rd to Buick Site Code: 7
Start Date: 2014/09/17
Page No: 1

Turning Movement Data


| Hourly Total | 11 | 181 | 0 | 0 | 192 | 38 | 1 | 0 | 0 | 39 | 92 | 10 | 0 | 0 | 102 | 333 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:00 PM | 2 | 53 | 0 | 0 | 55 | 10 | 0 | 0 | 0 | 10 | 21 | 3 | 0 | 0 | 24 | 89 |
| 06:15 PM | 3 | 52 | 0 | 0 | 55 | 7 | 1 | 0 | 0 | 8 | 18 | 3 | 0 | 0 | 21 | 84 |
| 06:30 PM | 1 | 77 | 0 | 0 | 78 | 12 | 0 | 0 | 0 | 12 | 27 | 6 | 0 | 0 | 33 | 123 |
| 06:45 PM | 1 | 78 | 0 | 0 | 79 | 5 | 1 | 0 | 0 | 6 | 24 | 3 | 0 | 0 | 27 | 112 |
| Hourly Total | 7 | 260 | 0 | 0 | 267 | 34 | 2 | 0 | 0 | 36 | 90 | 15 | 0 | 0 | 105 | 408 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 44 | 1038 | 0 | 0 | 1082 | 194 | 21 | 0 | 0 | 215 | 1117 | 186 | 0 | 0 | 1303 | 2600 |
| Approach \% | 4.1 | 95.9 | 0.0 | - | - | 90.2 | 9.8 | 0.0 | - | - | 85.7 | 14.3 | 0.0 | - | - | - |
| Total \% | 1.7 | 39.9 | 0.0 | - | 41.6 | 7.5 | 0.8 | 0.0 | - | 8.3 | 43.0 | 7.2 | 0.0 | - | 50.1 | - |
| Lights | 13 | 637 | 0 | - | 650 | 116 | 7 | 0 | - | 123 | 697 | 125 | 0 | - | 822 | 1595 |
| \% Lights | 29.5 | 61.4 | - | - | 60.1 | 59.8 | 33.3 | - | - | 57.2 | 62.4 | 67.2 | - | - | 63.1 | 61.3 |
| Mediums | 8 | 132 | 0 | - | 140 | 30 | 3 | 0 | - | 33 | 134 | 16 | 0 | - | 150 | 323 |
| \% Mediums | 18.2 | 12.7 | - | - | 12.9 | 15.5 | 14.3 | - | - | 15.3 | 12.0 | 8.6 | - | $-$ | 11.5 | 12.4 |
| Articulated Trucks | 23 | 269 | 0 | - | 292 | 48 | 11 | 0 | - | 59 | 286 | 45 | 0 | - | 331 | 682 |
| \% Articulated Trucks | 52.3 | 25.9 | - | - | 27.0 | 24.7 | 52.4 | - | - | 27.4 | 25.6 | 24.2 | - | - | 25.4 | 26.2 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | $\cdot$ | - | - | - | - | - | $\checkmark$ | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Beatton River Airport Rd to Buick Site Code: 7
Start Date: 2014/09/17
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Beatton River Airport Rd to Buick Site Code: 7

09/17
250-819-2527 paul@peaktraffic.ca
Page No: 4

| Start Time | Turning Movement Peak Hour Data (07:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 |  |  |  |  | Beatton R. Airport Rd. |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 07:00 AM | 0 | 7 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 2 | 60 | 12 | 0 | 0 | 72 | 81 |
| 07:15 AM | 1 | 25 | 0 | 0 | 26 | 4 | 0 | 0 | 0 | 4 | 59 | 21 | 0 | 0 | 80 | 110 |
| 07:30 AM | 0 | 9 | 0 | 0 | 9 | 5 | 0 | 0 | 0 | 5 | 72 | 27 | 0 | 0 | 99 | 113 |
| 07:45 AM | 1 | 21 | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 2 | 69 | 18 | 0 | 0 | 87 | 111 |
| Total | 2 | 62 | 0 | 0 | 64 | 12 | 1 | 0 | 0 | 13 | 260 | 78 | 0 | 0 | 338 | 415 |
| Approach \% | 3.1 | 96.9 | 0.0 | - | - | 92.3 | 7.7 | 0.0 | - | - | 76.9 | 23.1 | 0.0 | - | - | - |
| Total \% | 0.5 | 14.9 | 0.0 | - | 15.4 | 2.9 | 0.2 | 0.0 | - | 3.1 | 62.7 | 18.8 | 0.0 | - | 81.4 | - |
| PHF | 0.500 | 0.620 | 0.000 | - | 0.615 | 0.600 | 0.250 | 0.000 | - | 0.650 | 0.903 | 0.722 | 0.000 | - | 0.854 | 0.918 |
| Lights | 1 | 34 | 0 | - | 35 | 5 | 0 | 0 | - | 5 | 157 | 50 | 0 | - | 207 | 247 |
| \% Lights | 50.0 | 54.8 | - | - | 54.7 | 41.7 | 0.0 | - | - | 38.5 | 60.4 | 64.1 | - | - | 61.2 | 59.5 |
| Mediums | 0 | 5 | 0 | - | 5 | 2 | 0 | 0 | - | 2 | 35 | 8 | 0 | - | 43 | 50 |
| \% Mediums | 0.0 | 8.1 | - | - | 7.8 | 16.7 | 0.0 | - | - | 15.4 | 13.5 | 10.3 | - | - | 12.7 | 12.0 |
| Articulated Trucks | 1 | 23 | 0 | - | 24 | 5 | 1 | 0 | - | 6 | 68 | 20 | 0 | - | 88 | 118 |
| \% Articulated Trucks | 50.0 | 37.1 | - | - | 37.5 | 41.7 | 100.0 | - | - | 46.2 | 26.2 | 25.6 | - | - | 26.0 | 28.4 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | $\checkmark$ | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $\cdot$ |

## Peak Traffic Technology Ltd.

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Count Name: Beatton River Airport Rd to Buick Site Code: 7
Start Date: 2014/09/17
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Beatton River Airport Rd to Buick Site Code: 7

4/09/17
250-819-2527 paul@peaktraffic.ca
Page No: 6

| Start Time | Turning Movement Peak Hour Data (11:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 |  |  |  |  | Beatton R. Airport Rd. |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 11:00 AM | 0 | 17 | 0 | 0 | 17 | 3 | 1 | 0 | 0 | 4 | 30 | 2 | 0 | 0 | 32 | 53 |
| 11:15 AM | 2 | 33 | 0 | 0 | 35 | 9 | 3 | 0 | 0 | 12 | 29 | 4 | 0 | 0 | 33 | 80 |
| 11:30 AM | 0 | 53 | 0 | 0 | 53 | 6 | 0 | 0 | 0 | 6 | 38 | 8 | 0 | 0 | 46 | 105 |
| 11:45 AM | 3 | 15 | 0 | 0 | 18 | 7 | 0 | 0 | 0 | 7 | 35 | 4 | 0 | 0 | 39 | 64 |
| Total | 5 | 118 | 0 | 0 | 123 | 25 | 4 | 0 | 0 | 29 | 132 | 18 | 0 | 0 | 150 | 302 |
| Approach \% | 4.1 | 95.9 | 0.0 | - | - | 86.2 | 13.8 | 0.0 | - | - | 88.0 | 12.0 | 0.0 | - | - | - |
| Total \% | 1.7 | 39.1 | 0.0 | - | 40.7 | 8.3 | 1.3 | 0.0 | - | 9.6 | 43.7 | 6.0 | 0.0 | - | 49.7 | - |
| PHF | 0.417 | 0.557 | 0.000 | - | 0.580 | 0.694 | 0.333 | 0.000 | - | 0.604 | 0.868 | 0.563 | 0.000 | - | 0.815 | 0.719 |
| Lights | 2 | 56 | 0 | - | 58 | 12 | 0 | 0 | - | 12 | 76 | 11 | 0 | $\checkmark$ | 87 | 157 |
| \% Lights | 40.0 | 47.5 | - | - | 47.2 | 48.0 | 0.0 | - | - | 41.4 | 57.6 | 61.1 | - | - | 58.0 | 52.0 |
| Mediums | 1 | 12 | 0 | - | 13 | 1 | 2 | 0 | - | 3 | 17 | 2 | 0 | - | 19 | 35 |
| \% Mediums | 20.0 | 10.2 | - | - | 10.6 | 4.0 | 50.0 | - | - | 10.3 | 12.9 | 11.1 | - | - | 12.7 | 11.6 |
| Articulated Trucks | 2 | 50 | 0 | - | 52 | 12 | 2 | 0 | - | 14 | 39 | 5 | 0 | - | 44 | 110 |
| \% Articulated Trucks | 40.0 | 42.4 | - | - | 42.3 | 48.0 | 50.0 | - | - | 48.3 | 29.5 | 27.8 | - | - | 29.3 | 36.4 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Beatton River Airport Rd to Buick Site Code: 7
Start Date: 2014/09/17
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Beatton River Airport Rd to Buick Site Code: 7

4/09/17
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Page No: 8

| Start Time | Turning Movement Peak Hour Data (12:00 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 |  |  |  |  | Beatton R. Airport Rd. |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 12:00 PM | 0 | 30 | 0 | 0 | 30 | 6 | 1 | 0 | 0 | 7 | 20 | 3 | 0 | 0 | 23 | 60 |
| 12:15 PM | 7 | 23 | 0 | 0 | 30 | 4 | 0 | 0 | 0 | 4 | 30 | 10 | 0 | 0 | 40 | 74 |
| 12:30 PM | 0 | 38 | 0 | 0 | 38 | 4 | 1 | 0 | 0 | 5 | 19 | 1 | 0 | 0 | 20 | 63 |
| 12:45 PM | 2 | 35 | 0 | 0 | 37 | 4 | 0 | 0 | 0 | 4 | 27 | 4 | 0 | 0 | 31 | 72 |
| Total | 9 | 126 | 0 | 0 | 135 | 18 | 2 | 0 | 0 | 20 | 96 | 18 | 0 | 0 | 114 | 269 |
| Approach \% | 6.7 | 93.3 | 0.0 | - | - | 90.0 | 10.0 | 0.0 | - | - | 84.2 | 15.8 | 0.0 | - | - | - |
| Total \% | 3.3 | 46.8 | 0.0 | - | 50.2 | 6.7 | 0.7 | 0.0 | - | 7.4 | 35.7 | 6.7 | 0.0 | - | 42.4 | - |
| PHF | 0.321 | 0.829 | 0.000 | - | 0.888 | 0.750 | 0.500 | 0.000 | - | 0.714 | 0.800 | 0.450 | 0.000 | - | 0.713 | 0.909 |
| Lights | 1 | 68 | 0 | - | 69 | 12 | 1 | 0 | - | 13 | 59 | 10 | 0 | - | 69 | 151 |
| \% Lights | 11.1 | 54.0 | - | - | 51.1 | 66.7 | 50.0 | - | - | 65.0 | 61.5 | 55.6 | - | - | 60.5 | 56.1 |
| Mediums | 1 | 15 | 0 | - | 16 | 3 | 0 | 0 | - | 3 | 8 | 2 | 0 | - | 10 | 29 |
| \% Mediums | 11.1 | 11.9 | - | - | 11.9 | 16.7 | 0.0 | - | - | 15.0 | 8.3 | 11.1 | - | - | 8.8 | 10.8 |
| Articulated Trucks | 7 | 43 | 0 | - | 50 | 3 | 1 | 0 | - | 4 | 29 | 6 | 0 | - | 35 | 89 |
| \% Articulated Trucks | 77.8 | 34.1 | - | - | 37.0 | 16.7 | 50.0 | - | - | 20.0 | 30.2 | 33.3 | - | - | 30.7 | 33.1 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | $\checkmark$ | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Beatton River Airport Rd to Buick Site Code: 7
Start Date: 2014/09/17
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 50-819-2527 paul@peaktraffic.ca

Count Name: Beatton River Airport Rd to Buick Site Code: 7
ate: 2014/09/17
Page No: 10

Turning Movement Peak Hour Data (06:00 PM)


## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Beatton River Airport Rd to Buick Site Code: 7
Start ake. 2014/09/17
Page No: 11


Turning Movement Peak Hour Data Plot (06:00 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4
Count Name: Becker Hill Site Code: 5
250-819-2527 paul@peaktraffic.ca

Turning Movement Data

| Start Time | Left | Thru | Alaska Hwy 9 Southbound U-Turn | Peds | App. Total | Left | Right | Becker Hill Rd Westbound U-Turn | Peds | App. Total | Thru | Right | Alaska Hwy 97 <br> Northbound U-Turn | Peds | App. Total | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:00 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 23 | 27 |
| 05:15 AM | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 27 | 0 | 0 | 0 | 27 | 32 |
| 05:30 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 44 | 49 |
| 05:45 AM | 0 | 11 | 0 | 0 | 11 | 0 | 4 | 0 | 0 | 4 | 29 | 0 | 0 | 0 | 29 | 44 |
| Hourly Total | 0 | 24 | 0 | 0 | 24 | 0 | 5 | 0 | 0 | 5 | 123 | 0 | 0 | 0 | 123 | 152 |
| 06:00 AM | 0 | 10 | 0 | 0 | 10 | 2 | 2 | 0 | 0 | 4 | 37 | 0 | 0 | 0 | 37 | 51 |
| 06:15 AM | 0 | 5 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 3 | 52 | 0 | 0 | 0 | 52 | 60 |
| 06:30 AM | 0 | 7 | 0 | 0 | 7 | 1 | 1 | 0 | 0 | 2 | 44 | 0 | 0 | 0 | 44 | 53 |
| 06:45 AM | 1 | 17 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 41 | 1 | 0 | 0 | 42 | 60 |
| Hourly Total | 1 | 39 | 0 | 0 | 40 | 4 | 5 | 0 | 0 | 9 | 174 | 1 | 0 | 0 | 175 | 224 |
| 07:00 AM | 1 | 10 | 0 | 0 | 11 | 1 | 1 | 0 | 0 | 2 | 58 | 0 | 0 | 0 | 58 | 71 |
| 07:15 AM | 0 | 18 | 0 | 0 | 18 | 0 | 3 | 0 | 0 | 3 | 87 | 0 | 0 | 0 | 87 | 108 |
| 07:30 AM | 0 | 21 | 0 | 0 | 21 | 2 | 2 | 0 | 0 | 4 | 56 | 0 | 0 | 0 | 56 | 81 |
| 07:45 AM | 0 | 12 | 0 | 0 | 12 | 1 | 1 | 0 | 0 | 2 | 55 | 0 | 0 | 0 | 55 | 69 |
| Hourly Total | 1 | 61 | 0 | 0 | 62 | 4 | 7 | 0 | 0 | 11 | 256 | 0 | 0 | 0 | 256 | 329 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 37 | 1 | 0 | 0 | 38 | 58 |
| 11:15 AM | 2 | 30 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 26 | 58 |
| 11:30 AM | 0 | 24 | 0 | 0 | 24 | 1 | 1 | 0 | 0 | 2 | 34 | 1 | 0 | 0 | 35 | 61 |
| 11:45 AM | 0 | 32 | 0 | 0 | 32 | 1 | 2 | 0 | 0 | 3 | 29 | 2 | 0 | 0 | 31 | 66 |
| Hourly Total | 2 | 106 | 0 | 0 | 108 | 2 | 3 | 0 | 0 | 5 | 126 | 4 | 0 | 0 | 130 | 243 |
| 12:00 PM | 0 | 30 | 0 | 0 | 30 | 0 | 1 | 0 | 0 | 1 | 33 | 1 | 0 | 0 | 34 | 65 |
| 12:15 PM | 1 | 36 | 0 | 0 | 37 | 1 | 0 | 0 | 0 | 1 | 22 | 1 | 0 | 0 | 23 | 61 |
| 12:30 PM | 0 | 32 | 0 | 0 | 32 | 0 | 1 | 0 | 0 | 1 | 29 | 0 | 0 | , | 29 | 62 |
| 12:45 PM | 0 | 30 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 1 | 35 | 0 | 0 | 0 | 35 | 66 |
| Hourly Total | 1 | 128 | 0 | 0 | 129 | 2 | 2 | 0 | 0 | 4 | 119 | 2 | 0 | 0 | 121 | 254 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 1 | 67 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 27 | 95 |
| 04:15 PM | 2 | 58 | 0 | 0 | 60 | 1 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 0 | 20 | 81 |
| 04:30 PM | 0 | 59 | 0 | 0 | 59 | 1 | 1 | 0 | 0 | 2 | 26 | 3 | 0 | 0 | 29 | 90 |
| 04:45 PM | 3 | 52 | 0 | 0 | 55 | 1 | 0 | 0 | 0 | 1 | 31 | 0 | 0 | 0 | 31 | 87 |
| Hourly Total | 6 | 236 | 0 | 0 | 242 | 3 | 1 | 0 | 0 | 4 | 103 | 4 | 0 |  | 107 | 353 |
| 05:00 PM | 1 | 64 | 0 | 0 | 65 | 2 | 1 | 0 | 0 | 3 | 32 | 2 | 0 | 0 | 34 | 102 |
| 05:15 PM | 1 | 40 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 32 | 73 |


| 05:30 PM | 1 | 41 | 0 | 0 | 42 | 0 | 1 | 0 | 0 | 1 | 41 | 2 | 0 | 0 | 43 | 86 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:45 PM | 0 | 55 | 0 | 0 | 55 | 2 | 0 | 0 | 0 | 2 | 29 | 1 | 0 | 0 | 30 | 87 |
| Hourly Total | 3 | 200 | 0 | 0 | 203 | 4 | 2 | 0 | 0 | 6 | 134 | 5 | 0 | 0 | 139 | 348 |
| 06:00 PM | 2 | 60 | 0 | 0 | 62 | 0 | 1 | 0 | 0 | 1 | 21 | 2 | 0 | 0 | 23 | 86 |
| 06:15 PM | 0 | 75 | 0 | 0 | 75 | 0 | 1 | 0 | 0 | 1 | 25 | 0 | 0 | 0 | 25 | 101 |
| 06:30 PM | 3 | 55 | 0 | 0 | 58 | 0 | 1 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 21 | 80 |
| 06:45 PM | 2 | 73 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 19 | 94 |
| Hourly Total | 7 | 263 | 0 | 0 | 270 | 0 | 3 | 0 | 0 | 3 | 86 | 2 | 0 | 0 | 88 | 361 |
| 07:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 21 | 1058 | 0 | 0 | 1079 | 19 | 28 | 0 | 0 | 47 | 1121 | 18 | 0 | 0 | 1139 | 2265 |
| Approach \% | 1.9 | 98.1 | 0.0 | - | - | 40.4 | 59.6 | 0.0 | - | - | 98.4 | 1.6 | 0.0 | - | - | - |
| Total \% | 0.9 | 46.7 | 0.0 | - | 47.6 | 0.8 | 1.2 | 0.0 | - | 2.1 | 49.5 | 0.8 | 0.0 | - | 50.3 | - |
| Lights | 17 | 663 | 0 | - | 680 | 15 | 23 | 0 | - | 38 | 681 | 17 | 0 | - | 698 | 1416 |
| \% Lights | 81.0 | 62.7 | - | - | 63.0 | 78.9 | 82.1 | - | - | 80.9 | 60.7 | 94.4 | - | - | 61.3 | 62.5 |
| Mediums | 4 | 160 | 0 | - | 164 | 3 | 3 | 0 | - | 6 | 168 | 1 | 0 | - | 169 | 339 |
| \% Mediums | 19.0 | 15.1 | - | - | 15.2 | 15.8 | 10.7 | - | - | 12.8 | 15.0 | 5.6 | - | - | 14.8 | 15.0 |
| Articulated Trucks | 0 | 235 | 0 | - | 235 | 1 | 2 | 0 | - | 3 | 269 | 0 | 0 | - | 269 | 507 |
| \% Articulated Trucks | 0.0 | 22.2 | - | - | 21.8 | 5.3 | 7.1 | - | - | 6.4 | 24.0 | 0.0 | - | - | 23.6 | 22.4 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 3 | 0 | 0 | - | 3 | 3 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.3 | 0.0 | - | - | 0.3 | 0.1 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Becker Hill Site Code: 5
Start Date: 2014/09/22 Page No: 3


Turning Movement Data Plot

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Becker Hill Site Code: 5
Star 2014/09/22
250-819-2527 paul@peaktraffic.ca
Page No: 4

| Start Time | Turning Movement Peak Hour Data (07:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | Becker Hill Rd |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 07:00 AM | 1 | 10 | 0 | 0 | 11 | 1 | 1 | 0 | 0 | 2 | 58 | 0 | 0 | 0 | 58 | 71 |
| 07:15 AM | 0 | 18 | 0 | 0 | 18 | 0 | 3 | 0 | 0 | 3 | 87 | 0 | 0 | 0 | 87 | 108 |
| 07:30 AM | 0 | 21 | 0 | 0 | 21 | 2 | 2 | 0 | 0 | 4 | 56 | 0 | 0 | 0 | 56 | 81 |
| 07:45 AM | 0 | 12 | 0 | 0 | 12 | 1 | 1 | 0 | 0 | 2 | 55 | 0 | 0 | 0 | 55 | 69 |
| Total | 1 | 61 | 0 | 0 | 62 | 4 | 7 | 0 | 0 | 11 | 256 | 0 | 0 | 0 | 256 | 329 |
| Approach \% | 1.6 | 98.4 | 0.0 | - | - | 36.4 | 63.6 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | - | - | - |
| Total \% | 0.3 | 18.5 | 0.0 | - | 18.8 | 1.2 | 2.1 | 0.0 | - | 3.3 | 77.8 | 0.0 | 0.0 | - | 77.8 | - |
| PHF | 0.250 | 0.726 | 0.000 | - | 0.738 | 0.500 | 0.583 | 0.000 | - | 0.688 | 0.736 | 0.000 | 0.000 | - | 0.736 | 0.762 |
| Lights | 1 | 44 | 0 | - | 45 | 4 | 5 | 0 | - | 9 | 147 | 0 | 0 | - | 147 | 201 |
| \% Lights | 100.0 | 72.1 | - | - | 72.6 | 100.0 | 71.4 | - | - | 81.8 | 57.4 | - | - | - | 57.4 | 61.1 |
| Mediums | 0 | 3 | 0 | - | 3 | 0 | 1 | 0 | - | 1 | 64 | 0 | 0 | - | 64 | 68 |
| \% Mediums | 0.0 | 4.9 | - | - | 4.8 | 0.0 | 14.3 | - | - | 9.1 | 25.0 | - | - | - | 25.0 | 20.7 |
| Articulated Trucks | 0 | 14 | 0 | - | 14 | 0 | 1 | 0 | - | 1 | 45 | 0 | 0 | - | 45 | 60 |
| \% Articulated Trucks | 0.0 | 23.0 | - | - | 22.6 | 0.0 | 14.3 | - | - | 9.1 | 17.6 | - | - | - | 17.6 | 18.2 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Becker Hill Site Code: 5
Start Date: 2014/09/22 Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Becker Hill Site Code: 5
Ptare: 2014/09/22
250-819-2527 paul@peaktraffic.ca
Page No: 6

| Start Time | Turning Movement Peak Hour Data (11:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | Becker Hill Rd |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 11:00 AM | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 37 | 1 | 0 | 0 | 38 | 58 |
| 11:15 AM | 2 | 30 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 26 | 58 |
| 11:30 AM | 0 | 24 | 0 | 0 | 24 | 1 | 1 | 0 | 0 | 2 | 34 | 1 | 0 | 0 | 35 | 61 |
| 11:45 AM | 0 | 32 | 0 | 0 | 32 | 1 | 2 | 0 | 0 | 3 | 29 | 2 | 0 | 0 | 31 | 66 |
| Total | 2 | 106 | 0 | 0 | 108 | 2 | 3 | 0 | 0 | 5 | 126 | 4 | 0 | 0 | 130 | 243 |
| Approach \% | 1.9 | 98.1 | 0.0 | - | - | 40.0 | 60.0 | 0.0 | - | - | 96.9 | 3.1 | 0.0 | - | - | - |
| Total \% | 0.8 | 43.6 | 0.0 | - | 44.4 | 0.8 | 1.2 | 0.0 | - | 2.1 | 51.9 | 1.6 | 0.0 | - | 53.5 | - |
| PHF | 0.250 | 0.828 | 0.000 | - | 0.844 | 0.500 | 0.375 | 0.000 | - | 0.417 | 0.851 | 0.500 | 0.000 | - | 0.855 | 0.920 |
| Lights | 2 | 62 | 0 | - | 64 | 1 | 3 | 0 | - | 4 | 71 | 4 | 0 | - | 75 | 143 |
| \% Lights | 100.0 | 58.5 | - | - | 59.3 | 50.0 | 100.0 | - | - | 80.0 | 56.3 | 100.0 | - | - | 57.7 | 58.8 |
| Mediums | 0 | 13 | 0 | - | 13 | 1 | 0 | 0 | - | 1 | 18 | 0 | 0 | - | 18 | 32 |
| \% Mediums | 0.0 | 12.3 | - | - | 12.0 | 50.0 | 0.0 | - | - | 20.0 | 14.3 | 0.0 | - | - | 13.8 | 13.2 |
| Articulated Trucks | 0 | 31 | 0 | - | 31 | 0 | 0 | 0 | - | 0 | 34 | 0 | 0 | - | 34 | 65 |
| \% Articulated Trucks | 0.0 | 29.2 | - | - | 28.7 | 0.0 | 0.0 | - | - | 0.0 | 27.0 | 0.0 | - | - | 26.2 | 26.7 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 3 | 0 | 0 | - | 3 | 3 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 2.4 | 0.0 | - | - | 2.3 | 1.2 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Becker Hill Site Code: 5
Start Date: 2014/09/22 Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Becker Hill Site Code: 5

2014/09/22
250-819-2527 paul@peaktraffic.ca
Page No: 8

| Start Time | Turning Movement Peak Hour Data (12:00 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 |  |  |  |  | Becker Hill Rd |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 12:00 PM | 0 | 30 | 0 | 0 | 30 | 0 | 1 | 0 | 0 | 1 | 33 | 1 | 0 | 0 | 34 | 65 |
| 12:15 PM | 1 | 36 | 0 | 0 | 37 | 1 | 0 | 0 | 0 | 1 | 22 | 1 | 0 | 0 | 23 | 61 |
| 12:30 PM | 0 | 32 | 0 | 0 | 32 | 0 | 1 | 0 | 0 | 1 | 29 | 0 | 0 | 0 | 29 | 62 |
| 12:45 PM | 0 | 30 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 1 | 35 | 0 | 0 | 0 | 35 | 66 |
| Total | 1 | 128 | 0 | 0 | 129 | 2 | 2 | 0 | 0 | 4 | 119 | 2 | 0 | 0 | 121 | 254 |
| Approach \% | 0.8 | 99.2 | 0.0 | - | - | 50.0 | 50.0 | 0.0 | - | - | 98.3 | 1.7 | 0.0 | - | - | - |
| Total \% | 0.4 | 50.4 | 0.0 | - | 50.8 | 0.8 | 0.8 | 0.0 | - | 1.6 | 46.9 | 0.8 | 0.0 | - | 47.6 | - |
| PHF | 0.250 | 0.889 | 0.000 | - | 0.872 | 0.500 | 0.500 | 0.000 | - | 1.000 | 0.850 | 0.500 | 0.000 | - | 0.864 | 0.962 |
| Lights | 1 | 70 | 0 | - | 71 | 2 | 1 | 0 | - | 3 | 70 | 2 | 0 | - | 72 | 146 |
| \% Lights | 100.0 | 54.7 | - | - | 55.0 | 100.0 | 50.0 | - | - | 75.0 | 58.8 | 100.0 | - | - | 59.5 | 57.5 |
| Mediums | 0 | 19 | 0 | - | 19 | 0 | 1 | 0 | - | 1 | 13 | 0 | 0 | - | 13 | 33 |
| \% Mediums | 0.0 | 14.8 | - | - | 14.7 | 0.0 | 50.0 | - | - | 25.0 | 10.9 | 0.0 | - | - | 10.7 | 13.0 |
| Articulated Trucks | 0 | 39 | 0 | - | 39 | 0 | 0 | 0 | - | 0 | 36 | 0 | 0 | - | 36 | 75 |
| \% Articulated Trucks | 0.0 | 30.5 | - | - | 30.2 | 0.0 | 0.0 | - | - | 0.0 | 30.3 | 0.0 | - | - | 29.8 | 29.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | $\checkmark$ | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | $\cdot$ | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Becker Hill Site Code: 5
Start Date: 2014/09/22 Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Becker Hill Site Code: 5
Start Date: 2014/09/22
250-819-2527 paul@peaktraffic.ca
Page No: 10

| Start Time | Turning Movement Peak Hour Data (06:00 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 |  |  |  |  | ( $\begin{gathered}\text { Becker Hill Rd } \\ \text { Westbound }\end{gathered}$ |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 06:00 PM | 2 | 60 | 0 | 0 | 62 | 0 | 1 | 0 | 0 | 1 | 21 | 2 | 0 | 0 | 23 | 86 |
| 06:15 PM | 0 | 75 | 0 | 0 | 75 | 0 | 1 | 0 | 0 | 1 | 25 | 0 | 0 | 0 | 25 | 101 |
| 06:30 PM | 3 | 55 | 0 | 0 | 58 | 0 | 1 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 21 | 80 |
| 06:45 PM | 2 | 73 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 19 | 94 |
| Total | 7 | 263 | 0 | 0 | 270 | 0 | 3 | 0 | 0 | 3 | 86 | 2 | 0 | 0 | 88 | 361 |
| Approach \% | 2.6 | 97.4 | 0.0 | - | - | 0.0 | 100.0 | 0.0 | - | - | 97.7 | 2.3 | 0.0 | - | - | - |
| Total \% | 1.9 | 72.9 | 0.0 | - | 74.8 | 0.0 | 0.8 | 0.0 | - | 0.8 | 23.8 | 0.6 | 0.0 | - | 24.4 | - |
| PHF | 0.583 | 0.877 | 0.000 | - | 0.900 | 0.000 | 0.750 | 0.000 | - | 0.750 | 0.860 | 0.250 | 0.000 | - | 0.880 | 0.894 |
| Lights | 3 | 166 | 0 | - | 169 | 0 | 3 | 0 | - | 3 | 49 | 2 | 0 | - | 51 | 223 |
| \% Lights | 42.9 | 63.1 | - | - | 62.6 | - | 100.0 | - | - | 100.0 | 57.0 | 100.0 | - | - | 58.0 | 61.8 |
| Mediums | 4 | 52 | 0 | - | 56 | 0 | 0 | 0 | - | 0 | 13 | 0 | 0 | - | 13 | 69 |
| \% Mediums | 57.1 | 19.8 | - | - | 20.7 | - | 0.0 | - | - | 0.0 | 15.1 | 0.0 | - | - | 14.8 | 19.1 |
| Articulated Trucks | 0 | 45 | 0 | - | 45 | 0 | 0 | 0 | - | 0 | 24 | 0 | 0 | - | 24 | 69 |
| \% Articulated Trucks | 0.0 | 17.1 | - | - | 16.7 | - | 0.0 | - | - | 0.0 | 27.9 | 0.0 | - | - | 27.3 | 19.1 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Becker Hill Site Code: 5
Start Date: 2014/09/22 Page No: 11


Turning Movement Peak Hour Data Plot (06:00 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Bucking Horse Camp \# Site Code: 18
Start Date: 09/17/2014
Page No: 1

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  |  | Buckinghorse River Wayside Provincial Park access Westbound |  |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  | Buckinghorse River Lodge $S$ access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { Appil } \\ & \text { Total } \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total |  |
| 5:00 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 5:15 AM | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 8 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 5:45 AM | 0 | 5 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 4 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 15 |
| Hourly Total | 0 | 11 | 0 | 0 | 0 | 11 | 13 | 1 | 0 | 0 | 0 | 14 | 1 | 8 | 1 | 0 | 0 | 10 | 0 | 0 | 3 | 0 | 0 | 3 | 38 |
| 6:00 AM | 0 | 10 | 0 | 0 | 0 | 10 | 10 | 1 | 0 | 0 | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 25 |
| 6:15 AM | 0 | 8 | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 20 |
| 6:30 AM | 0 | 18 | 0 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 4 | 35 |
| 6:45 AM | 0 | 8 | 0 | 0 | 0 | 8 | 14 | 0 | 0 | 0 | 0 | 14 | 1 | 9 | 2 | 0 | 0 | 12 | 0 | 0 | 2 | 0 | 0 | 2 | 36 |
| Hourly Total | 0 | 44 | 0 | 0 | 0 | 44 | 34 | 1 | 0 | 0 | 0 | 35 | 2 | 24 | 2 | 0 | 0 | 28 | 0 | 0 | 9 | 0 | 0 | 9 | 116 |
| 7:00 AM | 0 | 8 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7:15 AM | 0 | 9 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 19 |
| 7:30 AM | 0 | 6 | 2 | 0 | 0 | 8 | 13 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 7:45 AM | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 8 | 0 | 0 | 3 | 0 | 0 | 3 | 16 |
| Hourly Total | 0 | 28 | 2 | 0 | 0 | 30 | 15 | 0 | 0 | 0 | 0 | 15 | 2 | 30 | 4 | 0 | 0 | 36 | 1 | 0 | 3 | 0 | 0 | 4 | 85 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 2 | 23 |
| 11:15 AM | 0 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 23 |
| 11:30 AM | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 0 | 0 | 4 | 21 |
| 11:45 AM | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 17 | 0 | 0 | 2 | 0 | 0 | 2 | 30 |
| Hourly Total | 0 | 47 | 0 | 0 | 0 | 47 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 38 | 0 | 0 | 0 | 40 | 0 | 1 | 8 | 0 | 0 | 9 | 97 |
| 12:00 PM | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 18 |
| 12:15 PM | 0 | 17 | 1 | 0 | 0 | 18 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 1 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 2 | 28 |
| 12:30 PM | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 0 | 0 | 0 | 17 | 0 | 0 | 4 | 0 | 0 | 4 | 38 |
| 12:45 PM | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 7 | 0 | 1 | 3 | 0 | 0 | 4 | 18 |
| Hourly Total | 0 | 52 | 1 | 0 | 0 | 53 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 28 | 3 | 0 | 0 | 37 | 0 | 1 | 10 | 0 | 0 | 11 | 102 |
| 1:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 0 | 2 | 17 |
| 4:15 PM | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 0 | 0 | 12 | 0 | 0 | 2 | 0 | 0 | 2 | 30 |
| 4:30 PM | 0 | 24 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 4:45 PM | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Hourly Total | 0 | 55 | 0 | 0 | 0 | 55 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 22 | 12 | 0 | 0 | 36 | 0 | 0 | 4 | 0 | 0 | 4 | 96 |
| 5:00 PM | 2 | 8 | 0 | 0 | 0 | 10 | 5 | 1 | 0 | 1 | 0 | 7 | 0 | 6 | 7 | 0 | 0 | 13 | 0 | 0 | 5 | 0 | 0 | 5 | 35 |



## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
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Count Name: Bucking Horse Camp \#1 Site Code: 18
Start Date: 09/17/2014
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Bucking Horse Camp \# Site Code: 18

Date: 09/17/2014
Page No: 4

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  |  | Tur <br> inghorse |  | ovem de Provinc ound | ent | eak | Hour | Data | 6:00 Alaska North | AM) <br> Hwy 97 <br> ound |  |  | Buckinghorse River Lodge S access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. Total |  |
| 6:00 AM | 0 | 10 | 0 | 0 | 0 | 10 | 10 | 1 | 0 | 0 | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 25 |
| 6:15 AM | 0 | 8 | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 20 |
| 6:30 AM | 0 | 18 | 0 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 4 | 0 | 0 | 4 | 35 |
| 6:45 AM | 0 | 8 | 0 | 0 | 0 | 8 | 14 | 0 | 0 | 0 | 0 | 14 | 1 | 9 | 2 | 0 | 0 | 12 | 0 | 0 | 2 | 0 | 0 | 2 | 36 |
| Total | 0 | 44 | 0 | 0 | 0 | 44 | 34 | 1 | 0 | 0 | 0 | 35 | 2 | 24 | 2 | 0 | 0 | 28 | 0 | 0 | 9 | 0 | 0 | 9 | 116 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | - | 97.1 | 2.9 | 0.0 | 0.0 | - | - | 7.1 | 85.7 | 7.1 | 0.0 | - | - | 0.0 | 0.0 | 100.0 | 0.0 | - | - | - |
| Total \% | 0.0 | 37.9 | 0.0 | 0.0 | - | 37.9 | 29.3 | 0.9 | 0.0 | 0.0 | - | 30.2 | 1.7 | 20.7 | 1.7 | 0.0 | - | 24.1 | 0.0 | 0.0 | 7.8 | 0.0 | - | 7.8 | - |
| PHF | 0.000 | 0.611 | 0.000 | 0.000 | - | 0.611 | 0.607 | 0.250 | 0.000 | 0.000 | - | 0.625 | 0.500 | 0.600 | 0.250 | 0.000 | - | 0.583 | 0.000 | 0.000 | 0.563 | 0.000 | - | 0.563 | 0.806 |
| Lights | 0 | 38 | 0 | 0 | - | 38 | 24 | 1 | 0 | 0 | - | 25 | 2 | 19 | 2 | 0 | - | 23 | 0 | 0 | 5 | 0 | - | 5 | 91 |
| \% Lights | - | 86.4 | - | - | - | 86.4 | 70.6 | 100.0 | - | - | - | 71.4 | 100.0 | 79.2 | 100.0 | - | - | 82.1 | - | - | 55.6 | - | - | 55.6 | 78.4 |
| Mediums | 0 | 2 | 0 | 0 | - | 2 | 6 | 0 | 0 | 0 | - | 6 | 0 | 2 | 0 | 0 | - | 2 | 0 | 0 | 0 | 0 | - | 0 | 10 |
| \% Mediums | - | 4.5 | - | - | - | 4.5 | 17.6 | 0.0 | - | - | - | 17.1 | 0.0 | 8.3 | 0.0 | - | - | 7.1 | - | - | 0.0 | - | - | 0.0 | 8.6 |
| Articulated Trucks | 0 | 4 | 0 | 0 | - | 4 | 4 | 0 | 0 | 0 | - | 4 | 0 | 3 | 0 | 0 | - | 3 | 0 | 0 | 4 | 0 | - | 4 | 15 |
| \% Articulated Trucks | - | 9.1 | - | - | - | 9.1 | 11.8 | 0.0 | - | . | - | 11.4 | 0.0 | 12.5 | 0.0 | - | - | 10.7 | . | - | 44.4 | - | - | 44.4 | 12.9 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | - | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | - | . | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | . | . | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## Peak Traffic Technology Ltd.

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Count Name: Bucking Horse Camp \#1 Site Code: 18
Start Date: 09/17/2014
Page No: 5


Turning Movement Peak Hour Data Plot (6:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Bucking Horse Camp \# Site Code: 18
Star Date: 09/17/2014
Page No: 6

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Turning Movement Peak Hour Data (11:00 AM) |  |  |  |  |  |  |  |  |  |  |  | Buckinghorse River Lodge $S$ access Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \end{aligned}$ | Int. Total |
| 11:00 AM | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 2 | 23 |
| 11:15 AM | 0 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 23 |
| 11:30 AM | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 0 | 0 | 4 | 21 |
| 11:45 AM | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 17 | 0 | 0 | 2 | 0 | 0 | 2 | 30 |
| Total | 0 | 47 | 0 | 0 | 0 | 47 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 38 | 0 | 0 | 0 | 40 | 0 | 1 | 8 | 0 | 0 | 9 | 97 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | - | 0.0 | 100.0 | 0.0 | 0.0 | - | - | 5.0 | 95.0 | 0.0 | 0.0 | - | - | 0.0 | 11.1 | 88.9 | 0.0 | - | - | - |
| Total \% | 0.0 | 48.5 | 0.0 | 0.0 | - | 48.5 | 0.0 | 1.0 | 0.0 | 0.0 | - | 1.0 | 2.1 | 39.2 | 0.0 | 0.0 | - | 41.2 | 0.0 | 1.0 | 8.2 | 0.0 | - | 9.3 | - |
| PHF | 0.000 | 0.839 | 0.000 | 0.000 | - | 0.839 | 0.000 | 0.250 | 0.000 | 0.000 | - | 0.250 | 0.500 | 0.594 | 0.000 | 0.000 | - | 0.588 | 0.000 | 0.250 | 0.500 | 0.000 | - | 0.563 | 0.808 |
| Lights | 0 | 31 | 0 | 0 | - | 31 | 0 | 1 | 0 | 0 | - | 1 | 0 | 23 | 0 | 0 | - | 23 | 0 | 1 | 7 | 0 | - | 8 | 63 |
| \% Lights | - | 66.0 | - | - | - | 66.0 | - | 100.0 | - | - | - | 100.0 | 0.0 | 60.5 | - | - | - | 57.5 | - | 100.0 | 87.5 | - | - | 88.9 | 64.9 |
| Mediums | 0 | 7 | 0 | 0 | - | 7 | 0 | 0 | 0 | 0 | - | 0 | 0 | 6 | 0 | 0 | - | 6 | 0 | 0 | 1 | 0 | - | 1 | 14 |
| \% Mediums | - | 14.9 | - | - | - | 14.9 | - | 0.0 | - | - | - | 0.0 | 0.0 | 15.8 | - | - | - | 15.0 | - | 0.0 | 12.5 | - | - | 11.1 | 14.4 |
| Articulated Trucks | 0 | 9 | 0 | 0 | - | 9 | 0 | 0 | 0 | 0 | - | 0 | 2 | 9 | 0 | 0 | - | 11 | 0 | 0 | 0 | 0 | - | 0 | 20 |
| \% Articulated Trucks | - | 19.1 | . | - | - | 19.1 | - | 0.0 | - | . | - | 0.0 | 100.0 | 23.7 | . | - | - | 27.5 | - | 0.0 | 0.0 | - | - | 0.0 | 20.6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | - | 0.0 | . | - | - | 0.0 | - | 0.0 | - | . | - | 0.0 | 0.0 | 0.0 | - | . | - | 0.0 | - | 0.0 | 0.0 | . | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Bucking Horse Camp \#1 Site Code: 18
Start Date: 09/17/2014
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Bucking Horse Camp \# Site Code: 18
Start Date: 09/17/2014
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Page No: 8


## PeaK Traffic Technology Ltd.

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Count Name: Bucking Horse Camp \#1 Site Code: 18
Start Date: 09/17/2014
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Bucking Horse Camp \# Site Code: 18
Start Date: 09/17/2014
250-819-2527 paul@peaktraffic.ca
Page No: 10

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Buckinghorse River Wayside Provincial Park access Westbound |  |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  | Buckinghorse River Lodge S access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \\ & \hline \end{aligned}$ |  |
| 5:15 PM | 1 | 12 | 0 | 0 | 0 | 13 | 4 | 0 | 0 | 0 | 0 | 4 | 1 | 11 | 6 | 0 | 0 | 18 | 0 | 0 | 4 | 0 | 0 | 4 | 39 |
| 5:30 PM | 1 | 11 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 17 | 5 | 0 | 0 | 22 | 0 | 0 | 5 | 0 | 0 | 5 | 40 |
| 5:45 PM | 1 | 9 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 3 | 0 | 0 | 16 | 1 | 1 | 4 | 0 | 0 | 6 | 32 |
| 6:00 PM | 0 | 9 | 1 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 16 | 7 | 0 | 0 | 27 | 0 | 1 | 1 | 0 | 0 | 2 | 40 |
| Total | 3 | 41 | 1 | 0 | 0 | 45 | 5 | 1 | 0 | 0 | 0 | 6 | 7 | 55 | 21 | 0 | 0 | 83 | 1 | 2 | 14 | 0 | 0 | 17 | 151 |
| Approach \% | 6.7 | 91.1 | 2.2 | 0.0 | - | - | 83.3 | 16.7 | 0.0 | 0.0 | - | - | 8.4 | 66.3 | 25.3 | 0.0 | - | - | 5.9 | 11.8 | 82.4 | 0.0 | - | - | - |
| Total \% | 2.0 | 27.2 | 0.7 | 0.0 | - | 29.8 | 3.3 | 0.7 | 0.0 | 0.0 | - | 4.0 | 4.6 | 36.4 | 13.9 | 0.0 | - | 55.0 | 0.7 | 1.3 | 9.3 | 0.0 | - | 11.3 | - |
| PHF | 0.750 | 0.854 | 0.250 | 0.000 | - | 0.865 | 0.313 | 0.250 | 0.000 | 0.000 | - | 0.375 | 0.438 | 0.809 | 0.750 | 0.000 | - | 0.769 | 0.250 | 0.500 | 0.700 | 0.000 | - | 0.708 | 0.944 |
| Lights | 1 | 32 | 0 | 0 | - | 33 | 5 | 0 | 0 | 0 | - | 5 | 5 | 39 | 17 | 0 | - | 61 | 0 | 1 | 7 | 0 | - | 8 | 107 |
| \% Lights | 33.3 | 78.0 | 0.0 | - | - | 73.3 | 100.0 | 0.0 | - | - | - | 83.3 | 71.4 | 70.9 | 81.0 | - | - | 73.5 | 0.0 | 50.0 | 50.0 | - | - | 47.1 | 70.9 |
| Mediums | 1 | 1 | 1 | 0 | - | 3 | 0 | 1 | 0 | 0 | - | 1 | 2 | 3 | 1 | 0 | - | 6 | 1 | 1 | 4 | 0 | - | 6 | 16 |
| \% Mediums | 33.3 | 2.4 | 100.0 | - | - | 6.7 | 0.0 | 100.0 | - | - | - | 16.7 | 28.6 | 5.5 | 4.8 | - | - | 7.2 | 100.0 | 50.0 | 28.6 | - | - | 35.3 | 10.6 |
| Articulated Trucks | 1 | 8 | 0 | 0 | - | 9 | 0 | 0 | 0 | 0 | - | 0 | 0 | 13 | 3 | 0 | - | 16 | 0 | 0 | 3 | 0 | - | 3 | 28 |
| $\begin{aligned} & \text { \% Articulated } \\ & \text { Trucks } \\ & \hline \end{aligned}$ | 33.3 | 19.5 | 0.0 | - | - | 20.0 | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 | 23.6 | 14.3 | . | - | 19.3 | 0.0 | 0.0 | 21.4 | - | - | 17.6 | 18.5 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{gathered} \% \text { Bicycles on } \\ \text { Road } \\ \hline \end{gathered}$ | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | $-$ | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Bucking Horse Camp \#1 Site Code: 18
Start Date: 09/17/2014
Page No: 11


Turning Movement Peak Hour Data Plot (5:15 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Buckinghorse Camp \#2 Site Code: 19 Start Date: 09/17/2014 Page No: 1

| Start Time | Alaska Hwy 97 |  |  |  |  | Turning Movement Data |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | Camp Access |  |  |  |  | Alaska Hwy 97 |  |  |  |  |  |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total | Int. Total |
| 5:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 |
| 5:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 |
| 5:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3 |
| 5:45 AM | 1 | 4 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 11 |
| Hourly Total | 1 | 10 | 0 | 0 | 11 | 1 | 2 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 7 | 21 |
| 6:00 AM | 1 | 4 | 0 | 0 | 5 | 4 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 2 | 11 |
| 6:15 AM | 1 | 9 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 13 |
| 6:30 AM | 0 | 3 | 0 | 0 | 3 | 15 | 0 | 0 | 0 | 15 | 9 | 0 | 0 | 0 | 9 | 27 |
| 6:45 AM | 0 | 3 | 0 | 0 | 3 | 5 | 1 | 0 | 0 | 6 | 11 | 0 | 0 | 0 | 11 | 20 |
| Hourly Total | 2 | 19 | 0 | 0 | 21 | 25 | 1 | 0 | 0 | 26 | 24 | 0 | 0 | 0 | 24 | 71 |
| 7:00 AM | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 0 | 9 | 1 | 4 | 0 | 0 | 0 | 4 | 12 |
| 7:15 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 7 | 15 |
| 7:30 AM | 0 | 7 | 0 | 1 | 7 | 1 | 0 | 0 | 1 | 1 | 14 | 0 | 0 | 0 | 14 | 22 |
| 7:45 AM | 0 | 5 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 10 |
| Hourly Total | 0 | 27 | 0 | 2 | 27 | 2 | 0 | 0 | 10 | 2 | 29 | 1 | 0 | 0 | 30 | 59 |
| 8:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| ${ }_{* * *}$ BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 11:00 AM | 0 | 15 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 6 | 23 |
| 11:15 AM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 20 |
| 11:30 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 16 |
| 11:45 AM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 27 |
| Hourly Total | 0 | 48 | 0 | 0 | 48 | 1 | 1 | 0 | 0 | 2 | 36 | 0 | 0 | 0 | 36 | 86 |
| 12:00 PM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 15 |
| 12:15 PM | 0 | 17 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 22 |
| 12:30 PM | 0 | 15 | 0 | 1 | 15 | 0 | 1 | 0 | 0 | 1 | 20 | 0 | 0 | 0 | 20 | 36 |
| 12:45 PM | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 14 |
| Hourly Total | 1 | 50 | 0 | 1 | 51 | 1 | 1 | 0 | 0 | 2 | 34 | 0 | 0 | 0 | 34 | 87 |
| 1:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| ${ }_{* * *}$ BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 2 | 6 | 13 |
| 4:15 PM | 2 | 17 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 7 | 27 |
| 4:30 PM | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 27 |
| 4:45 PM | 0 | 10 | 0 | 1 | 10 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 6 | 17 |
| Hourly Total | 2 | 58 | 0 | 1 | 60 | 0 | 2 | 0 | 2 | 2 | 22 | 0 | 0 | 2 | 22 | 84 |
| 5:00 PM | 1 | 9 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 6 | 17 |
| 5:15 PM | 1 | 13 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 24 |


| 5:30 PM | 0 | 10 | 0 | 2 | 10 | 1 | 0 | 0 | 0 | 1 | 11 | 7 | 0 | 0 | 18 | 29 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5:45 PM | 1 | 9 | 0 | 1 | 10 | 2 | 2 | 0 | 0 | 4 | 11 | 0 | 0 | 0 | 11 | 25 |
| Hourly Total | 3 | 41 | 0 | 4 | 44 | 4 | 2 | 0 | 0 | 6 | 38 | 7 | 0 | 0 | 45 | 95 |
| 6:00 PM | 3 | 9 | 0 | 0 | 12 | 1 | 1 | 0 | 0 | 2 | 14 | 3 | 0 | 0 | 17 | 31 |
| 6:15 PM | 0 | 5 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 1 | 9 | 2 | 0 | 0 | 11 | 17 |
| 6:30 PM | 0 | 7 | 0 | 3 | 7 | 1 | 0 | 0 | 0 | 1 | 10 | 1 | 0 | 0 | 11 | 19 |
| 6:45 PM | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 7 | 2 | 0 | 0 | 9 | 21 |
| Hourly Total | 3 | 32 | 0 | 4 | 35 | 4 | 1 | 0 | 0 | 5 | 40 | 8 | 0 | 0 | 48 | 88 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 12 | 287 | 0 | 12 | 299 | 38 | 10 | 0 | 12 | 48 | 231 | 16 | 0 | 2 | 247 | 594 |
| Approach \% | 4.0 | 96.0 | 0.0 | - | - | 79.2 | 20.8 | 0.0 | - | - | 93.5 | 6.5 | 0.0 | - | - | - |
| Total \% | 2.0 | 48.3 | 0.0 | - | 50.3 | 6.4 | 1.7 | 0.0 | - | 8.1 | 38.9 | 2.7 | 0.0 | - | 41.6 | - |
| Lights | 7 | 192 | 0 | - | 199 | 29 | 9 | 0 | - | 38 | 151 | 13 | 0 | - | 164 | 401 |
| \% Lights | 58.3 | 66.9 | - | - | 66.6 | 76.3 | 90.0 | - | - | 79.2 | 65.4 | 81.3 | - | - | 66.4 | 67.5 |
| Mediums | 3 | 32 | 0 | - | 35 | 4 | 0 | 0 | - | 4 | 23 | 3 | 0 | - | 26 | 65 |
| \% Mediums | 25.0 | 11.1 | - | - | 11.7 | 10.5 | 0.0 | - | - | 8.3 | 10.0 | 18.8 | - | - | 10.5 | 10.9 |
| Articulated Trucks | 2 | 63 | 0 | - | 65 | 5 | 1 | 0 | - | 6 | 57 | 0 | 0 | - | 57 | 128 |
| \% Articulated Trucks | 16.7 | 22.0 | - | - | 21.7 | 13.2 | 10.0 | - | - | 12.5 | 24.7 | 0.0 | - | - | 23.1 | 21.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 12 | - | - | - | - | 12 | - | - | - | - | 2 | - | - |
| \% Pedestrians | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - | - | - | 100.0 | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp \#2 Site Code: 19
Start Date: 09/17/2014
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Buckinghorse Camp \#2 Site Code: 19
Stan Date: 09/17/2014
Page No: 4

Turning Movement Peak Hour Data (6:30 AM)

| Start Time | Left | Thru | Alaska Hwy 97 <br> Southbound U-Turn | Peds | App. Total | Left | Right | Camp Access <br> Westbound U-Turn | Peds | App. Total | Thru | Right | Alaska Hwy 97 <br> Northbound U-Turn | Peds | App. Total | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 6:30 AM | 0 | 3 | 0 | 0 | 3 | 15 | 0 | 0 | 0 | 15 | 9 | 0 | 0 | 0 | 9 | 27 |
| 6:45 AM | 0 | 3 | 0 | 0 | 3 | 5 | 1 | 0 | 0 | 6 | 11 | 0 | 0 | 0 | 11 | 20 |
| 7:00 AM | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 0 | 9 | 1 | 4 | 0 | 0 | 0 | 4 | 12 |
| 7:15 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 7 | 15 |
| Total | 0 | 21 | 0 | 0 | 21 | 21 | 1 | 0 | 9 | 22 | 30 | 1 | 0 | 0 | 31 | 74 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | - | 95.5 | 4.5 | 0.0 | - | - | 96.8 | 3.2 | 0.0 | - | - | - |
| Total \% | 0.0 | 28.4 | 0.0 | - | 28.4 | 28.4 | 1.4 | 0.0 | - | 29.7 | 40.5 | 1.4 | 0.0 | - | 41.9 | - |
| PHF | 0.000 | 0.656 | 0.000 | - | 0.656 | 0.350 | 0.250 | 0.000 | - | 0.367 | 0.682 | 0.250 | 0.000 | - | 0.705 | 0.685 |
| Lights | 0 | 14 | 0 | - | 14 | 17 | 1 | 0 | - | 18 | 22 | 1 | 0 | - | 23 | 55 |
| \% Lights | - | 66.7 | - | - | 66.7 | 81.0 | 100.0 | - | - | 81.8 | 73.3 | 100.0 | - | - | 74.2 | 74.3 |
| Mediums | 0 | 1 | 0 | - | 1 | 4 | 0 | 0 | - | 4 | 3 | 0 | 0 | - | 3 | 8 |
| \% Mediums | - | 4.8 | - | - | 4.8 | 19.0 | 0.0 | - | - | 18.2 | 10.0 | 0.0 | - | - | 9.7 | 10.8 |
| Articulated Trucks | 0 | 6 | 0 | - | 6 | 0 | 0 | 0 | - | 0 | 5 | 0 | 0 | - | 5 | 11 |
| \% Articulated Trucks | - | 28.6 | - | - | 28.6 | 0.0 | 0.0 | - | - | 0.0 | 16.7 | 0.0 | - | - | 16.1 | 14.9 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | - | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 9 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - |

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Count Name: Buckinghorse Camp \#2 Site Code: 19
Start Date: 09/17/2014
Page No: 5


Turning Movement Peak Hour Data Plot (6:30 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Buckinghorse Camp \#2 Site Code: 19
Start Date: 09/17/2014
Page No: 6

| Start Time | Turning Movement Peak Hour Data (11:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | Camp Access <br> Westbound |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 11:00 AM | 0 | 15 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 6 | 23 |
| 11:15 AM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 20 |
| 11:30 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 16 |
| 11:45 AM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 27 |
| Total | 0 | 48 | 0 | 0 | 48 | 1 | 1 | 0 | 0 | 2 | 36 | 0 | 0 | 0 | 36 | 86 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | - | 50.0 | 50.0 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | - | - | - |
| Total \% | 0.0 | 55.8 | 0.0 | - | 55.8 | 1.2 | 1.2 | 0.0 | - | 2.3 | 41.9 | 0.0 | 0.0 | - | 41.9 | $\cdot$ |
| PHF | 0.000 | 0.800 | 0.000 | - | 0.800 | 0.250 | 0.250 | 0.000 | - | 0.250 | 0.643 | 0.000 | 0.000 | - | 0.643 | 0.796 |
| Lights | 0 | 31 | 0 | - | 31 | 0 | 1 | 0 | - | 1 | 23 | 0 | 0 | - | 23 | 55 |
| \% Lights | - | 64.6 | - | - | 64.6 | 0.0 | 100.0 | - | - | 50.0 | 63.9 | - | - | - | 63.9 | 64.0 |
| Mediums | 0 | 8 | 0 | - | 8 | 0 | 0 | 0 | - | 0 | 6 | 0 | 0 | - | 6 | 14 |
| \% Mediums | - | 16.7 | - | - | 16.7 | 0.0 | 0.0 | - | - | 0.0 | 16.7 | - | - | - | 16.7 | 16.3 |
| Articulated Trucks | 0 | 9 | 0 | - | 9 | 1 | 0 | 0 | - | 1 | 7 | 0 | 0 | - | 7 | 17 |
| \% Articulated Trucks | - | 18.8 | - | - | 18.8 | 100.0 | 0.0 | - | - | 50.0 | 19.4 | - | - | - | 19.4 | 19.8 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 |
| \% Bicycles on Road | - | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | $\checkmark$ | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Buckinghorse Camp \#2 Site Code: 19
Start Date: 09/17/2014
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Buckinghorse Camp \#2 Site Code: 19

09/17/2014
250-819-2527 paul@peaktraffic.ca
Page No: 8

| Start Time | Turning Movement Peak Hour Data (12:00 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | Camp AccessWestbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 12:00 PM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 15 |
| 12:15 PM | 0 | 17 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 22 |
| 12:30 PM | 0 | 15 | 0 | 1 | 15 | 0 | 1 | 0 | 0 | 1 | 20 | 0 | 0 | 0 | 20 | 36 |
| 12:45 PM | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 14 |
| Total | 1 | 50 | 0 | 1 | 51 | 1 | 1 | 0 | 0 | 2 | 34 | 0 | 0 | 0 | 34 | 87 |
| Approach \% | 2.0 | 98.0 | 0.0 | - | - | 50.0 | 50.0 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | - | - | - |
| Total \% | 1.1 | 57.5 | 0.0 | - | 58.6 | 1.1 | 1.1 | 0.0 | - | 2.3 | 39.1 | 0.0 | 0.0 | - | 39.1 | - |
| PHF | 0.250 | 0.735 | 0.000 | - | 0.750 | 0.250 | 0.250 | 0.000 | - | 0.500 | 0.425 | 0.000 | 0.000 | - | 0.425 | 0.604 |
| Lights | 0 | 33 | 0 | - | 33 | 1 | 1 | 0 | - | 2 | 20 | 0 | 0 | - | 20 | 55 |
| \% Lights | 0.0 | 66.0 | - | - | 64.7 | 100.0 | 100.0 | - | - | 100.0 | 58.8 | - | - | - | 58.8 | 63.2 |
| Mediums | 0 | 6 | 0 | - | 6 | 0 | 0 | 0 | - | 0 | 6 | 0 | 0 | - | 6 | 12 |
| \% Mediums | 0.0 | 12.0 | - | - | 11.8 | 0.0 | 0.0 | - | - | 0.0 | 17.6 | - | - | - | 17.6 | 13.8 |
| Articulated Trucks | 1 | 11 | 0 | - | 12 | 0 | 0 | 0 | - | 0 | 8 | 0 | 0 | - | 8 | 20 |
| \% Articulated Trucks | 100.0 | 22.0 | - | - | 23.5 | 0.0 | 0.0 | - | - | 0.0 | 23.5 | - | - | - | 23.5 | 23.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 1 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Buckinghorse Camp \#2 Site Code: 19
Start Date: 09/17/2014
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Buckinghorse Camp \#2 Site Code: 19
Start Date: 09
250-819-2527 paul@peaktraffic.ca
Page No: 10

| Start Time | Turning Movement Peak Hour Data (5:15 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | Camp Access |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 5:15 PM | 1 | 13 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 24 |
| 5:30 PM | 0 | 10 | 0 | 2 | 10 | 1 | 0 | 0 | 0 | 1 | 11 | 7 | 0 | 0 | 18 | 29 |
| 5:45 PM | 1 | 9 | 0 | 1 | 10 | 2 | 2 | 0 | 0 | 4 | 11 | 0 | 0 | 0 | 11 | 25 |
| 6:00 PM | 3 | 9 | 0 | 0 | 12 | 1 | 1 | 0 | 0 | 2 | 14 | 3 | 0 | 0 | 17 | 31 |
| Total | 5 | 41 | 0 | 4 | 46 | 4 | 3 | 0 | 0 | 7 | 46 | 10 | 0 | 0 | 56 | 109 |
| Approach \% | 10.9 | 89.1 | 0.0 | - | - | 57.1 | 42.9 | 0.0 | - | - | 82.1 | 17.9 | 0.0 | - | - | - |
| Total \% | 4.6 | 37.6 | 0.0 | - | 42.2 | 3.7 | 2.8 | 0.0 | - | 6.4 | 42.2 | 9.2 | 0.0 | - | 51.4 | - |
| PHF | 0.417 | 0.788 | 0.000 | - | 0.821 | 0.500 | 0.375 | 0.000 | - | 0.438 | 0.821 | 0.357 | 0.000 | - | 0.778 | 0.879 |
| Lights | 3 | 29 | 0 | - | 32 | 3 | 3 | 0 | - | 6 | 29 | 7 | 0 | - | 36 | 74 |
| \% Lights | 60.0 | 70.7 | - | - | 69.6 | 75.0 | 100.0 | - | - | 85.7 | 63.0 | 70.0 | - | - | 64.3 | 67.9 |
| Mediums | 1 | 4 | 0 | - | 5 | 0 | 0 | 0 | - | 0 | 4 | 3 | 0 | - | 7 | 12 |
| \% Mediums | 20.0 | 9.8 | - | - | 10.9 | 0.0 | 0.0 | - | - | 0.0 | 8.7 | 30.0 | - | - | 12.5 | 11.0 |
| Articulated Trucks | 1 | 8 | 0 | - | 9 | 1 | 0 | 0 | - | 1 | 13 | 0 | 0 | - | 13 | 23 |
| \% Articulated Trucks | 20.0 | 19.5 | - | - | 19.6 | 25.0 | 0.0 | - | - | 14.3 | 28.3 | 0.0 | - | - | 23.2 | 21.1 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 4 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | 100.0 | $\cdot$ | - | - | - | - | $\cdot$ | $\cdot$ | $\cdot$ | - | $\checkmark$ | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Buckinghorse Camp \#2 Site Code: 19
Start Date: 09/17/2014
Page No: 11


Turning Movement Peak Hour Data Plot (5:15 PM)

## Peak Traffic Technology Ltd.

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665 Brentwood Ave
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Count Name: Buckinghorse \#3 Site Code: 20

Date: 2014/09/17
Page No: 1

Turning Movement Data


| 06:15 PM | 5 | 2 | 0 | 0 | 7 | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 17 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:30 PM | 7 | 4 | 0 | 0 | 11 | 0 | 10 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 1 | 22 |
| 06:45 PM | 10 | 2 | 0 | 0 | 12 | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 20 |
| Hourly Total | 34 | 8 | 0 | 0 | 42 | 0 | 41 | 0 | 0 | 41 | 3 | 1 | 0 | 0 | 4 | 87 |
| Grand Total | 292 | 55 | 0 | 0 | 347 | 6 | 232 | 0 | 0 | 238 | 12 | 7 | 0 | 0 | 19 | 604 |
| Approach \% | 84.1 | 15.9 | 0.0 | - | - | 2.5 | 97.5 | 0.0 | - | - | 63.2 | 36.8 | 0.0 | - | - | - |
| Total \% | 48.3 | 9.1 | 0.0 | - | 57.5 | 1.0 | 38.4 | 0.0 | - | 39.4 | 2.0 | 1.2 | 0.0 | - | 3.1 | - |
| Lights | 198 | 40 | 0 | - | 238 | 4 | 155 | 0 | - | 159 | 7 | 5 | 0 | - | 12 | 409 |
| \% Lights | 67.8 | 72.7 | - | - | 68.6 | 66.7 | 66.8 | - | - | 66.8 | 58.3 | 71.4 | - | - | 63.2 | 67.7 |
| Mediums | 27 | 5 | 0 | - | 32 | 0 | 20 | 0 | - | 20 | 1 | 1 | 0 | - | 2 | 54 |
| \% Mediums | 9.2 | 9.1 | - | - | 9.2 | 0.0 | 8.6 | - | - | 8.4 | 8.3 | 14.3 | - | - | 10.5 | 8.9 |
| Articulated Trucks | 67 | 10 | 0 | - | 77 | 2 | 57 | 0 | - | 59 | 4 | 1 | 0 | - | 5 | 141 |
| \% Articulated Trucks | 22.9 | 18.2 | - | - | 22.2 | 33.3 | 24.6 | - | - | 24.8 | 33.3 | 14.3 | - | - | 26.3 | 23.3 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse \#3 Site Code: 20
Start Date: 2014/09/17
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Buckinghorse \#3 Site Code: 20
Start Date: 2014/09/17
Page No: 4

Turning Movement Peak Hour Data (06:45 AM)


## Peak Traffic Technology Ltd.

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Count Name: Buckinghorse \#3 Site Code: 20
Start Date: 2014/09/17
Page No: 5


Turning Movement Peak Hour Data Plot (06:45 AM)

## PeaK Traffic Technology Ltd.

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Count Name: Buckinghorse \#3 Site Code: 20
Start Date: 2014/09/17
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)


## Peak Traffic Technology Ltd.

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Count Name: Buckinghorse \#3 Site Code: 20
Start Date: 2014/09/17
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Buckinghorse \#3 Site Code: 20
Start Date: 2014/09/17
250-819-2527 paul@peaktraffic.ca
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Alaska Hwy 97Northbound |  |  |  |  | Buckinghorse Lodge North Access Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 12:00 PM | 9 | 4 | 0 | 0 | 13 | 0 | 4 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 3 | 20 |
| 12:15 PM | 15 | 5 | 0 | 0 | 20 | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 25 |
| 12:30 PM | 15 | 2 | 0 | 0 | 17 | 1 | 17 | 0 | 0 | 18 | 0 | 1 | 0 | 0 | 1 | 36 |
| 12:45 PM | 10 | 2 | 0 | 0 | 12 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 17 |
| Total | 49 | 13 | 0 | 0 | 62 | 2 | 28 | 0 | 0 | 30 | 2 | 4 | 0 | 0 | 6 | 98 |
| Approach \% | 79.0 | 21.0 | 0.0 | - | - | 6.7 | 93.3 | 0.0 | - | - | 33.3 | 66.7 | 0.0 | - | - | - |
| Total \% | 50.0 | 13.3 | 0.0 | - | 63.3 | 2.0 | 28.6 | 0.0 | - | 30.6 | 2.0 | 4.1 | 0.0 | - | 6.1 | - |
| PHF | 0.817 | 0.650 | 0.000 | - | 0.775 | 0.500 | 0.412 | 0.000 | - | 0.417 | 0.500 | 0.500 | 0.000 | - | 0.500 | 0.681 |
| Lights | 31 | 10 | 0 | - | 41 | 1 | 16 | 0 | - | 17 | 1 | 3 | 0 | - | 4 | 62 |
| \% Lights | 63.3 | 76.9 | - | - | 66.1 | 50.0 | 57.1 | - | - | 56.7 | 50.0 | 75.0 | - | - | 66.7 | 63.3 |
| Mediums | 4 | 1 | 0 | - | 5 | 0 | 4 | 0 | - | 4 | 0 | 1 | 0 | - | 1 | 10 |
| \% Mediums | 8.2 | 7.7 | - | - | 8.1 | 0.0 | 14.3 | - | - | 13.3 | 0.0 | 25.0 | - | - | 16.7 | 10.2 |
| Articulated Trucks | 14 | 2 | 0 | - | 16 | 1 | 8 | 0 | - | 9 | 1 | 0 | 0 | - | 1 | 26 |
| \% Articulated Trucks | 28.6 | 15.4 | - | - | 25.8 | 50.0 | 28.6 | - | - | 30.0 | 50.0 | 0.0 | - | - | 16.7 | 26.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Buckinghorse \#3 Site Code: 20
Start Ne: 2014/09/17
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Buckinghorse \#3 Site Code: 20
te: 2014/09/17
250-819-2527 paul@peaktraffic.ca
Page No: 10

Turning Movement Peak Hour Data (05:15 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Buckinghorse Lodge North Access Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 05:15 PM | 14 | 5 | 0 | 0 | 19 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 29 |
| 05:30 PM | 10 | 3 | 0 | 0 | 13 | 0 | 11 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 25 |
| 05:45 PM | 9 | 1 | 0 | 0 | 10 | 1 | 12 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 23 |
| 06:00 PM | 12 | 0 | 0 | 0 | 12 | 0 | 15 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 28 |
| Total | 45 | 9 | 0 | 0 | 54 | 1 | 48 | 0 | 0 | 49 | 1 | 1 | 0 | 0 | 2 | 105 |
| Approach \% | 83.3 | 16.7 | 0.0 | - | - | 2.0 | 98.0 | 0.0 | - | - | 50.0 | 50.0 | 0.0 | - | - | - |
| Total \% | 42.9 | 8.6 | 0.0 | - | 51.4 | 1.0 | 45.7 | 0.0 | - | 46.7 | 1.0 | 1.0 | 0.0 | - | 1.9 | - |
| PHF | 0.804 | 0.450 | 0.000 | - | 0.711 | 0.250 | 0.800 | 0.000 | - | 0.817 | 0.250 | 0.250 | 0.000 | - | 0.500 | 0.905 |
| Lights | 32 | 6 | 0 | - | 38 | 1 | 31 | 0 | - | 32 | 1 | 1 | 0 | - | 2 | 72 |
| \% Lights | 71.1 | 66.7 | - | - | 70.4 | 100.0 | 64.6 | - | - | 65.3 | 100.0 | 100.0 | - | - | 100.0 | 68.6 |
| Mediums | 4 | 2 | 0 | - | 6 | 0 | 3 | 0 | - | 3 | 0 | 0 | 0 | - | 0 | 9 |
| \% Mediums | 8.9 | 22.2 | - | - | 11.1 | 0.0 | 6.3 | - | - | 6.1 | 0.0 | 0.0 | - | - | 0.0 | 8.6 |
| Articulated Trucks | 9 | 1 | 0 | - | 10 | 0 | 14 | 0 | - | 14 | 0 | 0 | 0 | - | 0 | 24 |
| \% Articulated Trucks | 20.0 | 11.1 | - | - | 18.5 | 0.0 | 29.2 | - | - | 28.6 | 0.0 | 0.0 | - | - | 0.0 | 22.9 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Buckinghorse \#3 Site Code: 20
Start Date. 2014/09/17
Page No: 11


Turning Movement Peak Hour Data Plot (05:15 PM)

## Peak Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Cypress Creek Road Site Code: 11
Start Date: 2014/09/15
Page No: 1

## Turning Movement Data

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Cypress Creek Rd \# 187 Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 05:00 AM | 9 | 0 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 05:15 AM | 5 | 1 | 0 | 0 | 6 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:30 AM | 11 | 0 | 0 | 0 | 11 | 0 | 17 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 29 |
| 05:45 AM | 13 | 0 | 0 | 0 | 13 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 27 |
| Hourly Total | 38 | 1 | 0 | 0 | 39 | 0 | 42 | 0 | 0 | 42 | 1 | 0 | 0 | 0 | 1 | 82 |
| 06:00 AM | 21 | 0 | 0 | 0 | 21 | 0 | 15 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 37 |
| 06:15 AM | 17 | 2 | 0 | 0 | 19 | 1 | 20 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 1 | 41 |
| 06:30 AM | 50 | 0 | 0 | 0 | 50 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 66 |
| 06:45 AM | 28 | 0 | 0 | 0 | 28 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 51 |
| Hourly Total | 116 | 2 | 0 | 0 | 118 | 1 | 74 | 0 | 0 | 75 | 0 | 2 | 0 | 0 | 2 | 195 |
| 07:00 AM | 29 | 1 | 0 | 0 | 30 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 43 |
| 07:15 AM | 18 | 0 | 0 | 0 | 18 | 1 | 12 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 31 |
| 07:30 AM | 12 | 1 | 0 | 0 | 13 | 0 | 20 | 0 | 0 | 20 | 2 | 1 | 0 | 1 | 3 | 36 |
| 07:45 AM | 18 | 0 | 0 | 0 | 18 | 1 | 13 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 33 |
| Hourly Total | 77 | 2 | 0 | 0 | 79 | 2 | 58 | 0 | 0 | 60 | 3 | 1 | 0 | 1 | 4 | 143 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | 20 | 1 | 0 | 0 | 21 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 39 |
| 11:15 AM | 17 | 0 | 0 | 0 | 17 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:30 AM | 17 | 0 | 0 | 0 | 17 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:45 AM | 15 | 1 | 0 | 0 | 16 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 31 |
| Hourly Total | 69 | 2 | 0 | 0 | 71 | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 126 |
| 12:00 PM | 21 | 0 | 0 | 0 | 21 | 0 | 15 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 2 | 38 |
| 12:15 PM | 21 | 1 | 0 | 0 | 22 | 1 | 12 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:30 PM | 6 | 0 | 0 | 0 | 6 | 2 | 15 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 1 | 24 |
| 12:45 PM | 24 | 1 | 0 | 0 | 25 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 39 |
| Hourly Total | 72 | 2 | 0 | 0 | 74 | 4 | 55 | 0 | 0 | 59 | 1 | 2 | 0 | 0 | 3 | 136 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 22 | 0 | 0 | 0 | 22 | 0 | 7 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 30 |
| 04:15 PM | 8 | 0 | 0 | 0 | 8 | 0 | 12 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 2 | 22 |
| 04:30 PM | 17 | 2 | 0 | 0 | 19 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 25 |
| 04:45 PM | 18 | 0 | 0 | 0 | 18 | 1 | 40 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 59 |
| Hourly Total | 65 | 2 | 0 | 0 | 67 | 1 | 64 | 0 | 0 | 65 | 1 | 3 | 0 | 0 | 4 | 136 |
| 05:00 PM | 11 | 0 | 0 | 0 | 11 | 0 | 22 | 0 | 0 | 22 | 1 | 2 | 0 | 0 | 3 | 36 |
| 05:15 PM | 33 | 1 | 0 | 0 | 34 | 1 | 44 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 79 |
| 05:30 PM | 27 | 1 | 0 | 0 | 28 | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 79 |
| 05:45 PM | 24 | 0 | 0 | 0 | 24 | 1 | 47 | 0 | 0 | 48 | 1 | 2 | 0 | 0 | 3 | 75 |


| Hourly Total | 95 | 2 | 0 | 0 | 97 | 2 | 164 | 0 | 0 | 166 | 2 | 4 | 0 | 0 | 6 | 269 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:00 PM | 19 | 0 | 0 | 0 | 19 | 2 | 53 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 74 |
| 06:15 PM | 15 | 2 | 0 | 0 | 17 | 0 | 36 | 0 | 0 | 36 | 1 | 0 | 0 | 0 | 1 | 54 |
| 06:30 PM | 10 | 1 | 0 | 0 | 11 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 38 |
| 06:45 PM | 19 | 1 | 0 | 0 | 20 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 38 |
| Hourly Total | 63 | 4 | 0 | 0 | 67 | 2 | 134 | 0 | 0 | 136 | 1 | 0 | 0 | 0 | 1 | 204 |
| Grand Total | 595 | 17 | 0 | 0 | 612 | 12 | 646 | 0 | 0 | 658 | 9 | 12 | 0 | 1 | 21 | 1291 |
| Approach \% | 97.2 | 2.8 | 0.0 | - | - | 1.8 | 98.2 | 0.0 | - | - | 42.9 | 57.1 | 0.0 | - | - | - |
| Total \% | 46.1 | 1.3 | 0.0 | - | 47.4 | 0.9 | 50.0 | 0.0 | - | 51.0 | 0.7 | 0.9 | 0.0 | - | 1.6 | - |
| Lights | 395 | 14 | 0 | - | 409 | 11 | 412 | 0 | - | 423 | 8 | 9 | 0 | - | 17 | 849 |
| \% Lights | 66.4 | 82.4 | - | - | 66.8 | 91.7 | 63.8 | - | - | 64.3 | 88.9 | 75.0 | - | - | 81.0 | 65.8 |
| Mediums | 63 | 3 | 0 | - | 66 | 0 | 63 | 0 | - | 63 | 1 | 2 | 0 | - | 3 | 132 |
| \% Mediums | 10.6 | 17.6 | - | - | 10.8 | 0.0 | 9.8 | - | - | 9.6 | 11.1 | 16.7 | - | - | 14.3 | 10.2 |
| Articulated Trucks | 137 | 0 | 0 | $\checkmark$ | 137 | 1 | 171 | 0 | - | 172 | 0 | 1 | 0 | - | 1 | 310 |
| \% Articulated Trucks | 23.0 | 0.0 | - | - | 22.4 | 8.3 | 26.5 | - | - | 26.1 | 0.0 | 8.3 | - | - | 4.8 | 24.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 1 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | $\cdots$ | - | - | - | - | 100.0 | - | - |

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Count Name: Cypress Creek Road Site Code: 11
Start Date: 2014/09/15
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Cypress Creek Road Site Code: 11

14/09/15
250-819-2527 paul@peaktraffic.ca
Page No: 4

Turning Movement Peak Hour Data (06:15 AM)


## PeaK Traffic Technology Ltd.

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Count Name: Cypress Creek Road Site Code: 11
Start Date: 2014/09/15
Page No: 5


Turning Movement Peak Hour Data Plot (06:15 AM)

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4 Count Name: Cypress Creek Road Site Code: 11
Start Date. 2014/09/15
250-819-2527 paul@peaktraffic.ca
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Turning Movement Peak Hour Data (11:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97Southbound |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Cypress Creek Rd \# 187 |  |  |  |  | Int. Total |
|  | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 11:00 AM | 20 | 1 | 0 | 0 | 21 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 39 |
| 11:15 AM | 17 | 0 | 0 | 0 | 17 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 23 |
| 11:30 AM | 17 | 0 | 0 | 0 | 17 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:45 AM | 15 | 1 | 0 | 0 | 16 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 31 |
| Total | 69 | 2 | 0 | 0 | 71 | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 126 |
| Approach \% | 97.2 | 2.8 | 0.0 | - | - | 0.0 | 100.0 | 0.0 | - | - | NaN | NaN | NaN | - | - | - |
| Total \% | 54.8 | 1.6 | 0.0 |  | 56.3 | 0.0 | 43.7 | 0.0 | - | 43.7 | 0.0 | 0.0 | 0.0 | - | 0.0 | - |
| PHF | 0.863 | 0.500 | 0.000 | - | 0.845 | 0.000 | 0.764 | 0.000 | - | 0.764 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.808 |
| Lights | 40 | 2 | 0 | - | 42 | 0 | 30 | 0 | - | 30 | 0 | 0 | 0 | - | 0 | 72 |
| \% Lights | 58.0 | 100.0 | - | - | 59.2 | - | 54.5 | - | - | 54.5 | - | - | - | - | - | 57.1 |
| Mediums | 9 | 0 | 0 | - | 9 | 0 | 5 | 0 | - | 5 | 0 | 0 | 0 | - | 0 | 14 |
| \% Mediums | 13.0 | 0.0 | - | - | 12.7 | - | 9.1 | - |  | 9.1 | - | - | - | - | - | 11.1 |
| Articulated Trucks | 20 | 0 | 0 | - | 20 | 0 | 20 | 0 | - | 20 | 0 | 0 | 0 | - | 0 | 40 |
| \% Articulated Trucks | 29.0 | 0.0 | - | - | 28.2 | - | 36.4 | - | - | 36.4 | - | - | - | - | - | 31.7 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | - | 0.0 | - | - | 0.0 | - | - | - | - | - | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Cypress Creek Road Site Code: 11
Start Date: 2014/09/15
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Cypress Creek Road Site Code: 11
Ptar Na: 2014/09/15
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Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Cypress Creek Rd \# 187 Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 12:00 PM | 21 | 0 | 0 | 0 | 21 | 0 | 15 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 2 | 38 |
| 12:15 PM | 21 | 1 | 0 | 0 | 22 | 1 | 12 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:30 PM | 6 | 0 | 0 | 0 | 6 | 2 | 15 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 1 | 24 |
| 12:45 PM | 24 | 1 | 0 | 0 | 25 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 39 |
| Total | 72 | 2 | 0 | 0 | 74 | 4 | 55 | 0 | 0 | 59 | 1 | 2 | 0 | 0 | 3 | 136 |
| Approach \% | 97.3 | 2.7 | 0.0 | - | - | 6.8 | 93.2 | 0.0 | - | - | 33.3 | 66.7 | 0.0 | - | - | - |
| Total \% | 52.9 | 1.5 | 0.0 | - | 54.4 | 2.9 | 40.4 | 0.0 | - | 43.4 | 0.7 | 1.5 | 0.0 | - | 2.2 | - |
| PHF | 0.750 | 0.500 | 0.000 | - | 0.740 | 0.500 | 0.917 | 0.000 | - | 0.868 | 0.250 | 0.500 | 0.000 | - | 0.375 | 0.872 |
| Lights | 41 | 1 | 0 | - | 42 | 4 | 31 | 0 | - | 35 | 1 | 2 | 0 | - | 3 | 80 |
| \% Lights | 56.9 | 50.0 | - | - | 56.8 | 100.0 | 56.4 | - | - | 59.3 | 100.0 | 100.0 | - | - | 100.0 | 58.8 |
| Mediums | 12 | 1 | 0 | - | 13 | 0 | 8 | 0 | - | 8 | 0 | 0 | 0 | - | 0 | 21 |
| \% Mediums | 16.7 | 50.0 | - | - | 17.6 | 0.0 | 14.5 | - | - | 13.6 | 0.0 | 0.0 | - | - | 0.0 | 15.4 |
| Articulated Trucks | 19 | 0 | 0 | - | 19 | 0 | 16 | 0 | - | 16 | 0 | 0 | 0 | - | 0 | 35 |
| \% Articulated Trucks | 26.4 | 0.0 | - | - | 25.7 | 0.0 | 29.1 | - | - | 27.1 | 0.0 | 0.0 | - | - | 0.0 | 25.7 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Cypress Creek Road Site Code: 11
Start Date: 2014/09/15
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Cypress Creek Road Site Code: 11
Ptate: 2014/09/15
Page No: 10

Turning Movement Peak Hour Data (05:15 PM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Cypress Creek Rd \# 187 Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 05:15 PM | 33 | 1 | 0 | - | 34 | 1 | 44 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 79 |
| 05:30 PM | 27 | 1 | 0 | 0 | 28 | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 79 |
| 05:45 PM | 24 | 0 | 0 | 0 | 24 | 1 | 47 | 0 | 0 | 48 | 1 | 2 | 0 | 0 | 3 | 75 |
| 06:00 PM | 19 | 0 | 0 | 0 | 19 | 2 | 53 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 74 |
| Total | 103 | 2 | 0 | 0 | 105 | 4 | 195 | 0 | 0 | 199 | 1 | 2 | 0 | 0 | 3 | 307 |
| Approach \% | 98.1 | 1.9 | 0.0 | - | - | 2.0 | 98.0 | 0.0 | - | - | 33.3 | 66.7 | 0.0 | - | - | - |
| Total \% | 33.6 | 0.7 | 0.0 | - | 34.2 | 1.3 | 63.5 | 0.0 | - | 64.8 | 0.3 | 0.7 | 0.0 | - | 1.0 | - |
| PHF | 0.780 | 0.500 | 0.000 | - | 0.772 | 0.500 | 0.920 | 0.000 | - | 0.905 | 0.250 | 0.250 | 0.000 | - | 0.250 | 0.972 |
| Lights | 64 | 2 | 0 | - | 66 | 4 | 149 | 0 | - | 153 | 1 | 1 | 0 | - | 2 | 221 |
| \% Lights | 62.1 | 100.0 | - | - | 62.9 | 100.0 | 76.4 | - | - | 76.9 | 100.0 | 50.0 | - | - | 66.7 | 72.0 |
| Mediums | 14 | 0 | 0 | - | 14 | 0 | 8 | 0 | - | 8 | 0 | 0 | 0 | - | 0 | 22 |
| \% Mediums | 13.6 | 0.0 | - | - | 13.3 | 0.0 | 4.1 | - | - | 4.0 | 0.0 | 0.0 | - | - | 0.0 | 7.2 |
| Articulated Trucks | 25 | 0 | 0 | - | 25 | 0 | 38 | 0 | - | 38 | 0 | 1 | 0 | - | 1 | 64 |
| \% Articulated Trucks | 24.3 | 0.0 | - | - | 23.8 | 0.0 | 19.5 | - | - | 19.1 | 0.0 | 50.0 | - | - | 33.3 | 20.8 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Cypress Creek Road Site Code: 11
Start Date. 2014/09/15
Page No: 11


Turning Movement Peak Hour Data Plot (05:15 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4

Count Name: Hwy 97 / Hwy 29 Site Code: 1
Start Date: 2014/09/23
Page No: 1

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  |  | Park Frontage Rd Access Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Hwy 29 <br> Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \end{aligned}$ |  |
| 05:00 AM | 0 | 6 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 39 | 0 | 0 | 0 | 42 | 0 | 0 | 1 | 0 | 0 | 1 | 50 |
| 05:15 AM | 0 | 10 | 0 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 2 | 7 | 42 | 0 | 0 | 0 | 49 | 1 | 0 | 5 | 0 | 0 | 6 | 67 |
| 05:30 AM | 0 | 4 | 1 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 2 | 12 | 30 | 0 | 0 | 0 | 42 | 2 | 0 | 6 | 0 | 0 | 8 | 57 |
| 05:45 AM | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 1 | 8 | 36 | 0 | 0 | 0 | 44 | 2 | 0 | 9 | 0 | 0 | 11 | 69 |
| Hourly Total | 0 | 33 | 2 | 0 | 0 | 35 | 2 | 0 | 3 | 0 | 0 | 5 | 30 | 147 | 0 | 0 | 0 | 177 | 5 | 0 | 21 | 0 | 0 | 26 | 243 |
| 06:00 AM | 0 | 14 | 2 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 1 | 8 | 38 | 0 | 0 | 0 | 46 | 0 | 0 | 12 | 2 | 0 | 14 | 77 |
| 06:15 AM | 0 | 25 | 1 | 0 | 0 | 26 | 3 | 1 | 1 | 0 | 0 | 5 | 18 | 60 | 0 | 0 | 0 | 78 | 4 | 0 | 19 | 0 | 0 | 23 | 132 |
| 06:30 AM | 0 | 50 | 2 | 0 | 0 | 52 | 6 | 0 | 0 | 0 | 0 | 6 | 14 | 50 | 1 | 0 | 0 | 65 | 0 | 0 | 32 | 0 | 0 | 32 | 155 |
| 06:45 AM | 0 | 36 | 2 | 0 | 0 | 38 | 3 | 2 | 0 | 0 | 0 | 5 | 17 | 58 | 3 | 0 | 0 | 78 | 1 | 0 | 29 | 0 | 0 | 30 | 151 |
| Hourly Total | 0 | 125 | 7 | 0 | 0 | 132 | 13 | 3 | 1 | 0 | 0 | 17 | 57 | 206 | 4 | 0 | 0 | 267 | 5 | 0 | 92 | 2 | 0 | 99 | 515 |
| 07:00 AM | 1 | 30 | 1 | 0 | 0 | 32 | 2 | 0 | 1 | 0 | 0 | 3 | 17 | 76 | 1 | 0 | 0 | 94 | 2 | 0 | 24 | 0 | 0 | 26 | 155 |
| 07:15 AM | 2 | 44 | 1 | 0 | 0 | 47 | 2 | 0 | 0 | 0 | 0 | 2 | 19 | 86 | 1 | 0 | 0 | 106 | 3 | 0 | 25 | 1 | 0 | 29 | 184 |
| 07:30 AM | 0 | 44 | 2 | 0 | 0 | 46 | 5 | 1 | 0 | 0 | 0 | 6 | 20 | 68 | 2 | 0 | 0 | 90 | 1 | 0 | 33 | 0 | 0 | 34 | 176 |
| 07:45 AM | 2 | 37 | 3 | 0 | 0 | 42 | 7 | 1 | 0 | 0 | 0 | 8 | 41 | 78 | 2 | 0 | 0 | 121 | 3 | 0 | 21 | 0 | 0 | 24 | 195 |
| Hourly Total | 5 | 155 | 7 | 0 | 0 | 167 | 16 | 2 | 1 | 0 | 0 | 19 | 97 | 308 | 6 | 0 | 0 | 411 | 9 | 0 | 103 | 1 | 0 | 113 | 710 |
| 08:00 AM | 1 | 25 | 4 | 0 | 0 | 30 | 4 | 0 | 18 | 0 | 0 | 22 | 22 | 51 | 2 | 0 | 0 | 75 | 2 | 0 | 37 | 0 | 0 | 39 | 166 |
| 08:15 AM | 0 | 42 | 1 | 0 | 0 | 43 | 5 | 4 | 23 | 0 | 0 | 32 | 12 | 36 | 2 | 0 | 0 | 50 | 0 | 1 | 38 | 0 | 0 | 39 | 164 |
| 08:30 AM | 1 | 68 | 4 | 0 | 0 | 73 | 7 | 7 | 19 | 0 | 0 | 33 | 18 | 53 | 6 | 0 | 0 | 77 | 0 | 1 | 32 | 0 | 0 | 33 | 216 |
| 08:45 AM | 0 | 42 | 1 | 0 | 0 | 43 | 2 | 2 | 15 | 0 | 0 | 19 | 28 | 38 | 4 | 0 | 0 | 70 | 2 | 1 | 20 | 0 | 0 | 23 | 155 |
| Hourly Total | 2 | 177 | 10 | 0 | 0 | 189 | 18 | 13 | 75 | 0 | 0 | 106 | 80 | 178 | 14 | 0 | 0 | 272 | 4 | 3 | 127 | 0 | 0 | 134 | 701 |
| 09:00 AM | 0 | 19 | 0 | 0 | 0 | 19 | 8 | 6 | 20 | 0 | 0 | 34 | 26 | 33 | 5 | 0 | 0 | 64 | 3 | 1 | 27 | 0 | 0 | 31 | 148 |
| 09:15 AM | 0 | 44 | 2 | 0 | 0 | 46 | 2 | 0 | 17 | 0 | 0 | 19 | 19 | 30 | 2 | 0 | 0 | 51 | 1 | 1 | 18 | 0 | 0 | 20 | 136 |
| 09:30 AM | 1 | 30 | 0 | 0 | 0 | 31 | 0 | 1 | 18 | 0 | 0 | 19 | 16 | 30 | 4 | 0 | 0 | 50 | 0 | 0 | 16 | 0 | 0 | 16 | 116 |
| 09:45 AM | 0 | 34 | 4 | 0 | 0 | 38 | 2 | 1 | 19 | 0 | 0 | 22 | 19 | 36 | 2 | 0 | 0 | 57 | 1 | 0 | 17 | 0 | 0 | 18 | 135 |
| Hourly Total | 1 | 127 | 6 | 0 | 0 | 134 | 12 | 8 | 74 | 0 | 0 | 94 | 80 | 129 | 13 | 0 | 0 | 222 | 5 | 2 | 78 | 0 | 0 | 85 | 535 |
| 10:00 AM | 1 | 40 | 0 | 0 | 0 | 41 | 2 | 1 | 18 | 0 | 0 | 21 | 16 | 31 | 1 | 0 | 0 | 48 | 3 | 0 | 19 | 0 | 0 | 22 | 132 |
| 10:15 AM | 1 | 56 | 5 | 0 | 0 | 62 | 1 | 4 | 20 | 0 | 0 | 25 | 15 | 24 | 4 | 0 | 0 | 43 | 2 | 0 | 18 | 0 | 0 | 20 | 150 |
| 10:30 AM | 0 | 22 | 1 | 0 | 0 | 23 | 4 | 2 | 20 | 0 | 0 | 26 | 27 | 23 | 0 | 0 | 0 | 50 | 1 | 0 | 15 | 0 | 0 | 16 | 115 |
| 10:45 AM | 0 | 42 | 1 | 0 | 0 | 43 | 1 | 4 | 11 | 0 | 0 | 16 | 13 | 18 | 2 | 0 | 0 | 33 | 3 | 0 | 14 | 0 | 0 | 17 | 109 |
| Hourly Total | 2 | 160 | 7 | 0 | 0 | 169 | 8 | 11 | 69 | 0 | 0 | 88 | 71 | 96 | 7 | 0 | 0 | 174 | 9 | 0 | 66 | 0 | 0 | 75 | 506 |
| 11:00 AM | 1 | 59 | 3 | 0 | 0 | 63 | 4 | 2 | 14 | 0 | 0 | 20 | 20 | 26 | 1 | 0 | 0 | 47 | 3 | 0 | 22 | 0 | 0 | 25 | 155 |
| 11:15 AM | 0 | 24 | 3 | 0 | 0 | 27 | 1 | 1 | 17 | 0 | 0 | 19 | 22 | 12 | 2 | 0 | 0 | 36 | 0 | 2 | 16 | 0 | 0 | 18 | 100 |
| 11:30 AM | 0 | 30 | 4 | 0 | 0 | 34 | 6 | 0 | 9 | 0 | 0 | 15 | 11 | 22 | 0 | 0 | 0 | 33 | 4 | 1 | 29 | 1 | 0 | 35 | 117 |
| 11:45 AM | 0 | 41 | 1 | 0 | 0 | 42 | 3 | 2 | 17 | 0 | 0 | 22 | 16 | 32 | 1 | 0 | 0 | 49 | 4 | 1 | 17 | 0 | 0 | 22 | 135 |
| Hourly Total | 1 | 154 | 11 | 0 | 0 | 166 | 14 | 5 | 57 | 0 | 0 | 76 | 69 | 92 | 4 | 0 | 0 | 165 | 11 | 4 | 84 | 1 | 0 | 100 | 507 |
| 12:00 PM | 0 | 28 | 1 | 0 | 2 | 29 | 1 | 1 | 12 | 0 | 0 | 14 | 15 | 30 | 2 | 0 | 2 | 47 | 2 | 0 | 28 | 0 | 0 | 30 | 120 |
| 12:15 PM | 1 | 54 | 2 | 0 | 0 | 57 | 5 | 1 | 14 | 0 | 0 | 20 | 19 | 23 | 3 | 0 | 2 | 45 | 1 | 0 | 15 | 0 | 0 | 16 | 138 |


| 12:30 PM | 0 | 31 | 1 | 0 | 0 | 32 | 1 | 1 | 22 | 0 | 0 | 24 | 12 | 32 | 6 | 0 | 0 | 50 | 0 | 0 | 22 | 0 | 0 | 22 | 128 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:45 PM | 1 | 26 | 1 | 0 | 1 | 28 | 1 | 1 | 14 | 0 | 0 | 16 | 22 | 19 | 3 | 0 | 1 | 44 | 1 | 0 | 16 | 0 | 1 | 17 | 105 |
| Hourly Total | 2 | 139 | 5 | 0 | 3 | 146 | 8 | 4 | 62 | 0 | 0 | 74 | 68 | 104 | 14 | 0 | 5 | 186 | 4 | 0 | 81 | 0 | 1 | 85 | 491 |
| 01:00 PM | 0 | 19 | 2 | 0 | 0 | 21 | 2 | 4 | 12 | 0 | 0 | 18 | 14 | 31 | 1 | 0 | 0 | 46 | 0 | 0 | 7 | 0 | 0 | 7 | 92 |
| 01:15 PM | 0 | 23 | 1 | 0 | 0 | 24 | 1 | 3 | 14 | 0 | 0 | 18 | 10 | 32 | 4 | 0 | 0 | 46 | 1 | 1 | 18 | 0 | 0 | 20 | 108 |
| 01:30 PM | 2 | 94 | 4 | 0 | 0 | 100 | 1 | 3 | 12 | 0 | 0 | 16 | 11 | 29 | 1 | 0 | 0 | 41 | 7 | 1 | 18 | 0 | 0 | 26 | 183 |
| 01:45 PM | 1 | 40 | 1 | 0 | 0 | 42 | 2 | 3 | 10 | 0 | 0 | 15 | 24 | 25 | 3 | 1 | 0 | 53 | 2 | 0 | 13 | 0 | 0 | 15 | 125 |
| Hourly Total | 3 | 176 | 8 | 0 | 0 | 187 | 6 | 13 | 48 | 0 | 0 | 67 | 59 | 117 | 9 | 1 | 0 | 186 | 10 | 2 | 56 | 0 | 0 | 68 | 508 |
| 02:00 PM | 0 | 60 | 1 | 0 | 0 | 61 | 4 | 3 | 8 | 0 | 0 | 15 | 23 | 24 | 4 | 0 | 0 | 51 | 1 | 0 | 18 | 0 | 0 | 19 | 146 |
| 02:15 PM | 0 | 46 | 0 | 0 | 0 | 46 | 3 | 2 | 10 | 0 | 0 | 15 | 16 | 21 | 1 | 0 | 0 | 38 | 2 | 0 | 26 | 0 | 0 | 28 | 127 |
| 02:30 PM | 2 | 49 | 2 | 0 | 0 | 53 | 6 | 7 | 13 | 0 | 0 | 26 | 19 | 35 | 1 | 0 | 0 | 55 | 2 | 0 | 28 | 0 | 0 | 30 | 164 |
| 02:45 PM | 0 | 68 | 3 | 0 | 0 | 71 | 3 | 1 | 2 | 0 | 0 | 6 | 20 | 44 | 1 | 0 | 0 | 65 | 3 | 0 | 22 | 0 | 0 | 25 | 167 |
| Hourly Total | 2 | 223 | 6 | 0 | 0 | 231 | 16 | 13 | 33 | 0 | 0 | 62 | 78 | 124 | 7 | 0 | 0 | 209 | 8 | 0 | 94 | 0 | 0 | 102 | 604 |
| 03:00 PM | 0 | 29 | 3 | 0 | 0 | 32 | 2 | 0 | 1 | 0 | 0 | 3 | 21 | 29 | 1 | 0 | 0 | 51 | 1 | 0 | 21 | 0 | 0 | 22 | 108 |
| 03:15 PM | 0 | 67 | 3 | 0 | 0 | 70 | 4 | 1 | 3 | 0 | 0 | 8 | 37 | 40 | 3 | 0 | 0 | 80 | 0 | 0 | 19 | 0 | 0 | 19 | 177 |
| 03:30 PM | 0 | 47 | 4 | 0 | 0 | 51 | 3 | 0 | 3 | 0 | 0 | 6 | 29 | 43 | 4 | 0 | 0 | 76 | 2 | 0 | 30 | 0 | 0 | 32 | 165 |
| 03:45 PM | 4 | 81 | 7 | 0 | 0 | 92 | 2 | 0 | 1 | 0 | 0 | 3 | 24 | 39 | 8 | 0 | 0 | 71 | 4 | 1 | 20 | 0 | 0 | 25 | 191 |
| Hourly Total | 4 | 224 | 17 | 0 | 0 | 245 | 11 | 1 | 8 | 0 | 0 | 20 | 111 | 151 | 16 | 0 | 0 | 278 | 7 | 1 | 90 | 0 | 0 | 98 | 641 |
| 04:00 PM | 0 | 67 | 0 | 0 | 0 | 67 | 3 | 0 | 2 | 0 | 0 | 5 | 15 | 36 | 5 | 0 | 0 | 56 | 3 | 0 | 25 | 0 | 0 | 28 | 156 |
| 04:15 PM | 1 | 64 | 1 | 0 | 0 | 66 | 5 | 1 | 1 | 0 | 0 | 7 | 39 | 41 | 2 | 0 | 0 | 82 | 2 | 1 | 21 | 0 | 0 | 24 | 179 |
| 04:30 PM | 2 | 64 | 3 | 0 | 0 | 69 | 4 | 0 | 0 | 0 | 0 | 4 | 28 | 39 | 3 | 0 | 0 | 70 | 1 | 1 | 27 | 0 | 0 | 29 | 172 |
| 04:45 PM | 0 | 90 | 4 | 0 | 0 | 94 | 3 | 1 | 1 | 0 | 0 | 5 | 40 | 52 | 3 | 0 | 0 | 95 | 1 | 1 | 21 | 0 | 0 | 23 | 217 |
| Hourly Total | 3 | 285 | 8 | 0 | 0 | 296 | 15 | 2 | 4 | 0 | 0 | 21 | 122 | 168 | 13 | 0 | 0 | 303 | 7 | 3 | 94 | 0 | 0 | 104 | 724 |
| 05:00 PM | 3 | 84 | 2 | 0 | 0 | 89 | 3 | 0 | 3 | 0 | 0 | 6 | 43 | 44 | 10 | 0 | 0 | 97 | 2 | 4 | 66 | 0 | 0 | 72 | 264 |
| 05:15 PM | 1 | 88 | 2 | 0 | 0 | 91 | 5 | 0 | 4 | 0 | 0 | 9 | 34 | 50 | 6 | 0 | 0 | 90 | 1 | 1 | 28 | 0 | 0 | 30 | 220 |
| 05:30 PM | 0 | 92 | 3 | 0 | 0 | 95 | 8 | 1 | 2 | 0 | 0 | 11 | 28 | 59 | 2 | 0 | 0 | 89 | 1 | 0 | 28 | 0 | 0 | 29 | 224 |
| 05:45 PM | 2 | 96 | 2 | 0 | 0 | 100 | 2 | 1 | 0 | 0 | 0 | 3 | 44 | 48 | 5 | 0 | 0 | 97 | 1 | 1 | 38 | 0 | 0 | 40 | 240 |
| Hourly Total | 6 | 360 | 9 | 0 | 0 | 375 | 18 | 2 | 9 | 0 | 0 | 29 | 149 | 201 | 23 | 0 | 0 | 373 | 5 | 6 | 160 | 0 | 0 | 171 | 948 |
| 06:00 PM | 1 | 65 | 2 | 0 | 0 | 68 | 1 | 0 | 0 | 0 | 0 | 1 | 19 | 49 | 1 | 0 | 0 | 69 | 1 | 0 | 30 | 0 | 0 | 31 | 169 |
| 06:15 PM | 0 | 78 | 4 | 0 | 0 | 82 | 5 | 0 | 1 | 0 | 0 | 6 | 22 | 38 | 7 | 0 | 0 | 67 | 1 | 2 | 24 | 0 | 0 | 27 | 182 |
| 06:30 PM | 1 | 80 | 2 | 0 | 0 | 83 | 2 | 3 | 0 | 0 | 0 | 5 | 26 | 42 | 4 | 0 | 0 | 72 | 0 | 2 | 18 | 0 | 0 | 20 | 180 |
| 06:45 PM | 0 | 44 | 3 | 0 | 0 | 47 | 2 | 0 | 0 | 0 | 0 | 2 | 16 | 40 | 6 | 0 | 0 | 62 | 2 | 2 | 27 | 0 | 0 | 31 | 142 |
| Hourly Total | 2 | 267 | 11 | 0 | 0 | 280 | 10 | 3 | 1 | 0 | 0 | 14 | 83 | 169 | 18 | 0 | 0 | 270 | 4 | 6 | 99 | 0 | 0 | 109 | 673 |
| Grand Total | 33 | 2605 | 114 | 0 | 3 | 2752 | 167 | 80 | 445 | 0 | 0 | 692 | 1154 | 2190 | 148 | 1 | 5 | 3493 | 93 | 27 | 1245 | 4 | 1 | 1369 | 8306 |
| Approach \% | 1.2 | 94.7 | 4.1 | 0.0 | - | - | 24.1 | 11.6 | 64.3 | 0.0 | $-$ | - | 33.0 | 62.7 | 4.2 | 0.0 | $-$ | - | 6.8 | 2.0 | 90.9 | 0.3 | - | - | - |
| Total \% | 0.4 | 31.4 | 1.4 | 0.0 | - | 33.1 | 2.0 | 1.0 | 5.4 | 0.0 | $\checkmark$ | 8.3 | 13.9 | 26.4 | 1.8 | 0.0 | - | 42.1 | 1.1 | 0.3 | 15.0 | 0.0 | - | 16.5 | - |
| Lights | 26 | 1819 | 85 | 0 | - | 1930 | 159 | 26 | 63 | 0 | $\checkmark$ | 248 | 1048 | 1756 | 146 | 1 | - | 2951 | 65 | 22 | 1092 | 4 | - | 1183 | 6312 |
| \% Lights | 78.8 | 69.8 | 74.6 | - | - | 70.1 | 95.2 | 32.5 | 14.2 | - | - | 35.8 | 90.8 | 80.2 | 98.6 | 100.0 | - | 84.5 | 69.9 | 81.5 | 87.7 | 100.0 | $\checkmark$ | 86.4 | 76.0 |
| Mediums | 4 | 219 | 12 | 0 | - | 235 | 3 | 16 | 93 | 0 | - | 112 | 51 | 194 | 1 | 0 | - | 246 | 13 | 2 | 62 | 0 | - | 77 | 670 |
| \% Mediums | 12.1 | 8.4 | 10.5 | - | - | 8.5 | 1.8 | 20.0 | 20.9 | - | - | 16.2 | 4.4 | 8.9 | 0.7 | 0.0 | - | 7.0 | 14.0 | 7.4 | 5.0 | 0.0 | - | 5.6 | 8.1 |
| Articulated Trucks | 3 | 567 | 17 | 0 | - | 587 | 4 | 38 | 289 | 0 | - | 331 | 53 | 240 | 0 | 0 | - | 293 | 15 | 3 | 88 | 0 | - | 106 | 1317 |
| \% Articulated Trucks | 9.1 | 21.8 | 14.9 | - | - | 21.3 | 2.4 | 47.5 | 64.9 | - | - | 47.8 | 4.6 | 11.0 | 0.0 | 0.0 | - | 8.4 | 16.1 | 11.1 | 7.1 | 0.0 | - | 7.7 | 15.9 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 0 | - | 1 | 2 | 0 | 1 | 0 | - | 3 | 0 | 0 | 3 | 0 | - | 3 | 7 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \\ \hline \end{gathered}$ | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.6 | 0.0 | 0.0 | - | - | 0.1 | 0.2 | 0.0 | 0.7 | 0.0 | - | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 | - | 0.2 | 0.1 |
| Pedestrians | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 5 | - | - | - | - | - | 1 | - | - |
| \% Pedestrians | - | - | - | $\cdot$ | 100.0 | $\cdot$ | - | - | - | $\cdot$ | $\checkmark$ | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Hwy 97 / Hwy 29 Site Code: 1
Start Date: 2014/09/23
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Hwy 97 / Hwy 29 Site Code: 1
Start Date: 2014/09/23
250-819-2527 paul@peaktraffic.ca
Page No: 4

Turning Movement Peak Hour Data (07:45 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Park Frontage Rd Access Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Hwy 29 <br> Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. |  |
| 07:45 AM | 2 | 37 | 3 | 0 | 0 | 42 | 7 | 1 | 0 | 0 | 0 | 8 | 41 | 78 | 2 | 0 | 0 | 121 | 3 | 0 | 21 | 0 | 0 | 24 | 195 |
| 08:00 AM | 1 | 25 | 4 | 0 | 0 | 30 | 4 | 0 | 18 | 0 | 0 | 22 | 22 | 51 | 2 | 0 | 0 | 75 | 2 | 0 | 37 | 0 | 0 | 39 | 166 |
| 08:15 AM | 0 | 42 | 1 | 0 | 0 | 43 | 5 | 4 | 23 | 0 | 0 | 32 | 12 | 36 | 2 | 0 | 0 | 50 | 0 | 1 | 38 | 0 | 0 | 39 | 164 |
| 08:30 AM | 1 | 68 | 4 | 0 | 0 | 73 | 7 | 7 | 19 | 0 | 0 | 33 | 18 | 53 | 6 | 0 | 0 | 77 | 0 | 1 | 32 | 0 | 0 | 33 | 216 |
| Total | 4 | 172 | 12 | 0 | 0 | 188 | 23 | 12 | 60 | 0 | 0 | 95 | 93 | 218 | 12 | 0 | 0 | 323 | 5 | 2 | 128 | 0 | 0 | 135 | 741 |
| Approach \% | 2.1 | 91.5 | 6.4 | 0.0 | - | - | 24.2 | 12.6 | 63.2 | 0.0 | - | - | 28.8 | 67.5 | 3.7 | 0.0 | - | - | 3.7 | 1.5 | 94.8 | 0.0 | - | - | - |
| Total \% | 0.5 | 23.2 | 1.6 | 0.0 | - | 25.4 | 3.1 | 1.6 | 8.1 | 0.0 | - | 12.8 | 12.6 | 29.4 | 1.6 | 0.0 | - | 43.6 | 0.7 | 0.3 | 17.3 | 0.0 | - | 18.2 | - |
| PHF | 0.500 | 0.632 | 0.750 | 0.000 | - | 0.644 | 0.821 | 0.429 | 0.652 | 0.000 | - | 0.720 | 0.567 | 0.699 | 0.500 | 0.000 | - | 0.667 | 0.417 | 0.500 | 0.842 | 0.000 | - | 0.865 | 0.858 |
| Lights | 2 | 138 | 10 | 0 | - | 150 | 22 | 3 | 8 | 0 | - | 33 | 85 | 183 | 12 | 0 | - | 280 | 1 | 1 | 122 | 0 | - | 124 | 587 |
| \% Lights | 50.0 | 80.2 | 83.3 | - | - | 79.8 | 95.7 | 25.0 | 13.3 | - | - | 34.7 | 91.4 | 83.9 | 100.0 | - | - | 86.7 | 20.0 | 50.0 | 95.3 | - | - | 91.9 | 79.2 |
| Mediums | 2 | 4 | 1 | 0 | - | 7 | 1 | 3 | 13 | 0 | - | 17 | 4 | 20 | 0 | 0 | - | 24 | 3 | 1 | 3 | 0 | - | 7 | 55 |
| \% Mediums | 50.0 | 2.3 | 8.3 | - | - | 3.7 | 4.3 | 25.0 | 21.7 | - | - | 17.9 | 4.3 | 9.2 | 0.0 | - | - | 7.4 | 60.0 | 50.0 | 2.3 | - | - | 5.2 | 7.4 |
| Articulated Trucks | 0 | 30 | 1 | 0 | - | 31 | 0 | 6 | 39 | 0 | - | 45 | 4 | 15 | 0 | 0 | - | 19 | 1 | 0 | 3 | 0 | - | 4 | 99 |
| \% Articulated Trucks | 0.0 | 17.4 | 8.3 | - | - | 16.5 | 0.0 | 50.0 | 65.0 | - | - | 47.4 | 4.3 | 6.9 | 0.0 | . | - | 5.9 | 20.0 | 0.0 | 2.3 | - | - | 3.0 | 13.4 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \end{gathered}$ | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Hwy 97 / Hwy 29 Site Code: 1
Start Date: 2014/09/23
Page No: 5


Turning Movement Peak Hour Data Plot (07:45 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Hwy 97 / Hwy 29 Site Code: 1
Start Date: 2014/09/23
Page No: 6

Turning Movement Peak Hour Data (05:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Park Frontage Rd Access Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Hwy 29 <br> Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. |  |
| 05:00 PM | 3 | 84 | 2 | 0 | 0 | 89 | 3 | 0 | 3 | 0 | 0 | 6 | 43 | 44 | 10 | 0 | 0 | 97 | 2 | 4 | 66 | 0 | 0 | 72 | 264 |
| 05:15 PM | 1 | 88 | 2 | 0 | 0 | 91 | 5 | 0 | 4 | 0 | 0 | 9 | 34 | 50 | 6 | 0 | 0 | 90 | 1 |  | 28 | 0 | 0 | 30 | 220 |
| 05:30 PM | 0 | 92 | 3 | 0 | 0 | 95 | 8 | 1 | 2 | 0 | 0 | 11 | 28 | 59 | 2 | 0 | 0 | 89 | 1 | 0 | 28 | 0 | 0 | 29 | 224 |
| 05:45 PM | 2 | 96 | 2 | 0 | 0 | 100 | 2 | 1 | 0 | 0 | 0 | 3 | 44 | 48 | 5 | 0 | 0 | 97 | 1 | 1 | 38 | 0 | 0 | 40 | 240 |
| Total | 6 | 360 | 9 | 0 | 0 | 375 | 18 | 2 | 9 | 0 | 0 | 29 | 149 | 201 | 23 | 0 |  | 373 | 5 | 6 | 160 | 0 | 0 | 171 | 948 |
| Approach \% | 1.6 | 96.0 | 2.4 | 0.0 | - | - | 62.1 | 6.9 | 31.0 | 0.0 | - | - | 39.9 | 53.9 | 6.2 | 0.0 | - | - | 2.9 | 3.5 | 93.6 | 0.0 | - | - | - |
| Total \% | 0.6 | 38.0 | 0.9 | 0.0 | - | 39.6 | 1.9 | 0.2 | 0.9 | 0.0 | - | 3.1 | 15.7 | 21.2 | 2.4 | 0.0 | - | 39.3 | 0.5 | 0.6 | 16.9 | 0.0 | - | 18.0 | - |
| PHF | 0.500 | 0.938 | 0.750 | 0.000 | - | 0.938 | 0.563 | 0.500 | 0.563 | 0.000 | - | 0.659 | 0.847 | 0.852 | 0.575 | 0.000 | - | 0.961 | 0.625 | 0.375 | 0.606 | 0.000 | - | 0.594 | 0.898 |
| Lights | 6 | 233 | 6 | 0 | - | 245 | 18 | 2 | 5 | 0 | - | 25 | 136 | 171 | 22 | 0 | - | 329 | 4 | 5 | 139 | 0 | - | 148 | 747 |
| \% Lights | 100.0 | 64.7 | 66.7 | - | - | 65.3 | 100.0 | 100.0 | 55.6 | - | - | 86.2 | 91.3 | 85.1 | 95.7 | - | - | 88.2 | 80.0 | 83.3 | 86.9 | - | - | 86.5 | 78.8 |
| Mediums | 0 | 43 | 2 | 0 | - | 45 | 0 | 0 | 1 | 0 | - | 1 | 9 | 9 | 1 | 0 | - | 19 | 1 | 1 | 5 | 0 | - | 7 | 72 |
| \% Mediums | 0.0 | 11.9 | 22.2 | - | - | 12.0 | 0.0 | 0.0 | 11.1 | - | - | 3.4 | 6.0 | 4.5 | 4.3 | - | - | 5.1 | 20.0 | 16.7 | 3.1 | - | $\checkmark$ | 4.1 | 7.6 |
| Articulated Trucks | 0 | 84 | 1 | 0 | - | 85 | 0 | 0 | 3 | 0 | - | 3 | 4 | 21 | 0 | 0 | - | 25 | 0 | 0 | 16 | 0 | - | 16 | 129 |
| $\begin{gathered} \hline \text { \% Articulated } \\ \text { Trucks } \\ \hline \end{gathered}$ | 0.0 | 23.3 | 11.1 | - | - | 22.7 | 0.0 | 0.0 | 33.3 | - | - | 10.3 | 2.7 | 10.4 | 0.0 | - | - | 6.7 | 0.0 | 0.0 | 10.0 | - | - | 9.4 | 13.6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | . | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | $\checkmark$ | - | - | - | - | - |  | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Hwy 97 / Hwy 29 Site Code: 1
Start Date: 2014/09/23
Page No: 7


Turning Movement Peak Hour Data Plot (05:00 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Lower Cache Site Code: 6
Page No: 1 2014/09/17

Turning Movement Data

| Start Time | Thru | Right | Alaska Hwy 9 Southbound <br> U-Turn | Peds | App. Total | Left | Thru | Alaska Hwy 97 Northbound U-Turn | Peds | App. Total | Left | Right | wer Cache <br> Eastbound <br> U-Turn | Peds | App. Total | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 05:00 AM | 4 | 0 | 0 | 0 | 4 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 27 |
| 05:15 AM | 7 | 0 | 0 | 0 | 7 | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 58 |
| 05:30 AM | 10 | 0 | 0 | 0 | 10 | 1 | 45 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 56 |
| 05:45 AM | 9 | 0 | 0 | 0 | 9 | 0 | 41 | 0 | 0 | 41 | 0 | 2 | 0 | 0 | 2 | 52 |
| Hourly Total | 30 | 0 | 0 | 0 | 30 | 1 | 160 | 0 | 0 | 161 | 0 | 2 | 0 | 0 | 2 | 193 |
| 06:00 AM | 11 | 0 | 0 | 0 | 11 | 1 | 46 | 0 | 0 | 47 | 0 | 1 | 0 | 0 | 1 | 59 |
| 06:15 AM | 14 | 0 | 0 | 0 | 14 | 1 | 73 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 88 |
| 06:30 AM | 11 | 0 | 0 | 0 | 11 | 1 | 65 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 77 |
| 06:45 AM | 19 | 0 | 0 | 0 | 19 | 0 | 71 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 90 |
| Hourly Total | 55 | 0 | 0 | 0 | 55 | 3 | 255 | 0 | 0 | 258 | 0 | 1 | 0 | 0 | 1 | 314 |
| 07:00 AM | 9 | 0 | 0 | 0 | 9 | 1 | 58 | 0 | 0 | 59 | 1 | 1 | 0 | 0 | 2 | 70 |
| 07:15 AM | 28 | 0 | 0 | 0 | 28 | 0 | 88 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 116 |
| 07:30 AM | 22 | 0 | 0 | 0 | 22 | 0 | 93 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 115 |
| 07:45 AM | 14 | 0 | 0 | 0 | 14 | 1 | 77 | 0 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 92 |
| Hourly Total | 73 | 0 | 0 | 0 | 73 | 2 | 316 | 0 | 0 | 318 | 1 | 1 | 0 | 0 | 2 | 393 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 15 | 0 | 0 | 0 | 15 | 2 | 35 | 0 | 0 | 37 | 0 | 1 | 0 | 0 | 1 | 53 |
| 11:15 AM | 32 | 0 | 0 | 0 | 32 | 2 | 34 | 0 | 0 | 36 | 1 | 3 | 0 | 0 | 4 | 72 |
| 11:30 AM | 34 | 0 | 0 | 0 | 34 | 2 | 45 | 0 | 0 | 47 | 0 | 1 | 0 | 0 | 1 | 82 |
| 11:45 AM | 62 | 0 | 0 | 0 | 62 | 0 | 35 | 0 | 0 | 35 | 0 | 1 | 0 | 0 | 1 | 98 |
| Hourly Total | 143 | 0 | 0 | 0 | 143 | 6 | 149 | 0 | 0 | 155 | 1 | 6 | 0 | 0 | 7 | 305 |
| 12:00 PM | 38 | 1 | 0 | 0 | 39 | 0 | 23 | 0 | 0 | 23 | 1 | 1 | 0 | 0 | 2 | 64 |
| 12:15 PM | 24 | 0 | 0 | 0 | 24 | 0 | 41 | 0 | 0 | 41 | 0 | 2 | 0 | 0 | 2 | 67 |
| 12:30 PM | 28 | 1 | 0 | 0 | 29 | 1 | 22 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 52 |
| 12:45 PM | 43 | 1 | 0 | 0 | 44 | 0 | 25 | 0 | 0 | 25 | 0 | 1 | 0 | 0 | 1 | 70 |
| Hourly Total | 133 | 3 | 0 | 0 | 136 | 1 | 111 | 0 | 0 | 112 | 1 | 4 | 0 | 0 | 5 | 253 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 95 | 0 | 0 | 0 | 95 | 0 | 27 | 0 | 0 | 27 | 0 | 2 | 0 | 0 | 2 | 124 |
| 04:15 PM | 49 | 0 | 0 | 0 | 49 | 2 | 22 | 0 | 0 | 24 | 0 | 3 | 0 | 0 | 3 | 76 |
| 04:30 PM | 65 | 1 | 0 | 0 | 66 | 0 | 25 | 0 | 0 | 25 | 0 | 1 | 0 | 0 | 1 | 92 |
| 04:45 PM | 88 | 0 | 0 | 0 | 88 | 0 | 27 | 0 | 0 | 27 | 0 | 1 | 0 | 0 | 1 | 116 |
| Hourly Total | 297 | 1 | 0 | 0 | 298 | 2 | 101 | 0 | 0 | 103 | 0 | 7 | 0 | 0 | 7 | 408 |
| 05:00 PM | 61 | 1 | 0 | 0 | 62 | 1 | 21 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 1 | 85 |
| 05:15 PM | 26 | 0 | 0 | 0 | 26 | 2 | 35 | 0 | 0 | 37 | 0 | 2 | 0 | 0 | 2 | 65 |


| 05:30 PM | 59 | 1 | 0 | 0 | 60 | 1 | 26 | 0 | 0 | 27 | 1 | 1 | 0 | 0 | 2 | 89 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:45 PM | 45 | 0 | 0 | 0 | 45 | 1 | 22 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 68 |
| Hourly Total | 191 | 2 | 0 | 0 | 193 | 5 | 104 | 0 | 0 | 109 | 2 | 3 | 0 | 0 | 5 | 307 |
| 06:00 PM | 77 | 0 | 0 | 0 | 77 | 1 | 25 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 103 |
| 06:15 PM | 77 | 1 | 0 | 0 | 78 | 1 | 23 | 0 | 0 | 24 | 0 | 2 | 0 | 0 | 2 | 104 |
| 06:30 PM | 81 | 0 | 0 | 0 | 81 | 1 | 34 | 0 | 0 | 35 | 0 | 1 | 0 | 0 | 1 | 117 |
| 06:45 PM | 44 | 0 | 0 | 0 | 44 | 3 | 30 | 0 | 0 | 33 | 0 | 1 | 0 | 0 | 1 | 78 |
| Hourly Total | 279 | 1 | 0 | 0 | 280 | 6 | 112 | 0 | 0 | 118 | 0 | 4 | 0 | 0 | 4 | 402 |
| Grand Total | 1201 | 7 | 0 | 0 | 1208 | 26 | 1308 | 0 | 0 | 1334 | 5 | 28 | 0 | 0 | 33 | 2575 |
| Approach \% | 99.4 | 0.6 | 0.0 | - | - | 1.9 | 98.1 | 0.0 | - | - | 15.2 | 84.8 | 0.0 | - | - | - |
| Total \% | 46.6 | 0.3 | 0.0 | - | 46.9 | 1.0 | 50.8 | 0.0 | - | 51.8 | 0.2 | 1.1 | 0.0 | - | 1.3 | - |
| Lights | 774 | 7 | 0 | - | 781 | 23 | 841 | 0 | - | 864 | 5 | 25 | 0 | - | 30 | 1675 |
| \% Lights | 64.4 | 100.0 | - | - | 64.7 | 88.5 | 64.3 | - | - | 64.8 | 100.0 | 89.3 | - | - | 90.9 | 65.0 |
| Mediums | 126 | 0 | 0 | - | 126 | 1 | 144 | 0 | - | 145 | 0 | 1 | 0 | - | 1 | 272 |
| \% Mediums | 10.5 | 0.0 | - | - | 10.4 | 3.8 | 11.0 | - | - | 10.9 | 0.0 | 3.6 | - | - | 3.0 | 10.6 |
| Articulated Trucks | 301 | 0 | 0 | - | 301 | 2 | 323 | 0 | - | 325 | 0 | 2 | 0 | - | 2 | 628 |
| \% Articulated Trucks | 25.1 | 0.0 | - | - | 24.9 | 7.7 | 24.7 | - | - | 24.4 | 0.0 | 7.1 | - | - | 6.1 | 24.4 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | $-$ | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Lower Cache Site Code: 6
Start Date: 2014/09/17
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Lower Cache Site Code: 6
Page No: 4 2014/09/17
250-819-2527 paul@peaktraffic.ca
Page No: 4

| Start Time | Turning Movement Peak Hour Data (07:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Lower Cache Rd Eastbound |  |  |  |  | Int. Total |
|  | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 07:00 AM | 9 | 0 | 0 | 0 | 9 | 1 | 58 | 0 | 0 | 59 | 1 | 1 | 0 | 0 | 2 | 70 |
| 07:15 AM | 28 | 0 | 0 | 0 | 28 | 0 | 88 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 116 |
| 07:30 AM | 22 | 0 | 0 | 0 | 22 | 0 | 93 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 115 |
| 07:45 AM | 14 | 0 | 0 | 0 | 14 | 1 | 77 | 0 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 92 |
| Total | 73 | 0 | 0 | 0 | 73 | 2 | 316 | 0 | 0 | 318 | 1 | 1 | 0 | 0 | 2 | 393 |
| Approach \% | 100.0 | 0.0 | 0.0 | - | - | 0.6 | 99.4 | 0.0 | - | - | 50.0 | 50.0 | 0.0 | - | - | - |
| Total \% | 18.6 | 0.0 | 0.0 | - | 18.6 | 0.5 | 80.4 | 0.0 | - | 80.9 | 0.3 | 0.3 | 0.0 | - | 0.5 | - |
| PHF | 0.652 | 0.000 | 0.000 | - | 0.652 | 0.500 | 0.849 | 0.000 | - | 0.855 | 0.250 | 0.250 | 0.000 | - | 0.250 | 0.847 |
| Lights | 48 | 0 | 0 | - | 48 | 2 | 199 | 0 | - | 201 | 1 | 1 | 0 | - | 2 | 251 |
| \% Lights | 65.8 | - | - | - | 65.8 | 100.0 | 63.0 | - | - | 63.2 | 100.0 | 100.0 | - | - | 100.0 | 63.9 |
| Mediums | 4 | 0 | 0 | - | 4 | 0 | 36 | 0 | - | 36 | 0 | 0 | 0 | - | 0 | 40 |
| \% Mediums | 5.5 | - | - | - | 5.5 | 0.0 | 11.4 | - | - | 11.3 | 0.0 | 0.0 | - | - | 0.0 | 10.2 |
| Articulated Trucks | 21 | 0 | 0 | - | 21 | 0 | 81 | 0 | - | 81 | 0 | 0 | 0 | - | 0 | 102 |
| \% Articulated Trucks | 28.8 | - | - | - | 28.8 | 0.0 | 25.6 | - | - | 25.5 | 0.0 | 0.0 | - | - | 0.0 | 26.0 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | $\cdot$ | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Lower Cache Site Code: 6
Start Date: 2014/09/17
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Lower Cache Site Code: 6
Pare No: 6 2014/09/17
Page No: 6

| Start Time | Turning Movement Peak Hour Data (11:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Lower Cache Rd Eastbound |  |  |  |  | Int. Total |
|  | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 11:00 AM | 15 | 0 | 0 | 0 | 15 | 2 | 35 | 0 | 0 | 37 | 0 | 1 | 0 | 0 | 1 | 53 |
| 11:15 AM | 32 | 0 | 0 | 0 | 32 | 2 | 34 | 0 | 0 | 36 | 1 | 3 | 0 | 0 | 4 | 72 |
| 11:30 AM | 34 | 0 | 0 | 0 | 34 | 2 | 45 | 0 | 0 | 47 | 0 | 1 | 0 | 0 | 1 | 82 |
| 11:45 AM | 62 | 0 | 0 | 0 | 62 | 0 | 35 | 0 | 0 | 35 | 0 | 1 | 0 | 0 | 1 | 98 |
| Total | 143 | 0 | 0 | 0 | 143 | 6 | 149 | 0 | 0 | 155 | 1 | 6 | 0 | 0 | 7 | 305 |
| Approach \% | 100.0 | 0.0 | 0.0 | - | - | 3.9 | 96.1 | 0.0 | - | - | 14.3 | 85.7 | 0.0 | - | - | - |
| Total \% | 46.9 | 0.0 | 0.0 | - | 46.9 | 2.0 | 48.9 | 0.0 | - | 50.8 | 0.3 | 2.0 | 0.0 | - | 2.3 | - |
| PHF | 0.577 | 0.000 | 0.000 | - | 0.577 | 0.750 | 0.828 | 0.000 | - | 0.824 | 0.250 | 0.500 | 0.000 | - | 0.438 | 0.778 |
| Lights | 69 | 0 | 0 | - | 69 | 4 | 88 | 0 | - | 92 | 1 | 4 | 0 | - | 5 | 166 |
| \% Lights | 48.3 | - | - | - | 48.3 | 66.7 | 59.1 | - | - | 59.4 | 100.0 | 66.7 | - | - | 71.4 | 54.4 |
| Mediums | 13 | 0 | 0 | - | 13 | 1 | 18 | 0 | - | 19 | 0 | 1 | 0 | - | 1 | 33 |
| \% Mediums | 9.1 | - | - | - | 9.1 | 16.7 | 12.1 | - | - | 12.3 | 0.0 | 16.7 | - | - | 14.3 | 10.8 |
| Articulated Trucks | 61 | 0 | 0 | - | 61 | 1 | 43 | 0 | - | 44 | 0 | 1 | 0 | - | 1 | 106 |
| \% Articulated Trucks | 42.7 | - | - | - | 42.7 | 16.7 | 28.9 | - | - | 28.4 | 0.0 | 16.7 | - | - | 14.3 | 34.8 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | $\cdot$ | - | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Lower Cache Site Code: 6
Start Date: 2014/09/17 Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Lower Cache Site Code: 6
Star Ne: 2014/09/17
250-819-2527 paul@peaktraffic.ca
Page No: 8

| Start Time | Turning Movement Peak Hour Data (12:00 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | Alaska Hwy 97Northbound |  |  |  |  | Lower Cache Rd Eastbound |  |  |  |  | Int. Total |
|  | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 12:00 PM | 38 | 1 | 0 | 0 | 39 | 0 | 23 | 0 | 0 | 23 | 1 | 1 | 0 | 0 | 2 | 64 |
| 12:15 PM | 24 | 0 | 0 | 0 | 24 | 0 | 41 | 0 | 0 | 41 | 0 | 2 | 0 | 0 | 2 | 67 |
| 12:30 PM | 28 | 1 | 0 | 0 | 29 | 1 | 22 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 52 |
| 12:45 PM | 43 | 1 | 0 | 0 | 44 | 0 | 25 | 0 | 0 | 25 | 0 | 1 | 0 | 0 | 1 | 70 |
| Total | 133 | 3 | 0 | 0 | 136 | 1 | 111 | 0 | 0 | 112 | 1 | 4 | 0 | 0 | 5 | 253 |
| Approach \% | 97.8 | 2.2 | 0.0 | - | - | 0.9 | 99.1 | 0.0 | - | - | 20.0 | 80.0 | 0.0 | - | - | - |
| Total \% | 52.6 | 1.2 | 0.0 | - | 53.8 | 0.4 | 43.9 | 0.0 | - | 44.3 | 0.4 | 1.6 | 0.0 | - | 2.0 | - |
| PHF | 0.773 | 0.750 | 0.000 | - | 0.773 | 0.250 | 0.677 | 0.000 | - | 0.683 | 0.250 | 0.500 | 0.000 | - | 0.625 | 0.904 |
| Lights | 73 | 3 | 0 | - | 76 | 0 | 66 | 0 | - | 66 | 1 | 3 | 0 | - | 4 | 146 |
| \% Lights | 54.9 | 100.0 | - | - | 55.9 | 0.0 | 59.5 | - | - | 58.9 | 100.0 | 75.0 | - | - | 80.0 | 57.7 |
| Mediums | 17 | 0 | 0 | - | 17 | 0 | 13 | 0 | - | 13 | 0 | 0 | 0 | - | 0 | 30 |
| \% Mediums | 12.8 | 0.0 | - | - | 12.5 | 0.0 | 11.7 | - | - | 11.6 | 0.0 | 0.0 | - | - | 0.0 | 11.9 |
| Articulated Trucks | 43 | 0 | 0 | - | 43 | 1 | 32 | 0 | - | 33 | 0 | 1 | 0 | - | 1 | 77 |
| \% Articulated Trucks | 32.3 | 0.0 | - | - | 31.6 | 100.0 | 28.8 | - | - | 29.5 | 0.0 | 25.0 | - | - | 20.0 | 30.4 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Lower Cache Site Code: 6
Start Date: 2014/09/17
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Lower Cache Site Code: 6
Start Nate: 2014/09/17
250-819-2527 paul@peaktraffic.ca
Page No: 10

| Start Time | Turning Movement Peak Hour Data (04:00 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97Southbound |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Lower Cache Rd |  |  |  |  | Int. Total |
|  | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 04:00 PM | 95 | 0 | 0 | 0 | 95 | 0 | 27 | 0 | 0 | 27 | 0 | 2 | 0 | 0 | 2 | 124 |
| 04:15 PM | 49 | 0 | 0 | 0 | 49 | 2 | 22 | 0 | 0 | 24 | 0 | 3 | 0 | 0 | 3 | 76 |
| 04:30 PM | 65 | 1 | 0 | 0 | 66 | 0 | 25 | 0 | 0 | 25 | 0 | 1 | 0 | 0 | 1 | 92 |
| 04:45 PM | 88 | 0 | 0 | 0 | 88 | 0 | 27 | 0 | 0 | 27 | 0 | 1 | 0 | 0 | 1 | 116 |
| Total | 297 | 1 | 0 | 0 | 298 | 2 | 101 | 0 | 0 | 103 | 0 | 7 | 0 | 0 | 7 | 408 |
| Approach \% | 99.7 | 0.3 | 0.0 | - | - | 1.9 | 98.1 | 0.0 | - | - | 0.0 | 100.0 | 0.0 | - | - | - |
| Total \% | 72.8 | 0.2 | 0.0 | - | 73.0 | 0.5 | 24.8 | 0.0 | - | 25.2 | 0.0 | 1.7 | 0.0 | - | 1.7 | - |
| PHF | 0.782 | 0.250 | 0.000 | - | 0.784 | 0.250 | 0.935 | 0.000 | - | 0.954 | 0.000 | 0.583 | 0.000 | - | 0.583 | 0.823 |
| Lights | 197 | 1 | 0 | - | 198 | 2 | 74 | 0 | - | 76 | 0 | 7 | 0 | - | 7 | 281 |
| \% Lights | 66.3 | 100.0 | - | - | 66.4 | 100.0 | 73.3 | - | - | 73.8 | - | 100.0 | - | - | 100.0 | 68.9 |
| Mediums | 39 | 0 | 0 | - | 39 | 0 | 4 | 0 | - | 4 | 0 | 0 | 0 | - | 0 | 43 |
| \% Mediums | 13.1 | 0.0 | - | - | 13.1 | 0.0 | 4.0 | - | - | 3.9 | - | 0.0 | - | - | 0.0 | 10.5 |
| Articulated Trucks | 61 | 0 | 0 | - | 61 | 0 | 23 | 0 | - | 23 | 0 | 0 | 0 | - | 0 | 84 |
| \% Articulated Trucks | 20.5 | 0.0 | - | - | 20.5 | 0.0 | 22.8 | - | - | 22.3 | - | 0.0 | - | - | 0.0 | 20.6 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | - | 0.0 | - | $\checkmark$ | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Lower Cache Site Code: 6
Star Die: 2014/09/17
Page No: 11


Turning Movement Peak Hour Data Plot (04:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4

Count Name: Montney Hwy Site Code: 4
Sla Date: 2014/09/17
Page No: 1

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  |  | Turning Movement Data  <br> $\begin{array}{c}\text { Montney Hwy } \\ \text { Westbound }\end{array}$ $\begin{array}{c}\text { Alaska Hwy } 97 \\ \text { Northbound }\end{array}$ |  |  |  |  |  |  |  |  |  |  |  | Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | Appil |  |
| 05:00 AM | 0 | 5 | 0 | 0 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 32 | 1 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 05:15 AM | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 47 | 1 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 05:30 AM | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 05:45 AM | 0 | 10 | 0 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 43 | 1 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Hourly Total | 0 | 32 | 0 | 0 | 0 | 32 | 3 | 0 | 6 | 0 | 0 | 9 | 0 | 161 | 3 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 205 |
| 06:00 AM | 0 | 13 | 0 | 0 | 0 | 13 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 43 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 06:15 AM | 0 | 14 | 0 | 0 | 0 | 14 | 5 | 0 | 7 | 0 | 0 | 12 | 0 | 72 | 2 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 06:30 AM | 0 | 13 | 0 | 0 | 0 | 13 | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 60 | 2 | 0 | 0 | 62 | 0 | 0 | 1 | 0 | 0 | 1 | 80 |
| 06:45 AM | 0 | 11 | 0 | 0 | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 73 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| Hourly Total | 0 | 51 | 0 | 0 | 0 | 51 | 9 | 0 | 12 | 0 | 0 | 21 | 0 | 248 | 4 | 0 | 0 | 252 | 0 | 0 | 1 | 0 | 0 | 1 | 325 |
| 07:00 AM | 2 | 15 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 2 | 0 | 0 | 69 | 1 | 0 | 0 | 0 | 0 | 1 | 87 |
| 07:15 AM | 0 | 31 | 0 | 0 | 0 | 31 | 1 | 0 | 4 | 0 | 0 | 5 | 0 | 82 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 07:30 AM | 0 | 30 | 0 | 0 | 0 | 30 | 3 | 0 | 4 | 0 | 0 | 7 | 0 | 82 | 1 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 07:45 AM | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 77 | 1 | 0 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| Hourly Total | 2 | 90 | 0 | 0 | 0 | 92 | 4 | 0 | 10 | 0 | 0 | 14 | 0 | 308 | 4 | 0 | 0 | 312 | 1 | 0 | 0 | 0 | 0 | 1 | 419 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 2 | 24 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 11:15 AM | 0 | 26 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 42 | 1 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 11:30 AM | 0 | 35 | 0 | 0 | 0 | 35 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 39 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 11:45 AM | 1 | 59 | 0 | 0 | 0 | 60 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 34 | 1 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| Hourly Total | 3 | 144 | 0 | 0 | 0 | 147 | 3 | 0 | 3 | 0 | 0 | 6 | 0 | 151 | 3 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 307 |
| 12:00 PM | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 31 | 1 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 12:15 PM | 1 | 40 | 0 | 0 | 0 | 41 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 23 | 3 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 12:30 PM | 0 | 31 | 0 | 0 | 0 | 31 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 26 | 1 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 12:45 PM | 1 | 26 | 0 | 0 | 0 | 27 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 25 | 2 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Hourly Total | 2 | 127 | 0 | 0 | 0 | 129 | 1 | 0 | 10 | 0 | 0 | 11 | 0 | 105 | 7 | 0 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 252 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 89 | 0 | 0 | 0 | 89 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 21 | 2 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 04:15 PM | 1 | 57 | 0 | 0 | 0 | 58 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 27 | 3 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 04:30 PM | 2 | 55 | 0 | 0 | 0 | 57 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 18 | 2 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 04:45 PM | 1 | 58 | 0 | 0 | 0 | 59 | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 28 | 1 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| Hourly Total | 4 | 259 | 0 | 0 | 0 | 263 | 5 | 0 | 4 | 0 | 0 | 9 | 0 | 94 | 8 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 374 |
| 05:00 PM | 5 | 80 | 0 | 0 | 0 | 85 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 30 | 3 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |


| 05:15 PM | 0 | 42 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 37 | 3 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:30 PM | 0 | 57 | 0 | 0 | 0 | 57 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 25 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 05:45 PM | 0 | 35 | 0 | 0 | 0 | 35 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 26 | 2 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| Hourly Total | 5 | 214 | 0 | 0 | 0 | 219 | 5 | 0 | 0 | 1 | 0 | 6 | 2 | 118 | 8 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 353 |
| 06:00 PM | 0 | 72 | 0 | 0 | 0 | 72 | 3 | 0 | 3 | 0 | 0 | 6 | 0 | 26 | 5 | 0 | 0 | 31 | 0 | 0 | 1 | 0 | 0 | 1 | 110 |
| 06:15 PM | 2 | 61 | 0 | 0 | 0 | 63 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 19 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 06:30 PM | 3 | 86 | 0 | 0 | 0 | 89 | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 44 | 1 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 06:45 PM | 3 | 56 | 0 | 0 | 0 | 59 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 18 | 2 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Hourly Total | 8 | 275 | 0 | 0 | 0 | 283 | 11 | 1 | 5 | 0 | 0 | 17 | 0 | 107 | 9 | 0 | 0 | 116 | 0 | 0 | 1 | 0 | 0 | 1 | 417 |
| 07:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 24 | 1193 | 0 | 0 | 0 | 1217 | 41 | 1 | 50 | 1 | 0 | 93 | 2 | 1292 | 46 | 0 | 0 | 1340 | 1 | 0 | 2 | 0 | 0 | 3 | 2653 |
| Approach \% | 2.0 | 98.0 | 0.0 | 0.0 | - | - | 44.1 | 1.1 | 53.8 | 1.1 | - | - | 0.1 | 96.4 | 3.4 | 0.0 | - | - | 33.3 | 0.0 | 66.7 | 0.0 | - | - | - |
| Total \% | 0.9 | 45.0 | 0.0 | 0.0 | - | 45.9 | 1.5 | 0.0 | 1.9 | 0.0 | - | 3.5 | 0.1 | 48.7 | 1.7 | 0.0 | - | 50.5 | 0.0 | 0.0 | 0.1 | 0.0 | - | 0.1 | - |
| Lights | 13 | 771 | 0 | 0 | - | 784 | 37 | 1 | 22 | 1 | - | 61 | 2 | 847 | 42 | 0 | - | 891 | 1 | 0 | 2 | 0 | - | 3 | 1739 |
| \% Lights | 54.2 | 64.6 | - | - | - | 64.4 | 90.2 | 100.0 | 44.0 | 100.0 | - | 65.6 | 100.0 | 65.6 | 91.3 | - | - | 66.5 | 100.0 | - | 100.0 | - | - | 100.0 | 65.5 |
| Mediums | 4 | 129 | 0 | 0 | - | 133 | 3 | 0 | 11 | 0 | - | 14 | 0 | 124 | 2 | 0 | - | 126 | 0 | 0 | 0 | 0 | - | 0 | 273 |
| \% Mediums | 16.7 | 10.8 | - | - | - | 10.9 | 7.3 | 0.0 | 22.0 | 0.0 | - | 15.1 | 0.0 | 9.6 | 4.3 | - | - | 9.4 | 0.0 | - | 0.0 | - | - | 0.0 | 10.3 |
| Articulated Trucks | 7 | 293 | 0 | 0 | - | 300 | 1 | 0 | 17 | 0 | - | 18 | 0 | 321 | 2 | 0 | - | 323 | 0 | 0 | 0 | 0 | - | 0 | 641 |
| \% Articulated Trucks | 29.2 | 24.6 | - | - | - | 24.7 | 2.4 | 0.0 | 34.0 | 0.0 | - | 19.4 | 0.0 | 24.8 | 4.3 | - | - | 24.1 | 0.0 | - | 0.0 | . | - | 0.0 | 24.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \end{gathered}$ | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | $\checkmark$ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Montney Hwy Site Code: 4
Start Date: 2014/09/17
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Montney Hwy Site Code: 4
Start Date: 2014/09/17
Page No: 4

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  |  | Turn | ng <br> Mont Wes | ovem <br> y Hwy <br> ound | ent F | ak | our | ata | $\begin{gathered} 7: 00 \\ \text { Alaska } \\ \text { Nort } \end{gathered}$ | AM) <br> Hwy 97 <br> ound |  |  | Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { Tpp. } \\ & \text { Tol } \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \\ & \hline \end{aligned}$ |  |
| 07:00 AM | 2 | 15 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 2 | 0 | 0 | 69 | 1 | 0 | 0 | 0 | 0 | 1 | 87 |
| 07:15 AM | 0 | 31 | 0 | 0 | 0 | 31 | 1 | 0 | 4 | 0 | 0 | 5 | 0 | 82 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 07:30 AM | 0 | 30 | 0 | 0 | 0 | 30 | 3 | 0 | 4 | 0 | 0 | 7 | 0 | 82 | 1 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 07:45 AM | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 77 | 1 | 0 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| Total | 2 | 90 | 0 | 0 | 0 | 92 | 4 | 0 | 10 | 0 | 0 | 14 | 0 | 308 | 4 | 0 |  | 312 | 1 | 0 | 0 | 0 | 0 | 1 | 419 |
| Approach \% | 2.2 | 97.8 | 0.0 | 0.0 | - | - | 28.6 | 0.0 | 71.4 | 0.0 | - | - | 0.0 | 98.7 | 1.3 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | 0.0 | - | - | - |
| Total \% | 0.5 | 21.5 | 0.0 | 0.0 | - | 22.0 | 1.0 | 0.0 | 2.4 | 0.0 | - | 3.3 | 0.0 | 73.5 | 1.0 | 0.0 | - | 74.5 | 0.2 | 0.0 | 0.0 | 0.0 | - | 0.2 | - |
| PHF | 0.250 | 0.726 | 0.000 | 0.000 | - | 0.742 | 0.333 | 0.000 | 0.625 | 0.000 | - | 0.500 | 0.000 | 0.939 | 0.500 | 0.000 | - | 0.940 | 0.250 | 0.000 | 0.000 | 0.000 | - | 0.250 | 0.873 |
| Lights | 1 | 61 | 0 | 0 | - | 62 | 4 | 0 | 0 | 0 | - | 4 | 0 | 190 | 3 | 0 | - | 193 | 1 | 0 | 0 | 0 | - | 1 | 260 |
| \% Lights | 50.0 | 67.8 | - | - | - | 67.4 | 100.0 | - | 0.0 | - | - | 28.6 | - | 61.7 | 75.0 | - | - | 61.9 | 100.0 | - | - | - | - | 100.0 | 62.1 |
| Mediums | 0 | 4 | 0 | 0 | - | 4 | 0 | 0 | 5 | 0 | - | 5 | 0 | 41 | 1 | 0 | - | 42 | 0 | 0 | 0 | 0 | - | 0 | 51 |
| \% Mediums | 0.0 | 4.4 | - | - | - | 4.3 | 0.0 | - | 50.0 | - | - | 35.7 | - | 13.3 | 25.0 | - | - | 13.5 | 0.0 | - | - | - | - | 0.0 | 12.2 |
| Articulated Trucks | 1 | 25 | 0 | 0 | - | 26 | 0 | 0 | 5 | 0 | - | 5 | 0 | 77 | 0 | 0 | - | 77 | 0 | 0 | 0 | 0 | - | 0 | 108 |
| \% Articulated Trucks | 50.0 | 27.8 | . | - | - | 28.3 | 0.0 | - | 50.0 | - | - | 35.7 | - | 25.0 | 0.0 | - | - | 24.7 | 0.0 | - | . | - | . | 0.0 | 25.8 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | . | - | 0.0 | 0.0 | - | 0.0 | . | - | 0.0 | - | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | - | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Montney Hwy Site Code: 4
Start Date: 2014/09/17
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Montney Hwy Site Code: 4
Start Dae: 2014/09/17
Page No: 6

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  |  | Turn | ng <br> Mont Wes | ovem <br> y Hwy <br> ound | ent l | ak | our | ata | Alaska <br> North | AM) <br> Hwy 97 <br> bound |  |  | Access <br> Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { Tpp. } \\ & \text { Tol } \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { Tpp. } \\ & \text { Tol } \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \\ & \hline \end{aligned}$ |  |
| 11:00 AM | 2 | 24 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 11:15 AM | 0 | 26 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 42 | 1 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 11:30 AM | 0 | 35 | 0 | 0 | 0 | 35 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 39 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 11:45 AM | 1 | 59 | 0 | 0 | 0 | 60 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 34 | 1 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| Total | 3 | 144 | 0 | 0 | 0 | 147 | 3 | 0 | 3 | 0 | 0 | 6 | 0 | 151 | 3 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 307 |
| Approach \% | 2.0 | 98.0 | 0.0 | 0.0 | - | - | 50.0 | 0.0 | 50.0 | 0.0 | - | - | 0.0 | 98.1 | 1.9 | 0.0 | - | - | NaN | NaN | NaN | NaN | - | - | - |
| Total \% | 1.0 | 46.9 | 0.0 | 0.0 | - | 47.9 | 1.0 | 0.0 | 1.0 | 0.0 | - | 2.0 | 0.0 | 49.2 | 1.0 | 0.0 | - | 50.2 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - |
| PHF | 0.375 | 0.610 | 0.000 | 0.000 | - | 0.613 | 0.375 | 0.000 | 0.250 | 0.000 | - | 0.500 | 0.000 | 0.899 | 0.750 | 0.000 | - | 0.895 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.791 |
| Lights | 1 | 70 | 0 | 0 | - | 71 | 3 | 0 | 1 | 0 | - | 4 | 0 | 89 | 3 | 0 | - | 92 | 0 | 0 | 0 | 0 | - | 0 | 167 |
| \% Lights | 33.3 | 48.6 | - | - | - | 48.3 | 100.0 | - | 33.3 | - | - | 66.7 | - | 58.9 | 100.0 | - | - | 59.7 | - | - | - | - | - | - | 54.4 |
| Mediums | 1 | 14 | 0 | 0 | - | 15 | 0 | 0 | 2 | 0 | - | 2 | 0 | 18 | 0 | 0 | - | 18 | 0 | 0 | 0 | 0 | - | 0 | 35 |
| \% Mediums | 33.3 | 9.7 | - | - | - | 10.2 | 0.0 | - | 66.7 | - | - | 33.3 | - | 11.9 | 0.0 | - | - | 11.7 | - | - | - | - | - | - | 11.4 |
| Articulated Trucks | 1 | 60 | 0 | 0 | - | 61 | 0 | 0 | 0 | 0 | - | 0 | 0 | 44 | 0 | 0 | - | 44 | 0 | 0 | 0 | 0 | - | 0 | 105 |
| \% Articulated Trucks | 33.3 | 41.7 | . | - | . | 41.5 | 0.0 | - | 0.0 | - | - | 0.0 | - | 29.1 | 0.0 | . | - | 28.6 | - | - | . | - | - | . | 34.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | - | 0.0 | 0.0 | - | - | 0.0 | . | - | - | - | - | - | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Montney Hwy Site Code: 4
Start Date: 2014/09/17
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Montney Hwy Site Code: 4
Start Ne: 2014/09/17
250-819-2527 paul@peaktraffic.ca
Page No: 8

| Start Time | Turning Movement Peak Hour Data (12:00 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 |  |  |  |  |  | Montney Hwy |  |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  | Access <br> Eastbound |  |  |  |  |  | Int. Total |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \\ & \hline \end{aligned}$ |  |
| 12:00 PM | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 31 | 1 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 12:15 PM | 1 | 40 | 0 | 0 | 0 | 41 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 23 | 3 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 12:30 PM | 0 | 31 | 0 | 0 | 0 | 31 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 26 | 1 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 12:45 PM | 1 | 26 | 0 | 0 | 0 | 27 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 25 | 2 | 0 |  | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Total | 2 | 127 | 0 | 0 | 0 | 129 | 1 | 0 | 10 | 0 | 0 | 11 | 0 | 105 | 7 | 0 |  | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 252 |
| Approach \% | 1.6 | 98.4 | 0.0 | 0.0 | - | - | 9.1 | 0.0 | 90.9 | 0.0 | - | - | 0.0 | 93.8 | 6.3 | 0.0 | - | - | NaN | NaN | NaN | NaN | - | - | - |
| Total \% | 0.8 | 50.4 | 0.0 | 0.0 | - | 51.2 | 0.4 | 0.0 | 4.0 | 0.0 | - | 4.4 | 0.0 | 41.7 | 2.8 | 0.0 | - | 44.4 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - |
| PHF | 0.500 | 0.794 | 0.000 | 0.000 | - | 0.787 | 0.250 | 0.000 | 0.833 | 0.000 | - | 0.917 | 0.000 | 0.847 | 0.583 | 0.000 | - | 0.875 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.900 |
| Lights | 1 | 73 | 0 | 0 | - | 74 | 1 | 0 | 2 | 0 | - | 3 | 0 | 69 | 7 | 0 | - | 76 | 0 | 0 | 0 | 0 | - | 0 | 153 |
| \% Lights | 50.0 | 57.5 | - | - | - | 57.4 | 100.0 | - | 20.0 | - | - | 27.3 | - | 65.7 | 100.0 | - | - | 67.9 | - | - | - | - | - | - | 60.7 |
| Mediums | 0 | 15 | 0 | 0 | - | 15 | 0 | 0 | 3 | 0 | - | 3 | 0 | 4 | 0 | 0 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | 22 |
| \% Mediums | 0.0 | 11.8 | - | - | - | 11.6 | 0.0 | - | 30.0 | - | - | 27.3 | - | 3.8 | 0.0 | - | - | 3.6 | - | - | - | - | - | - | 8.7 |
| Articulated Trucks | 1 | 39 | 0 | 0 | - | 40 | 0 | 0 | 5 | 0 | - | 5 | 0 | 32 | 0 | 0 | - | 32 | 0 | 0 | 0 | 0 | - | 0 | 77 |
| $\begin{gathered} \hline \text { \% Articulated } \\ \text { Trucks } \\ \hline \end{gathered}$ | 50.0 | 30.7 | - | - | - | 31.0 | 0.0 | - | 50.0 | - | - | 45.5 | - | 30.5 | 0.0 | - | - | 28.6 | - | - | . | - | - | - | 30.6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 | - | 0.0 | . | - | 0.0 | - | 0.0 | 0.0 | . | - | 0.0 | . | . | . | - | - | - | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | $\checkmark$ | - | $-$ | 0 | - | - | - | - | - | 0 | - | $-$ | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Montney Hwy Site Code: 4
Start Date: 2014/09/17
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

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Count Name: Montney Hwy Site Code: 4
Start Date: 2014/09/17
Page No: 10

Turning Movement Peak Hour Data (06:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Turning Movement Peak Hour Data (06:00 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | Montney Hwy <br> Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Access <br> Eastbound |  |  |  |  |  | Int. Total |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total |  |
| 06:00 PM | 0 | 72 | 0 | 0 | 0 | 72 | 3 | 0 | 3 | 0 | 0 | 6 | 0 | 26 | 5 | 0 | 0 | 31 | 0 | 0 | 1 | 0 | 0 | 1 | 110 |
| 06:15 PM | 2 | 61 | 0 | 0 | 0 | 63 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 19 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 06:30 PM | 3 | 86 | 0 | 0 | 0 | 89 | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 44 | 1 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 06:45 PM | 3 | 56 | 0 | 0 | 0 | 59 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 18 | 2 | 0 |  | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Total | 8 | 275 | 0 | 0 | 0 | 283 | 11 | 1 | 5 | 0 | 0 | 17 | 0 | 107 | 9 | 0 | 0 | 116 | 0 | 0 | 1 | 0 | 0 | 1 | 417 |
| Approach \% | 2.8 | 97.2 | 0.0 | 0.0 | - | - | 64.7 | 5.9 | 29.4 | 0.0 | - | - | 0.0 | 92.2 | 7.8 | 0.0 | - | - | 0.0 | 0.0 | 100.0 | 0.0 | - | - | - |
| Total \% | 1.9 | 65.9 | 0.0 | 0.0 | - | 67.9 | 2.6 | 0.2 | 1.2 | 0.0 | - | 4.1 | 0.0 | 25.7 | 2.2 | 0.0 | - | 27.8 | 0.0 | 0.0 | 0.2 | 0.0 | $\cdots$ | 0.2 | - |
| PHF | 0.667 | 0.799 | 0.000 | 0.000 | - | 0.795 | 0.688 | 0.250 | 0.417 | 0.000 | - | 0.708 | 0.000 | 0.608 | 0.450 | 0.000 | - | 0.644 | 0.000 | 0.000 | 0.250 | 0.000 | - | 0.250 | 0.755 |
| Lights | 5 | 177 | 0 | 0 | - | 182 | 10 | 1 | 4 | 0 | - | 15 | 0 | 84 | 7 | 0 | - | 91 | 0 | 0 | 1 | 0 | - | 1 | 289 |
| \% Lights | 62.5 | 64.4 | - | - | - | 64.3 | 90.9 | 100.0 | 80.0 | - | - | 88.2 | - | 78.5 | 77.8 | - | - | 78.4 | - | - | 100.0 | - | - | 100.0 | 69.3 |
| Mediums | 1 | 39 | 0 | 0 | - | 40 | 1 | 0 | 0 | 0 | - | 1 | 0 | 3 | 0 | 0 | - | 3 | 0 | 0 | 0 | 0 | - | 0 | 44 |
| \% Mediums | 12.5 | 14.2 | - | - | - | 14.1 | 9.1 | 0.0 | 0.0 | - | - | 5.9 | - | 2.8 | 0.0 | - | - | 2.6 | - | - | 0.0 | - | - | 0.0 | 10.6 |
| Articulated Trucks | 2 | 59 | 0 | 0 | - | 61 | 0 | 0 | 1 | 0 | - | 1 | 0 | 20 | 2 | 0 | $\checkmark$ | 22 | 0 | 0 | 0 | 0 | - | 0 | 84 |
| \% Articulated Trucks | 25.0 | 21.5 | - | - | - | 21.6 | 0.0 | 0.0 | 20.0 | - | - | 5.9 | - | 18.7 | 22.2 | . | - | 19.0 | . | - | 0.0 | - | - | 0.0 | 20.1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \\ \hline \end{gathered}$ | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | - | 0.0 | 0.0 | - | - | 0.0 | - | - | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Montney Hwy Site Code: 4
Start Dae. 2014/09/17
Page No: 11


Turning Movement Peak Hour Data Plot (06:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4
Count Name: Pink Mountain \#1 Site Code: 12
50-819-2527 paul@peaktraffic.ca
Start Date: 2014/09/15
Page No: 1

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  |  | Turning Movement Data  <br> $\begin{array}{c}\text { Buffalo Inn South Access } \\ \text { Westbound }\end{array}$ $\begin{array}{c}\text { Alaska Hwy } 9 \\ \text { Northbound }\end{array}$ |  |  |  |  |  |  |  |  |  |  |  | Pink Mountain Campsite / Race Trac Gas South Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { Appal } \\ & \hline \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total |  |
| 05:00 AM | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 05:15 AM | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:30 AM | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 05:45 AM | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| Hourly Total | 0 | 39 | 0 | 0 | 0 | 39 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 41 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 06:00 AM | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 06:15 AM | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 06:30 AM | 0 | 51 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 1 | 69 |
| 06:45 AM | 0 | 28 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Hourly Total | 0 | 118 | 0 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 73 | 0 | 0 | 1 | 0 | 0 | 1 | 192 |
| 07:00 AM | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 07:15 AM | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 07:30 AM | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 07:45 AM | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Hourly Total | 0 | 79 | 0 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 63 | 0 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 11:15 AM | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:30 AM | 0 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:45 AM | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 1 | 33 |
| Hourly Total | 0 | 70 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 1 | 0 | 0 | 60 | 0 | 0 | 1 | 0 | 0 | 1 | 131 |
| 12:00 PM | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:15 PM | 0 | 22 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:30 PM | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 PM | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Hourly Total | 0 | 74 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 22 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 04:15 PM | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 04:30 PM | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 04:45 PM | 0 | 19 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 36 | 1 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| Hourly Total | 0 | 67 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 63 | 1 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 05:00 PM | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |


| 05:15 PM | 0 | 32 | 0 | 0 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 40 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:30 PM | 0 | 26 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 47 | 1 | 0 | 0 | 50 | 0 | 0 | 2 | 0 | 0 | 2 | 78 |
| 05:45 PM | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47 | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| Hourly Total | 0 | 90 | 0 | 0 | 0 | 90 | 2 | 0 | 0 | 0 | 0 | 2 | 7 | 156 | 3 | 0 | 0 | 166 | 0 | 0 | 2 | 0 | 0 | 2 | 260 |
| 06:00 PM | 0 | 23 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 1 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 06:15 PM | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 36 | 0 | 0 | 3 | 0 | 0 | 3 | 52 |
| 06:30 PM | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 06:45 PM | 0 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 0 | 1 | 40 |
| Hourly Total | 0 | 66 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 3 | 0 | 0 | 135 | 0 | 1 | 3 | 0 | 0 | 4 | 205 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 603 | 0 | 0 | 0 | 603 | 2 | 1 | 0 | 0 | 0 | 3 | 12 | 643 | 8 | 0 | 0 | 663 | 0 | 1 | 7 | 0 | 0 | 8 | 1277 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | - | 66.7 | 33.3 | 0.0 | 0.0 | - | - | 1.8 | 97.0 | 1.2 | 0.0 | - | - | 0.0 | 12.5 | 87.5 | 0.0 | - | - | - |
| Total \% | 0.0 | 47.2 | 0.0 | 0.0 | - | 47.2 | 0.2 | 0.1 | 0.0 | 0.0 | - | 0.2 | 0.9 | 50.4 | 0.6 | 0.0 | - | 51.9 | 0.0 | 0.1 | 0.5 | 0.0 | $\checkmark$ | 0.6 | - |
| Lights | 0 | 395 | 0 | 0 | - | 395 | 0 | 1 | 0 | 0 | - | 1 | 6 | 412 | 7 | 0 | - | 425 | 0 | 0 | 6 | 0 | - | 6 | 827 |
| \% Lights | - | 65.5 | - | - | - | 65.5 | 0.0 | 100.0 | - | - | - | 33.3 | 50.0 | 64.1 | 87.5 | - | - | 64.1 | - | 0.0 | 85.7 | - | - | 75.0 | 64.8 |
| Mediums | 0 | 69 | 0 | 0 | - | 69 | 0 | 0 | 0 | 0 | - | 0 | 3 | 52 | 0 | 0 | - | 55 | 0 | 0 | 0 | 0 | - | 0 | 124 |
| \% Mediums | - | 11.4 | - | - | - | 11.4 | 0.0 | 0.0 | - | - | - | 0.0 | 25.0 | 8.1 | 0.0 | - | - | 8.3 | - | 0.0 | 0.0 | - | - | 0.0 | 9.7 |
| Articulated Trucks | 0 | 139 | 0 | 0 | - | 139 | 2 | 0 | 0 | 0 | - | 2 | 3 | 179 | 1 | 0 | - | 183 | 0 | 1 | 1 | 0 | - | 2 | 326 |
| \% Articulated Trucks | . | 23.1 | - | . | - | 23.1 | 100.0 | 0.0 | - | . | - | 66.7 | 25.0 | 27.8 | 12.5 | . | - | 27.6 | . | 100.0 | 14.3 | - | - | 25.0 | 25.5 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \\ \hline \end{gathered}$ | - | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | - | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | $-$ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Pink Mountain \#1 Site Code: 12
Start Date: 2014/09/15
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

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Count Name: Pink Mountain \# Site Code: 12

2014/09/15
Page No: 4

Turning Movement Peak Hour Data (06:15 AM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  |  | Buffalo Inn South Access Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Pink Mountain Campsite / Race Trac Gas South Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total |  |
| 06:15 AM | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 06:30 AM | 0 | 51 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 0 | 1 | 69 |
| 06:45 AM | 0 | 28 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 07:00 AM | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| Total | 0 | 127 | 0 | 0 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 74 | 0 | 0 | 1 | 0 | 0 | 1 | 202 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | - | NaN | NaN | NaN | NaN | - | - | 0.0 | 100.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 100.0 | 0.0 | - | - | - |
| Total \% | 0.0 | 62.9 | 0.0 | 0.0 | - | 62.9 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 36.6 | 0.0 | 0.0 | - | 36.6 | 0.0 | 0.0 | 0.5 | 0.0 | - | 0.5 | - |
| PHF | 0.000 | 0.623 | 0.000 | 0.000 | - | 0.623 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.841 | 0.000 | 0.000 | - | 0.841 | 0.000 | 0.000 | 0.250 | 0.000 | - | 0.250 | 0.732 |
| Lights | 0 | 90 | 0 | 0 | - | 90 | 0 | 0 | 0 | 0 | - | 0 | 0 | 46 | 0 | 0 | - | 46 | 0 | 0 | 1 | 0 | - | 1 | 137 |
| \% Lights | - | 70.9 | - | - | - | 70.9 | - | - | - | - | - | - | - | 62.2 | - | - | - | 62.2 | - | - | 100.0 | - | - | 100.0 | 67.8 |
| Mediums | 0 | 20 | 0 | 0 | - | 20 | 0 | 0 | 0 | 0 | - | 0 | 0 | 6 | 0 | 0 | - | 6 | 0 | 0 | 0 | 0 | - | 0 | 26 |
| \% Mediums | - | 15.7 | - | - | - | 15.7 | - | - | - | - | - | - | - | 8.1 | - | - | - | 8.1 | - | - | 0.0 | - | - | 0.0 | 12.9 |
| Articulated Trucks | 0 | 17 | 0 | 0 | - | 17 | 0 | 0 | 0 | 0 | - | 0 | 0 | 22 | 0 | 0 | - | 22 | 0 | 0 | 0 | 0 | - | 0 | 39 |
| \% Articulated Trucks | - | 13.4 | - | - | . | 13.4 | - | - | . | . | - | . | - | 29.7 | - | . | - | 29.7 | - | - | 0.0 | - | - | 0.0 | 19.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{gathered} \% \text { Bicycles on } \\ \text { Road } \\ \hline \end{gathered}$ | - | 0.0 | - | - | - | 0.0 | - | - | . | - | - | . | - | 0.0 | - | - | - | 0.0 | - | . | 0.0 | . | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Pink Mountain \#1 Site Code: 12
Start Date: 2014/09/15 Page No: 5


Turning Movement Peak Hour Data Plot (06:15 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Pink Mountain \#1 Site Code: 12

2014/09/15
250-819-2527 paul@peaktraffic.ca
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Buffalo Inn South Access Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Pink Mountain Campsite / Race Trac Gas South Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total |  |
| 11:00 AM | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 11:15 AM | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:30 AM | 0 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 11:45 AM | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |  | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 1 | 33 |
| Total | 0 | 70 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 1 | 0 | 0 | 60 | 0 | 0 | 1 | 0 | 0 | 1 | 131 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | - | NaN | NaN | NaN | NaN | - | - | 0.0 | 98.3 | 1.7 | 0.0 | - | - | 0.0 | 0.0 | 100.0 | 0.0 | - | - | - |
| Total \% | 0.0 | 53.4 | 0.0 | 0.0 | - | 53.4 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 45.0 | 0.8 | 0.0 | - | 45.8 | 0.0 | 0.0 | 0.8 | 0.0 | - | 0.8 | - |
| PHF | 0.000 | 0.833 | 0.000 | 0.000 | - | 0.833 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.819 | 0.250 | 0.000 | - | 0.833 | 0.000 | 0.000 | 0.250 | 0.000 | - | 0.250 | 0.840 |
| Lights | 0 | 41 | 0 | 0 | - | 41 | 0 | 0 | 0 | 0 | - | 0 | 0 | 26 | 0 | 0 | - | 26 | 0 | 0 | 1 | 0 | - | 1 | 68 |
| \% Lights | - | 58.6 | - | - | - | 58.6 | - | - | - | - | - | - | - | 44.1 | 0.0 | - | - | 43.3 | - | - | 100.0 | - | $\checkmark$ | 100.0 | 51.9 |
| Mediums | 0 | 6 | 0 | 0 | - | 6 | 0 | 0 | 0 | 0 | - | 0 | 0 | 8 | 0 | 0 | - | 8 | 0 | 0 | 0 | 0 | - | 0 | 14 |
| \% Mediums | - | 8.6 | - | - | - | 8.6 | - | - | - | - | - | - | - | 13.6 | 0.0 | - | - | 13.3 | - | - | 0.0 | - | - | 0.0 | 10.7 |
| Articulated Trucks | 0 | 23 | 0 | 0 | - | 23 | 0 | 0 | 0 | 0 | - | 0 | 0 | 25 | 1 | 0 | - | 26 | 0 | 0 | 0 | 0 | - | 0 | 49 |
| \% Articulated Trucks | - | 32.9 | - | - | - | 32.9 | - | - | . | - | - | - | - | 42.4 | 100.0 | - | - | 43.3 | . | - | 0.0 | - | - | 0.0 | 37.4 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | - | 0.0 | - | - | - | 0.0 | - | - | - | - | - | - | - | 0.0 | 0.0 | . | - | 0.0 | - | . | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | $-$ | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | $\checkmark$ | - | - | - | - | - | - | - | - | - | - | - | $\checkmark$ | - |

## PeaK Traffic Technology Ltd.

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Count Name: Pink Mountain \#1 Site Code: 12
Start Date: 2014/09/15
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Pink Mountain \#1 Site Code: 12
Star No: 2014/09/15
250-819-2527 paul@peaktraffic.ca
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Buffalo Inn South Access Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Pink Mountain Campsite / Race Trac Gas South Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. |  |
| 12:00 PM | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:15 PM | 0 | 22 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:30 PM | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:45 PM | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| Total | 0 | 74 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | - | NaN | NaN | NaN | NaN | - | - | 0.0 | 100.0 | 0.0 | 0.0 | - | - | NaN | NaN | NaN | NaN | - | - | - |
| Total \% | 0.0 | 56.9 | 0.0 | 0.0 | - | 56.9 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 43.1 | 0.0 | 0.0 | - | 43.1 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - |
| PHF | 0.000 | 0.740 | 0.000 | 0.000 | - | 0.740 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.875 | 0.000 | 0.000 | - | 0.875 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.878 |
| Lights | 0 | 44 | 0 | 0 | - | 44 | 0 | 0 | 0 | 0 | - | 0 | 0 | 31 | 0 | 0 | - | 31 | 0 | 0 | 0 | 0 | - | 0 | 75 |
| \% Lights | - | 59.5 | - | - | - | 59.5 | - | - | - | - | - | - | - | 55.4 | - | - | - | 55.4 | - | - | - | - | - | - | 57.7 |
| Mediums | 0 | 9 | 0 | 0 | - | 9 | 0 | 0 | 0 | 0 | - | 0 | 0 | 9 | 0 | 0 | - | 9 | 0 | 0 | 0 | 0 | - | 0 | 18 |
| \% Mediums | - | 12.2 | - | - | - | 12.2 | - | - | - | - | - | - | - | 16.1 | - | - | - | 16.1 | - | - | - | - | - | - | 13.8 |
| Articulated Trucks | 0 | 21 | 0 | 0 | - | 21 | 0 | 0 | 0 | 0 | - | 0 | 0 | 16 | 0 | 0 | - | 16 | 0 | 0 | 0 | 0 | - | 0 | 37 |
| \% Articulated Trucks | - | 28.4 | - | - | - | 28.4 | - | - | - | - | - | . | - | 28.6 | - | - | - | 28.6 | - | . | . | - | - | . | 28.5 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \end{gathered}$ | - | 0.0 | - | - | - | 0.0 | - | - | - | - | - | - | - | 0.0 | - | - | - | 0.0 | - | - | - | - | - | - | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | $-$ | - |
| \% Pedestrians | - | - | $\checkmark$ | $\cdot$ | - | - | $-$ | $\checkmark$ | - | - | - | $\checkmark$ | - | - | - | - | $\checkmark$ | - | $\checkmark$ | $\checkmark$ | $\checkmark$ | - | - | - | - |

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Count Name: Pink Mountain \#1 Site Code: 12
Start Date: 2014/09/15 Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4
Count Name: Pink Mountain \#1 Site Code: 12
Start Date: 2014/09/15
250-819-2527 paul@peaktraffic.ca
Page No: 10

Turning Movement Peak Hour Data (05:15 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Buffalo Inn South Access Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Pink Mountain Campsite / Race Trac Gas South Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. |  |
| 05:15 PM | 0 | 32 | 0 | 0 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 40 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 05:30 PM | 0 | 26 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 47 | 1 | 0 | 0 | 50 | 0 | 0 | 2 | 0 | 0 | 2 | 78 |
| 05:45 PM | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47 | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 06:00 PM | 0 | 23 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 1 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| Total | 0 | 102 | 0 | 0 | 0 | 102 | 2 | 0 | 0 | 0 | 0 | 2 | 6 | 186 | 4 | 0 | 0 | 196 | 0 | 0 | 2 | 0 | 0 | 2 | 302 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | 0.0 | - | - | 3.1 | 94.9 | 2.0 | 0.0 | - | - | 0.0 | 0.0 | 100.0 | 0.0 | - | - | - |
| Total \% | 0.0 | 33.8 | 0.0 | 0.0 | - | 33.8 | 0.7 | 0.0 | 0.0 | 0.0 | - | 0.7 | 2.0 | 61.6 | 1.3 | 0.0 | - | 64.9 | 0.0 | 0.0 | 0.7 | 0.0 | - | 0.7 | - |
| PHF | 0.000 | 0.797 | 0.000 | 0.000 | - | 0.797 | 0.250 | 0.000 | 0.000 | 0.000 | - | 0.250 | 0.500 | 0.894 | 0.500 | 0.000 | - | 0.925 | 0.000 | 0.000 | 0.250 | 0.000 | - | 0.250 | 0.968 |
| Lights | 0 | 68 | 0 | 0 | - | 68 | 0 | 0 | 0 | 0 | - | 0 | 2 | 142 | 4 | 0 | - | 148 | 0 | 0 | 1 | 0 | - | 1 | 217 |
| \% Lights | - | 66.7 | - | - | - | 66.7 | 0.0 | - | - | - | - | 0.0 | 33.3 | 76.3 | 100.0 | - | - | 75.5 | - | - | 50.0 | - | - | 50.0 | 71.9 |
| Mediums | 0 | 13 | 0 | 0 | - | 13 | 0 | 0 | 0 | 0 | - | 0 | 2 | 8 | 0 | 0 | - | 10 | 0 | 0 | 0 | 0 | - | 0 | 23 |
| \% Mediums | - | 12.7 | - | - | - | 12.7 | 0.0 | - | - | - | - | 0.0 | 33.3 | 4.3 | 0.0 | - | - | 5.1 | - | - | 0.0 | - | - | 0.0 | 7.6 |
| Articulated Trucks | 0 | 21 | 0 | 0 | - | 21 | 2 | 0 | 0 | 0 | - | 2 | 2 | 36 | 0 | 0 | - | 38 | 0 | 0 | 1 | 0 | - | 1 | 62 |
| \% Articulated Trucks | - | 20.6 | - | - | - | 20.6 | 100.0 | - | - | - | - | 100.0 | 33.3 | 19.4 | 0.0 | - | - | 19.4 | - | . | 50.0 | - | - | 50.0 | 20.5 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \end{gathered}$ | - | 0.0 | - | - | - | 0.0 | 0.0 | - | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | - | - | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | $\checkmark$ | $\cdot$ | - | - | - | $\checkmark$ | - | - | - | - | - | - | - | - | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | $\checkmark$ | - | - | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Pink Mountain \#1 Site Code: 12
Start Nate: 2014/09/15 Page No: 11


Turning Movement Peak Hour Data Plot (05:15 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Pink Mountain \#2 and \#3 Site Code: 13 Ptart Date: 09/15/2014 Page No: 1

Pink Mountain Campsite access (Eastbound)

| Start Time | Lights | Mediums | Articulated Trucks | Bicycles on Road | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 |
| 5:30 AM | 1 | 0 | 0 | 0 | 1 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 9 | 0 | 1 | 0 | 10 |
| 6:15 AM | 6 | 0 | 0 | 0 | 6 |
| 6:30 AM | 8 | 0 | 1 | 0 | 9 |
| 6:45 AM | 3 | 0 | 0 | 0 | 3 |
| 7:00 AM | 3 | 3 | 0 | 0 | 6 |
| 7:15 AM | 2 | 1 | 0 | 0 | 3 |
| 7:30 AM | 1 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 2 | 0 | 2 |
| 11:00 AM | 1 | 1 | 2 | 0 | 4 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 1 | 0 | 0 | 0 | 1 |
| 11:45 AM | 1 | 0 | 0 | 0 | 1 |
| 12:00 PM | 2 | 1 | 1 | 0 | 4 |
| 12:15 PM | 4 | 0 | 0 | 0 | 4 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 4 | 1 | 0 | 0 | 5 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 4 | 0 | 1 | 0 | 5 |
| 4:15 PM | 1 | 0 | 0 | 0 | 1 |
| 4:30 PM | 7 | 0 | 0 | 0 | 7 |
| 4:45 PM | 2 | 1 | 0 | 0 | 3 |
| 5:00 PM | 5 | 0 | 0 | 0 | 5 |
| 5:15 PM | 11 | 4 | 0 | 0 | 15 |
| 5:30 PM | 11 | 1 | 4 | 0 | 16 |
| 5:45 PM | 16 | 0 | 0 | 0 | 16 |
| 6:00 PM | 7 | 0 | 0 | 0 | 7 |
| 6:15 PM | 9 | 1 | 1 | 0 | 11 |
| 6:30 PM | 10 | 0 | 0 | 0 | 10 |
| 6:45 PM | 8 | 1 | 0 | 0 | 9 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 |
| Total | 137 | 15 | 13 | 0 | 165 |
| Total \% | 83.0 | 9.1 | 7.9 | 0.0 | 100.0 |
| AM Times | 6:00 AM | 7:00 AM | 6:00 AM | 5:00 AM | 6:00 AM |
| AM Peaks | 26 | 4 | 2 | 0 | 28 |
| PM Times | 5:15 PM | 4:45 PM | 4:45 PM | 12:00 PM | 5:15 PM |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Pink Mountain \#2 and \#3 Site Code: 13

09/15/2014 Page No: 3

Pink Mountain Campsite access (Westbound)

| Start Time | Lights | Mediums | Articulated Trucks | Bicycles on Road | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 2 | 0 | 0 | 0 | 2 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 |
| 5:45 AM | 2 | 0 | 1 | 0 | 3 |
| 6:00 AM | 3 | 1 | 0 | 0 | 4 |
| 6:15 AM | 3 | 0 | 0 | 0 | 3 |
| 6:30 AM | 3 | 0 | 0 | 0 | 3 |
| 6:45 AM | 3 | 0 | 2 | 0 | 5 |
| 7:00 AM | 2 | 1 | 0 | 0 | 3 |
| 7:15 AM | 2 | 0 | 0 | 0 | 2 |
| 7:30 AM | 3 | 0 | 1 | 0 | 4 |
| 7:45 AM | 2 | 1 | 1 | 0 | 4 |
| 11:00 AM | 1 | 0 | 1 | 0 | 2 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 1 | 0 | 0 | 0 | 1 |
| 11:45 AM | 5 | 0 | 0 | 0 | 5 |
| 12:00 PM | 3 | 0 | 1 | 0 | 4 |
| 12:15 PM | 2 | 0 | 0 | 0 | 2 |
| 12:30 PM | 4 | 1 | 3 | 0 | 8 |
| 12:45 PM | 2 | 0 | 0 | 0 | 2 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 5 | 0 | 0 | 0 | 5 |
| 4:15 PM | 5 | 0 | 0 | 0 | 5 |
| 4:30 PM | 7 | 0 | 0 | 0 | 7 |
| 4:45 PM | 9 | 3 | 1 | 0 | 13 |
| 5:00 PM | 7 | 0 | 0 | 0 | 7 |
| 5:15 PM | 6 | 1 | 0 | 0 | 7 |
| 5:30 PM | 11 | 0 | 1 | 0 | 12 |
| 5:45 PM | 11 | 1 | 0 | 0 | 12 |
| 6:00 PM | 7 | 2 | 0 | 0 | 9 |
| 6:15 PM | 2 | 0 | 0 | 0 | 2 |
| 6:30 PM | 8 | 0 | 0 | 0 | 8 |
| 6:45 PM | 3 | 0 | 0 | 0 | 3 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 |
| Total | 124 | 11 | 12 | 0 | 147 |
| Total \% | 84.4 | 7.5 | 8.2 | 0.0 | 100.0 |
| AM Times | 6:00 AM | 7:00 AM | 6:00 AM | 5:00 AM | 6:00 AM |
| AM Peaks | 12 | 2 | 2 | 0 | 15 |
| PM Times | 5:15 PM | 4:45 PM | 4:45 PM | 12:00 PM | 5:15 PM |

## PeaK Traffic Technology Ltd.

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Count Name: Pink Mountain \#2 and \#3 Site Code: 13
Start Date: 09/15/2014
Page No: 5
$\square$ Bicycles on
Road


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Chatitirirector (uñegistered) from www .advsofteng.com

## Peak Traffic Technology Ltd.

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665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Pink Mountain \#2 and \#3 Site Code: 13
Start Date: 09/15/2014
Page No: 6

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Red Creek Rd, Mile 63.5 Rd Site Code: 3
Page No: 1 2014/09/22

Turning Movement Data

| Start Time | Thru | Right | Alaska Hwy 97 Southbound U-Turn | Peds | App. Total | Left | Thru | Alaska Hwy 97 Northbound U-Turn | Peds | App. Total | Left | Right | Eastbound St. <br> Eastbound U-Turn | Peds | App. Total | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:00 AM | 6 | 0 | 0 | 0 | 6 | 0 | 21 | 0 | 0 | 21 | 0 | 1 | 0 | 0 | 1 | 28 |
| 05:15 AM | 3 | 0 | 0 | 0 | 3 | 0 | 29 | 0 | 0 | 29 | 0 | 1 | 0 | 0 | 1 | 33 |
| 05:30 AM | 7 | 0 | 0 | 0 | 7 | 1 | 38 | 0 | 0 | 39 | 1 | 2 | 0 | 0 | 3 | 49 |
| 05:45 AM | 5 | 0 | 0 | 0 | 5 | 0 | 31 | 0 | 0 | 31 | 0 | 1 | 0 | 0 | 1 | 37 |
| Hourly Total | 21 | 0 | 0 | 0 | 21 | 1 | 119 | 0 | 0 | 120 | 1 | 5 | 0 | 0 | 6 | 147 |
| 06:00 AM | 17 | 0 | 0 | 0 | 17 | 0 | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 51 |
| 06:15 AM | 24 | 0 | 0 | 0 | 24 | 0 | 54 | 0 | 0 | 54 | 1 | 6 | 0 | 0 | 7 | 85 |
| 06:30 AM | 14 | 0 | 0 | 0 | 14 | 1 | 37 | 0 | 0 | 38 | 0 | 1 | 0 | 0 | 1 | 53 |
| 06:45 AM | 15 | 0 | 0 | 0 | 15 | 0 | 57 | 0 | 0 | 57 | 1 | 3 | 0 | 0 | 4 | 76 |
| Hourly Total | 70 | 0 | 0 | 0 | 70 | 1 | 182 | 0 | 0 | 183 | 2 | 10 | 0 | 0 | 12 | 265 |
| 07:00 AM | 9 | 0 | 0 | 0 | 9 | 0 | 53 | 0 | 0 | 53 | 0 | 4 | 0 | 0 | 4 | 66 |
| 07:15 AM | 24 | 0 | 0 | 0 | 24 | 1 | 76 | 0 | 0 | 77 | 0 | 3 | 0 | 0 | 3 | 104 |
| 07:30 AM | 29 | 0 | 0 | 0 | 29 | 0 | 62 | 0 | 0 | 62 | 0 | 7 | 0 | 0 | 7 | 98 |
| 07:45 AM | 18 | 0 | 0 | 0 | 18 | 0 | 53 | 0 | 0 | 53 | 0 | 1 | 0 | 0 | 1 | 72 |
| Hourly Total | 80 | 0 | 0 | 0 | 80 |  | 244 | 0 | 0 | 245 | 0 | 15 | 0 | 0 | 15 | 340 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ${ }_{* * *}$ BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 21 | 0 | 0 | 0 | 21 | 0 | 37 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 58 |
| 11:15 AM | 29 | 0 | 0 | 0 | 29 | 1 | 30 | 0 | 0 | 31 | 2 | 0 | 0 | 0 | 2 | 62 |
| 11:30 AM | 27 | 0 | 0 | 0 | 27 | 0 | 33 | 0 | 0 | 33 | 0 | 2 | 0 | 0 | 2 | 62 |
| 11:45 AM | 30 | 0 | 0 | 0 | 30 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 54 |
| Hourly Total | 107 | 0 | 0 | 0 | 107 | 1 | 124 | 0 | 0 | 125 | 2 | 2 | 0 | 0 | 4 | 236 |
| 12:00 PM | 20 | 0 | 0 | 0 | 20 | 3 | 36 | 0 | 0 | 39 | 0 | 1 | 0 | 0 | 1 | 60 |
| 12:15 PM | 31 | 0 | 0 | 0 | 31 | 0 | 22 | 0 | 0 | 22 | 0 | 1 | 0 | 0 | 1 | 54 |
| 12:30 PM | 33 | 1 | 0 | 0 | 34 | 0 | 36 | 0 | 0 | 36 | 0 | 2 | 0 | 0 | 2 | 72 |
| 12:45 PM | 40 | 0 | 0 | 0 | 40 | 1 | 31 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 72 |
| Hourly Total | 124 | 1 | 0 | 0 | 125 | 4 | 125 | 0 | 0 | 129 | 0 | 4 | 0 | 0 | 4 | 258 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 68 | 0 | 0 | 0 | 68 | 2 | 34 | 0 | 0 | 36 | 0 | 1 | 0 | 0 | 1 | 105 |
| 04:15 PM | 60 | 1 | 0 | 0 | 61 | 3 | 23 | 0 | 0 | 26 | 1 | 1 | 0 | 0 | 2 | 89 |
| 04:30 PM | 55 | 2 | 0 | 0 | 57 | 2 | 25 | 0 | 0 | 27 | 0 | 1 | 0 | 0 | 1 | 85 |
| 04:45 PM | 52 | 0 | 0 | 0 | 52 | 4 | 42 | 0 | 0 | 46 | 0 | 3 | 0 | 0 | 3 | 101 |
| Hourly Total | 235 | 3 | 0 | 0 | 238 | 11 | 124 | 0 | 0 | 135 | 1 | 6 | 0 | 0 | 7 | 380 |
| 05:00 PM | 46 | 0 | 0 | 0 | 46 | 2 | 30 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 78 |
| 05:15 PM | 47 | 1 | 0 | 0 | 48 | 3 | 40 | 1 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 92 |


| 05:30 PM | 62 | 0 | 0 | 0 | 62 | 3 | 48 | 0 | 0 | 51 | 0 | 2 | 0 | , | 2 | 115 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:45 PM | 63 | 1 | 0 | 0 | 64 | 4 | 26 | 0 | 0 | 30 | 0 | 1 | 0 | 0 | 1 | 95 |
| Hourly Total | 218 | 2 | 0 | 0 | 220 | 12 | 144 | 1 | 0 | 157 | 0 | 3 | 0 | 0 | 3 | 380 |
| 06:00 PM | 63 | 1 | 0 | 0 | 64 | 1 | 29 | 0 | 0 | 30 | 0 | 3 | 0 | 0 | 3 | 97 |
| 06:15 PM | 62 | 0 | 0 | 0 | 62 | 2 | 23 | 0 | 0 | 25 | 0 | 3 | 0 | 0 | 3 | 90 |
| 06:30 PM | 41 | 0 | 0 | 0 | 41 | 1 | 22 | 0 | 0 | 23 | 0 | 1 | 0 | 0 | 1 | 65 |
| 06:45 PM | 55 | 0 | 0 | 0 | 55 | 4 | 21 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 80 |
| Hourly Total | 221 | 1 | 0 | 0 | 222 | 8 | 95 | 0 | 0 | 103 | 0 | 7 | 0 | 0 | 7 | 332 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 1076 | 7 | 0 | 0 | 1083 | 39 | 1157 | 1 | 0 | 1197 | 6 | 52 | 0 | 0 | 58 | 2338 |
| Approach \% | 99.4 | 0.6 | 0.0 | - | - | 3.3 | 96.7 | 0.1 | - | - | 10.3 | 89.7 | 0.0 | - | - | - |
| Total \% | 46.0 | 0.3 | 0.0 | - | 46.3 | 1.7 | 49.5 | 0.0 | - | 51.2 | 0.3 | 2.2 | 0.0 | - | 2.5 | - |
| Lights | 717 | 6 | 0 | - | 723 | 34 | 763 | 1 | - | 798 | 6 | 48 | 0 | - | 54 | 1575 |
| \% Lights | 66.6 | 85.7 | - | - | 66.8 | 87.2 | 65.9 | 100.0 | - | 66.7 | 100.0 | 92.3 | - | - | 93.1 | 67.4 |
| Mediums | 131 | 1 | 0 | - | 132 | 4 | 131 | 0 | - | 135 | 0 | 3 | 0 | - | 3 | 270 |
| \% Mediums | 12.2 | 14.3 | - | - | 12.2 | 10.3 | 11.3 | 0.0 | - | 11.3 | 0.0 | 5.8 | - | - | 5.2 | 11.5 |
| Articulated Trucks | 228 | 0 | 0 | - | 228 | 1 | 263 | 0 | - | 264 | 0 | 1 | 0 | - | 1 | 493 |
| \% Articulated Trucks | 21.2 | 0.0 | - | - | 21.1 | 2.6 | 22.7 | 0.0 | - | 22.1 | 0.0 | 1.9 | - | - | 1.7 | 21.1 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | $\cdot$ | $\cdot$ | - | - | - | - | $\cdot$ | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Red Creek Rd, Mile 63.5 Rd Site Code: 3
Start Date: 2014/09/22
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Red Creek Rd, Mile 63.5 Rd Site Code: 3

14/09/22
250-819-2527 paul@peaktraffic.ca
Page No: 4

| Start Time | Turning Movement Peak Hour Data (06:45 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Eastbound St. <br> Eastbound |  |  |  |  | Int. Total |
|  | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 06:45 AM | 15 | 0 | 0 | 0 | 15 | 0 | 57 | 0 | 0 | 57 | 1 | 3 | 0 | 0 | 4 | 76 |
| 07:00 AM | 9 | 0 | 0 | 0 | 9 | 0 | 53 | 0 | 0 | 53 | 0 | 4 | 0 | 0 | 4 | 66 |
| 07:15 AM | 24 | 0 | 0 | 0 | 24 | 1 | 76 | 0 | 0 | 77 | 0 | 3 | 0 | 0 | 3 | 104 |
| 07:30 AM | 29 | 0 | 0 | 0 | 29 | 0 | 62 | 0 | 0 | 62 | 0 | 7 | 0 | 0 | 7 | 98 |
| Total | 77 | 0 | 0 | 0 | 77 | 1 | 248 | 0 | 0 | 249 | 1 | 17 | 0 | 0 | 18 | 344 |
| Approach \% | 100.0 | 0.0 | 0.0 | - | - | 0.4 | 99.6 | 0.0 | - | - | 5.6 | 94.4 | 0.0 | - | - | - |
| Total \% | 22.4 | 0.0 | 0.0 | - | 22.4 | 0.3 | 72.1 | 0.0 | - | 72.4 | 0.3 | 4.9 | 0.0 | - | 5.2 | - |
| PHF | 0.664 | 0.000 | 0.000 | - | 0.664 | 0.250 | 0.816 | 0.000 | - | 0.808 | 0.250 | 0.607 | 0.000 | - | 0.643 | 0.827 |
| Lights | 54 | 0 | 0 | - | 54 | 0 | 161 | 0 | - | 161 | 1 | 16 | 0 | - | 17 | 232 |
| \% Lights | 70.1 | - | - | - | 70.1 | 0.0 | 64.9 | - | - | 64.7 | 100.0 | 94.1 | - | - | 94.4 | 67.4 |
| Mediums | 3 | 0 | 0 | - | 3 | 1 | 43 | 0 | - | 44 | 0 | 1 | 0 | - | 1 | 48 |
| \% Mediums | 3.9 | - | - | - | 3.9 | 100.0 | 17.3 | - | - | 17.7 | 0.0 | 5.9 | - | - | 5.6 | 14.0 |
| Articulated Trucks | 20 | 0 | 0 | - | 20 | 0 | 44 | 0 | - | 44 | 0 | 0 | 0 | - | 0 | 64 |
| \% Articulated Trucks | 26.0 | - | - | - | 26.0 | 0.0 | 17.7 | - | - | 17.7 | 0.0 | 0.0 | - | - | 0.0 | 18.6 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## Peak Traffic Technology Ltd.

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Count Name: Red Creek Rd, Mile 63.5 Rd Site Code: 3
Start Date: 2014/09/22
Page No: 5


Turning Movement Peak Hour Data Plot (06:45 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Red Creek Rd, Mile 63.5 Rd Site Code: 3
Ptart Na: 2014/09/22
Page No: 6

| Start Time | Turning Movement Peak Hour Data (11:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Eastbound St. Eastbound |  |  |  |  | Int. Total |
|  | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 11:00 AM | 21 | 0 | 0 | 0 | 21 | 0 | 37 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 58 |
| 11:15 AM | 29 | 0 | 0 | 0 | 29 | 1 | 30 | 0 | 0 | 31 | 2 | 0 | 0 | 0 | 2 | 62 |
| 11:30 AM | 27 | 0 | 0 | 0 | 27 | 0 | 33 | 0 | 0 | 33 | 0 | 2 | 0 | 0 | 2 | 62 |
| 11:45 AM | 30 | 0 | 0 | 0 | 30 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 54 |
| Total | 107 | 0 | 0 | 0 | 107 | 1 | 124 | 0 | 0 | 125 | 2 | 2 | 0 | 0 | 4 | 236 |
| Approach \% | 100.0 | 0.0 | 0.0 | - | - | 0.8 | 99.2 | 0.0 | - | - | 50.0 | 50.0 | 0.0 | - | - | - |
| Total \% | 45.3 | 0.0 | 0.0 | - | 45.3 | 0.4 | 52.5 | 0.0 | - | 53.0 | 0.8 | 0.8 | 0.0 | - | 1.7 | - |
| PHF | 0.892 | 0.000 | 0.000 | - | 0.892 | 0.250 | 0.838 | 0.000 | - | 0.845 | 0.250 | 0.250 | 0.000 | - | 0.500 | 0.952 |
| Lights | 64 | 0 | 0 | - | 64 | 1 | 69 | 0 | - | 70 | 2 | 2 | 0 | - | 4 | 138 |
| \% Lights | 59.8 | - | - | - | 59.8 | 100.0 | 55.6 | - | - | 56.0 | 100.0 | 100.0 | - | - | 100.0 | 58.5 |
| Mediums | 13 | 0 | 0 | - | 13 | 0 | 23 | 0 | - | 23 | 0 | 0 | 0 | - | 0 | 36 |
| \% Mediums | 12.1 | - | - | - | 12.1 | 0.0 | 18.5 | - | - | 18.4 | 0.0 | 0.0 | - | - | 0.0 | 15.3 |
| Articulated Trucks | 30 | 0 | 0 | - | 30 | 0 | 32 | 0 | - | 32 | 0 | 0 | 0 | - | 0 | 62 |
| \% Articulated Trucks | 28.0 | - | - | - | 28.0 | 0.0 | 25.8 | - | - | 25.6 | 0.0 | 0.0 | - | - | 0.0 | 26.3 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | $\cdot$ | - | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Red Creek Rd, Mile 63.5 Rd Site Code: 3
Start Date: 2014/09/22
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Red Creek Rd, Mile 63.5 Rd Site Code: 3
Pta: 2014/09/22
250-819-2527 paul@peaktraffic.ca
Page No: 8

| Start Time | Turning Movement Peak Hour Data (12:00 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Eastbound St. Eastbound |  |  |  |  | Int. Total |
|  | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 12:00 PM | 20 | 0 | 0 | 0 | 20 | 3 | 36 | 0 | 0 | 39 | 0 | 1 | 0 | 0 | 1 | 60 |
| 12:15 PM | 31 | 0 | 0 | 0 | 31 | 0 | 22 | 0 | 0 | 22 | 0 | 1 | 0 | 0 | 1 | 54 |
| 12:30 PM | 33 | 1 | 0 | 0 | 34 | 0 | 36 | 0 | 0 | 36 | 0 | 2 | 0 | 0 | 2 | 72 |
| 12:45 PM | 40 | 0 | 0 | 0 | 40 | 1 | 31 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 72 |
| Total | 124 | 1 | 0 | 0 | 125 | 4 | 125 | 0 | 0 | 129 | 0 | 4 | 0 | 0 | 4 | 258 |
| Approach \% | 99.2 | 0.8 | 0.0 | - | - | 3.1 | 96.9 | 0.0 | - | - | 0.0 | 100.0 | 0.0 | - | - | - |
| Total \% | 48.1 | 0.4 | 0.0 | - | 48.4 | 1.6 | 48.4 | 0.0 | - | 50.0 | 0.0 | 1.6 | 0.0 | - | 1.6 | - |
| PHF | 0.775 | 0.250 | 0.000 | - | 0.781 | 0.333 | 0.868 | 0.000 | - | 0.827 | 0.000 | 0.500 | 0.000 | - | 0.500 | 0.896 |
| Lights | 79 | 1 | 0 | - | 80 | 3 | 84 | 0 | - | 87 | 0 | 3 | 0 | - | 3 | 170 |
| \% Lights | 63.7 | 100.0 | - | - | 64.0 | 75.0 | 67.2 | - | - | 67.4 | - | 75.0 | - | - | 75.0 | 65.9 |
| Mediums | 12 | 0 | 0 | - | 12 | 1 | 5 | 0 | - | 6 | 0 | 1 | 0 | - | 1 | 19 |
| \% Mediums | 9.7 | 0.0 | - | - | 9.6 | 25.0 | 4.0 | - | - | 4.7 | - | 25.0 | - | - | 25.0 | 7.4 |
| Articulated Trucks | 33 | 0 | 0 | - | 33 | 0 | 36 | 0 | - | 36 | 0 | 0 | 0 | - | 0 | 69 |
| \% Articulated Trucks | 26.6 | 0.0 | - | - | 26.4 | 0.0 | 28.8 | - | - | 27.9 | - | 0.0 | - | - | 0.0 | 26.7 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Red Creek Rd, Mile 63.5 Rd Site Code: 3
Start Date: 2014/09/22
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Red Creek Rd, Mile 63.5 Rd Site Code: 3
Start Na: 2014/09/22
250-819-2527 paul@peaktraffic.ca
Page No: 10

| Start Time | Turning Movement Peak Hour Data (05:15 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Eastbound St. <br> Eastbound |  |  |  |  | Int. Total |
|  | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total |  |
| 05:15 PM | 47 | 1 | 0 | 0 | 48 | 3 | 40 | 1 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 92 |
| 05:30 PM | 62 | 0 | 0 | 0 | 62 | 3 | 48 | 0 | 0 | 51 | 0 | 2 | 0 | 0 | 2 | 115 |
| 05:45 PM | 63 | 1 | 0 | 0 | 64 | 4 | 26 | 0 | 0 | 30 | 0 | 1 | 0 | 0 | 1 | 95 |
| 06:00 PM | 63 | 1 | 0 | 0 | 64 | 1 | 29 | 0 | 0 | 30 | 0 | 3 | 0 | 0 | 3 | 97 |
| Total | 235 | 3 | 0 | 0 | 238 | 11 | 143 | 1 | 0 | 155 | 0 | 6 | 0 | 0 | 6 | 399 |
| Approach \% | 98.7 | 1.3 | 0.0 | - | - | 7.1 | 92.3 | 0.6 | - | - | 0.0 | 100.0 | 0.0 | - | - | - |
| Total \% | 58.9 | 0.8 | 0.0 | - | 59.6 | 2.8 | 35.8 | 0.3 | - | 38.8 | 0.0 | 1.5 | 0.0 | $\checkmark$ | 1.5 | - |
| PHF | 0.933 | 0.750 | 0.000 | - | 0.930 | 0.688 | 0.745 | 0.250 | - | 0.760 | 0.000 | 0.500 | 0.000 | - | 0.500 | 0.867 |
| Lights | 169 | 3 | 0 | - | 172 | 9 | 95 | 1 | - | 105 | 0 | 6 | 0 | $\checkmark$ | 6 | 283 |
| \% Lights | 71.9 | 100.0 | - | - | 72.3 | 81.8 | 66.4 | 100.0 | - | 67.7 | - | 100.0 | - | - | 100.0 | 70.9 |
| Mediums | 32 | 0 | 0 | - | 32 | 2 | 9 | 0 | - | 11 | 0 | 0 | 0 | - | 0 | 43 |
| \% Mediums | 13.6 | 0.0 | - | - | 13.4 | 18.2 | 6.3 | 0.0 | - | 7.1 | - | 0.0 | - | - | 0.0 | 10.8 |
| Articulated Trucks | 34 | 0 | 0 | - | 34 | 0 | 39 | 0 | - | 39 | 0 | 0 | 0 | - | 0 | 73 |
| \% Articulated Trucks | 14.5 | 0.0 | - | - | 14.3 | 0.0 | 27.3 | 0.0 | - | 25.2 | - | 0.0 | - | - | 0.0 | 18.3 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Red Creek Rd, Mile 63.5 Rd Site Code: 3
Start Date: 2014/09/22
Page No: 11


Turning Movement Peak Hour Data Plot (05:15 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4

Count Name: Sasquatch Crossing \#1 Site Code: 14
Start Date: 09/19/2014
Page No: 1

Turning Movement Data

| Start Time | Alaska Hwy 97   <br> Left Thru S-Turn |  |  | Peds | App. Total | Sasquatch Crossing Access |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Left |  | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 5:00 AM | 0 | 4 | 0 |  | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 9 |
| 5:15 AM | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 11 | 18 |
| 5:30 AM | 0 | 5 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 4 | 9 | 0 | 0 | 0 | 9 | 18 |
| 5:45 AM | 0 | 18 | 0 | 0 | 18 | 4 | 0 | 0 | 0 | 4 | 22 | 1 | 0 | 0 | 23 | 45 |
| Hourly Total | 1 | 33 | 0 | 0 | 34 | 7 | 1 | 0 | 0 | 8 | 46 | 2 | 0 | 0 | 48 | 90 |
| 6:00 AM | 0 | 10 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 23 | 4 | 0 | 0 | 27 | 38 |
| 6:15 AM | 0 | 17 | 0 | 0 | 17 | 6 | 0 | 0 | 0 | 6 | 29 | 1 | 0 | 0 | 30 | 53 |
| 6:30 AM | 0 | 19 | 0 | 0 | 19 | 6 | 0 | 0 | 0 | 6 | 36 | 3 | 0 | 0 | 39 | 64 |
| 6:45 AM | 0 | 22 | 0 | 0 | 22 | 1 | 1 | 0 | 0 | 2 | 21 | 1 | 0 | 0 | 22 | 46 |
| Hourly Total | 0 | 68 | 0 | 0 | 68 | 14 | 1 | 0 | 0 | 15 | 109 | 9 | 0 | 0 | 118 | 201 |
| 7:00 AM | 0 | 16 | 0 | 0 | 16 | 1 | 1 | 0 | 0 | 2 | 23 | 0 | 0 | 0 | 23 | 41 |
| 7:15 AM | 1 | 11 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 2 | 19 | 3 | 0 | 0 | 22 | 36 |
| 7:30 AM | 0 | 18 | 0 | 0 | 18 | 1 | 2 | 0 | 0 | 3 | 21 | 1 | 0 | 0 | 22 | 43 |
| 7:45 AM | 1 | 17 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 14 | 33 |
| Hourly Total | 2 | 62 | 0 | 0 | 64 | 3 | 5 | 0 | 0 | 8 | 77 | 4 | 0 | 0 | 81 | 153 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 17 | 0 | 0 | 17 | 4 | 0 | 0 | 0 | 4 | 22 | 1 | 0 | 0 | 23 | 44 |
| 11:15 AM | 0 | 13 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 19 | 0 | 0 | 0 | 19 | 33 |
| 11:30 AM | 0 | 23 | 0 | 0 | 23 | 4 | 0 | 0 | 0 | 4 | 24 | 0 | 0 | 0 | 24 | 51 |
| 11:45 AM | 0 | 17 | 0 | 0 | 17 | 3 | 2 | 0 | 0 | 5 | 13 | 1 | 0 | 0 | 14 | 36 |
| Hourly Total | 0 | 70 | 0 | 0 | 70 | 12 | 2 | 0 | 0 | 14 | 78 | 2 | 0 | 0 | 80 | 164 |
| 12:00 PM | 0 | 23 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 10 | 2 | 0 | 0 | 12 | 36 |
| 12:15 PM | 0 | 24 | 0 | 0 | 24 | 1 | 0 | 0 | 0 | 1 | 16 | 1 | 0 | 0 | 17 | 42 |
| 12:30 PM | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 7 | 22 |
| 12:45 PM | 0 | 15 | 0 | 0 | 15 | 5 | 0 | 0 | 0 | 5 | 16 | 1 | 0 | 0 | 17 | 37 |
| Hourly Total | 0 | 77 | 0 | 0 | 77 | 7 | 0 | 0 | 0 | 7 | 48 | 5 | 0 | 0 | 53 | 137 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | $\checkmark$ | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 1 | 22 | 0 | 0 | 23 | 3 | 1 | 0 | 0 | 4 | 8 | 2 | 0 | 0 | 10 | 37 |
| 4:15 PM | 0 | 33 | 0 | 0 | 33 | 2 | 0 | 0 | 0 | 2 | 20 | 2 | 0 | 0 | 22 | 57 |
| 4:30 PM | 0 | 20 | 0 | 0 | 20 | 5 | 0 | 0 | 0 | 5 | 21 | 2 | 0 | 0 | 23 | 48 |
| 4:45 PM | 0 | 28 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 1 | 19 | 0 | 0 | 0 | 19 | 48 |
| Hourly Total | 1 | 103 | 0 | 0 | 104 | 11 | 1 | 0 | 0 | 12 | 68 | 6 | 0 | 0 | 74 | 190 |
| 5:00 PM | 1 | 22 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 8 | 1 | 0 | 0 | 9 | 33 |
| 5:15 PM | 1 | 45 | 0 | 0 | 46 | 4 | 0 | 0 | 0 | 4 | 29 | 4 | 0 | 0 | 33 | 83 |


| 5:30 PM | 1 | 26 | 0 | 0 | 27 | 5 | 0 | 0 | 0 | 5 | 30 | 10 | 0 | 0 | 40 | 72 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5:45 PM | 1 | 42 | 0 | 0 | 43 | 6 | 1 | 0 | 0 | 7 | 41 | 4 | 0 | 0 | 45 | 95 |
| Hourly Total | 4 | 135 | 0 | 0 | 139 | 16 | 1 | 0 | 0 | 17 | 108 | 19 | 0 | 0 | 127 | 283 |
| 6:00 PM | 1 | 26 | 0 | 0 | 27 | 5 | 0 | 0 | 0 | 5 | 18 | 3 | 0 | 0 | 21 | 53 |
| 6:15 PM | 1 | 28 | 0 | 0 | 29 | 6 | 0 | 0 | 0 | 6 | 26 | 2 | 0 | 0 | 28 | 63 |
| 6:30 PM | 1 | 21 | 0 | 0 | 22 | 5 | 1 | 0 | 0 | 6 | 17 | 2 | 0 | 0 | 19 | 47 |
| 6:45 PM | 3 | 26 | 0 | 0 | 29 | 3 | 1 | 0 | 0 | 4 | 18 | 2 | 0 | 0 | 20 | 53 |
| Hourly Total | 6 | 101 | 0 | 0 | 107 | 19 | 2 | 0 | 0 | 21 | 79 | 9 | 0 | 0 | 88 | 216 |
| Grand Total | 14 | 649 | 0 | 0 | 663 | 89 | 13 | 0 | 0 | 102 | 613 | 56 | 0 | 0 | 669 | 1434 |
| Approach \% | 2.1 | 97.9 | 0.0 | - | - | 87.3 | 12.7 | 0.0 | - | - | 91.6 | 8.4 | 0.0 | - | - | - |
| Total \% | 1.0 | 45.3 | 0.0 | - | 46.2 | 6.2 | 0.9 | 0.0 | - | 7.1 | 42.7 | 3.9 | 0.0 | - | 46.7 | - |
| Lights | 10 | 449 | 0 | - | 459 | 72 | 9 | 0 | - | 81 | 406 | 50 | 0 | - | 456 | 996 |
| \% Lights | 71.4 | 69.2 | - | - | 69.2 | 80.9 | 69.2 | - | - | 79.4 | 66.2 | 89.3 | - | - | 68.2 | 69.5 |
| Mediums | 3 | 49 | 0 | - | 52 | 5 | 2 | 0 | - | 7 | 46 | 5 | 0 | - | 51 | 110 |
| \% Mediums | 21.4 | 7.6 | - | - | 7.8 | 5.6 | 15.4 | - | - | 6.9 | 7.5 | 8.9 | - | - | 7.6 | 7.7 |
| Articulated Trucks | 1 | 151 | 0 | - | 152 | 11 | 2 | 0 | - | 13 | 161 | 0 | 0 | - | 161 | 326 |
| \% Articulated Trucks | 7.1 | 23.3 | - | - | 22.9 | 12.4 | 15.4 | - | - | 12.7 | 26.3 | 0.0 | - | - | 24.1 | 22.7 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | - | 1 | 0 | 1 | 0 | $-$ | 1 | 2 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 1.1 | 0.0 | - | - | 1.0 | 0.0 | 1.8 | - | - | 0.1 | 0.1 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Sasquatch Crossing \#1 Site Code: 14
Start Date: 09/19/2014
Page No: 3


Turning Movement Data Plot

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing \#1 Site Code: 14
Stan Na: 09/19/2014
250-819-2527 paul@peaktraffic.ca
Page No: 4

## Turning Movement Peak Hour Data (6:15 AM)



## PeaK Traffic Technology Ltd.

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665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing \#1 Site Code: 14
Start Date: 09/19/2014
Page No: 5


Turning Movement Peak Hour Data Plot (6:15 AM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Sasquatch Crossing \#1 Site Code: 14
Stan Date: 09/19/2014
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Sasquatch Crossing Access <br> Westbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 11:00 AM | 0 | 17 | 0 | 0 | 17 | 4 | 0 | 0 | 0 | 4 | 22 | 1 | 0 | 0 | 23 | 44 |
| 11:15 AM | 0 | 13 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 19 | 0 | 0 | 0 | 19 | 33 |
| 11:30 AM | 0 | 23 | 0 | 0 | 23 | 4 | 0 | 0 | 0 | 4 | 24 | 0 | 0 | 0 | 24 | 51 |
| 11:45 AM | 0 | 17 | 0 | 0 | 17 | 3 | 2 | 0 | 0 | 5 | 13 | 1 | 0 | 0 | 14 | 36 |
| Total | 0 | 70 | 0 | 0 | 70 | 12 | 2 | 0 | 0 | 14 | 78 | 2 | 0 | 0 | 80 | 164 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | - | 85.7 | 14.3 | 0.0 | - | - | 97.5 | 2.5 | 0.0 | - | - | - |
| Total \% | 0.0 | 42.7 | 0.0 | - | 42.7 | 7.3 | 1.2 | 0.0 | - | 8.5 | 47.6 | 1.2 | 0.0 | - | 48.8 | - |
| PHF | 0.000 | 0.761 | 0.000 | - | 0.761 | 0.750 | 0.250 | 0.000 | - | 0.700 | 0.813 | 0.500 | 0.000 | - | 0.833 | 0.804 |
| Lights | 0 | 49 | 0 | - | 49 | 7 | 2 | 0 | - | 9 | 35 | 2 | 0 | $\checkmark$ | 37 | 95 |
| \% Lights | - | 70.0 | - | - | 70.0 | 58.3 | 100.0 | - | - | 64.3 | 44.9 | 100.0 | - | - | 46.3 | 57.9 |
| Mediums | 0 | 5 | 0 | - | 5 | 1 | 0 | 0 | - | 1 | 6 | 0 | 0 | - | 6 | 12 |
| \% Mediums | - | 7.1 | - | - | 7.1 | 8.3 | 0.0 | - | - | 7.1 | 7.7 | 0.0 | - | - | 7.5 | 7.3 |
| Articulated Trucks | 0 | 16 | 0 | - | 16 | 4 | 0 | 0 | - | 4 | 37 | 0 | 0 | - | 37 | 57 |
| \% Articulated Trucks | - | 22.9 | - | - | 22.9 | 33.3 | 0.0 | - | - | 28.6 | 47.4 | 0.0 | - | - | 46.3 | 34.8 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | - | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | $-$ | 0 | - | - | - | $-$ | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Sasquatch Crossing \#1 Site Code: 14
Start Date: 09/19/2014
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Sasquatch Crossing \#1 Site Code: 14
Stare: 09/19/2014
250-819-2527 paul@peaktraffic.ca
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time |   Alaska Hwy 97 <br> Southbound   |  |  | Peds | App. Total | Sasquatch Crossing Access Westbound |  | Westbound U-Turn | Peds | App. Total | Thru | Right | Northbound U-Turn | Peds | App. Total | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:00 PM | 0 | 23 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 10 | 2 | 0 | 0 | 12 | 36 |
| 12:15 PM | 0 | 24 | 0 | 0 | 24 | 1 | 0 | 0 | 0 | 1 | 16 | 1 | 0 | 0 | 17 | 42 |
| 12:30 PM | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 7 | 22 |
| 12:45 PM | 0 | 15 | 0 | 0 | 15 | 5 | 0 | 0 | 0 | 5 | 16 | 1 | 0 | 0 | 17 | 37 |
| Total | 0 | 77 | 0 | 0 | 77 | 7 | 0 | 0 | 0 | 7 | 48 | 5 | 0 | 0 | 53 | 137 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | - | - | 90.6 | 9.4 | 0.0 | - | - | - |
| Total \% | 0.0 | 56.2 | 0.0 | - | 56.2 | 5.1 | 0.0 | 0.0 | - | 5.1 | 35.0 | 3.6 | 0.0 | - | 38.7 | - |
| PHF | 0.000 | 0.802 | 0.000 | - | 0.802 | 0.350 | 0.000 | 0.000 | - | 0.350 | 0.750 | 0.625 | 0.000 | - | 0.779 | 0.815 |
| Lights | 0 | 47 | 0 | - | 47 | 5 | 0 | 0 | - | 5 | 27 | 5 | 0 | - | 32 | 84 |
| \% Lights | - | 61.0 | - | - | 61.0 | 71.4 | - | - | - | 71.4 | 56.3 | 100.0 | - | - | 60.4 | 61.3 |
| Mediums | 0 | 6 | 0 | - | 6 | 0 | 0 | 0 | - | 0 | 7 | 0 | 0 | - | 7 | 13 |
| \% Mediums | - | 7.8 | - | - | 7.8 | 0.0 | - | - | - | 0.0 | 14.6 | 0.0 | - | - | 13.2 | 9.5 |
| Articulated Trucks | 0 | 24 | 0 | - | 24 | 2 | 0 | 0 | - | 2 | 14 | 0 | 0 | - | 14 | 40 |
| \% Articulated Trucks | - | 31.2 | - | - | 31.2 | 28.6 | - | - | - | 28.6 | 29.2 | 0.0 | - | - | 26.4 | 29.2 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | - | 0.0 | - | - | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing \#1 Site Code: 14
Start Date: 09/19/2014
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## Peak Traffic Technology Ltd.

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Count Name: Sasquatch Crossing \#1 Site Code: 14
Star No: 09/19/2014
Page No: 10

Turning Movement Peak Hour Data (5:15 PM)

| Start Time |   Alaska Hwy 97 <br> Southbound <br> Left Thru U-Turn |  |  | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5:15 PM | 1 | 45 | 0 | 0 | 46 | 4 | 0 | 0 | 0 | 4 | 29 | 4 | 0 | 0 | 33 | 83 |
| 5:30 PM | 1 | 26 | 0 | 0 | 27 | 5 | 0 | 0 | 0 | 5 | 30 | 10 | 0 | 0 | 40 | 72 |
| 5:45 PM | 1 | 42 | 0 | 0 | 43 | 6 | 1 | 0 | 0 | 7 | 41 | 4 | 0 | 0 | 45 | 95 |
| 6:00 PM | 1 | 26 | 0 | 0 | 27 | 5 | 0 | 0 | 0 | 5 | 18 | 3 | 0 | 0 | 21 | 53 |
| Total | 4 | 139 | 0 | 0 | 143 | 20 | 1 | 0 | 0 | 21 | 118 | 21 | 0 | 0 | 139 | 303 |
| Approach \% | 2.8 | 97.2 | 0.0 | - | - | 95.2 | 4.8 | 0.0 | - | - | 84.9 | 15.1 | 0.0 | - | - | - |
| Total \% | 1.3 | 45.9 | 0.0 | - | 47.2 | 6.6 | 0.3 | 0.0 | - | 6.9 | 38.9 | 6.9 | 0.0 | - | 45.9 | - |
| PHF | 1.000 | 0.772 | 0.000 | - | 0.777 | 0.833 | 0.250 | 0.000 | - | 0.750 | 0.720 | 0.525 | 0.000 | - | 0.772 | 0.797 |
| Lights | 4 | 105 | 0 | - | 109 | 16 | 1 | 0 | - | 17 | 81 | 18 | 0 | - | 99 | 225 |
| \% Lights | 100.0 | 75.5 | - | - | 76.2 | 80.0 | 100.0 | - | - | 81.0 | 68.6 | 85.7 | - | - | 71.2 | 74.3 |
| Mediums | 0 | 10 | 0 | - | 10 | 1 | 0 | 0 | - | 1 | 8 | 3 | 0 | - | 11 | 22 |
| \% Mediums | 0.0 | 7.2 | - | - | 7.0 | 5.0 | 0.0 | - | - | 4.8 | 6.8 | 14.3 | - | - | 7.9 | 7.3 |
| Articulated Trucks | 0 | 24 | 0 | - | 24 | 3 | 0 | 0 | - | 3 | 29 | 0 | 0 | - | 29 | 56 |
| \% Articulated Trucks | 0.0 | 17.3 | - | - | 16.8 | 15.0 | 0.0 | - | - | 14.3 | 24.6 | 0.0 | - | - | 20.9 | 18.5 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Sasquatch Crossing \#1 Site Code: 14
Start Date: 09/19/2014
Page No: 11


Turning Movement Peak Hour Data Plot (5:15 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Sasquatch Crossing \#2 Site Code: 15
Start Date: 09/22/2014
Page No: 1

Turning Movement Data


| Hourly Total | 29 | 91 | 0 | 0 | 120 | 3 | 5 | 0 | 0 | 8 | 90 | 5 | 0 | 0 | 95 | 223 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 6:00 PM | 8 | 32 | 0 | 0 | 40 | 1 | 2 | 0 | 0 | 3 | 27 | 0 | 0 | 0 | 27 | 70 |
| 6:15 PM | 3 | 33 | 0 | 0 | 36 | 0 | 1 | 0 | 0 | 1 | 9 | 1 | 0 | 0 | 10 | 47 |
| 6:30 PM | 3 | 25 | 0 | 0 | 28 | 0 | 1 | 0 | 0 | 1 | 22 | 1 | 0 | 0 | 23 | 52 |
| 6:45 PM | 0 | 19 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 1 | 27 | 1 | 0 | 0 | 28 | 48 |
| Hourly Total | 14 | 109 | 0 | 0 | 123 | 1 | 5 | 0 | 0 | 6 | 85 | 3 | 0 | 0 | 88 | 217 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 93 | 510 | 0 | 0 | 603 | 12 | 65 | 1 | 0 | 78 | 544 | 32 | 1 | 0 | 577 | 1258 |
| Approach \% | 15.4 | 84.6 | 0.0 | - | - | 15.4 | 83.3 | 1.3 | - | - | 94.3 | 5.5 | 0.2 | - | - | - |
| Total \% | 7.4 | 40.5 | 0.0 | - | 47.9 | 1.0 | 5.2 | 0.1 | - | 6.2 | 43.2 | 2.5 | 0.1 | - | 45.9 | - |
| Lights | 71 | 338 | 0 | - | 409 | 6 | 59 | 1 | - | 66 | 364 | 29 | 1 | - | 394 | 869 |
| \% Lights | 76.3 | 66.3 | - | - | 67.8 | 50.0 | 90.8 | 100.0 | - | 84.6 | 66.9 | 90.6 | 100.0 | - | 68.3 | 69.1 |
| Mediums | 6 | 59 | 0 | - | 65 | 2 | 4 | 0 | - | 6 | 52 | 1 | 0 | - | 53 | 124 |
| \% Mediums | 6.5 | 11.6 | - | - | 10.8 | 16.7 | 6.2 | 0.0 | - | 7.7 | 9.6 | 3.1 | 0.0 | $\cdots$ | 9.2 | 9.9 |
| Articulated Trucks | 15 | 113 | 0 | - | 128 | 4 | 2 | 0 | - | 6 | 128 | 2 | 0 | - | 130 | 264 |
| \% Articulated Trucks | 16.1 | 22.2 | - | - | 21.2 | 33.3 | 3.1 | 0.0 | - | 7.7 | 23.5 | 6.3 | 0.0 | - | 22.5 | 21.0 |
| Bicycles on Road | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 1 |
| \% Bicycles on Road | 1.1 | 0.0 | - | - | 0.2 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.1 |
| Pedestrians | - | - | $\checkmark$ | 0 | - | - | - | - | 0 |  | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Sasquatch Crossing \#2 Site Code: 15
Start Date: 09/22/2014
Page No: 3


Turning Movement Data Plot

## Peak Traffic Technology Ltd.

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Count Name: Sasquatch Crossing \#2 Site Code: 15

9/22/2014
Page No: 4

Turning Movement Peak Hour Data (6:00 AM)

| Start Time | Left Thru Alaska Hwy 97 <br> Southbound <br> U-Turn |  |  | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 6:00 AM | 0 | 9 | 0 | 0 | 9 | 1 | 5 | 0 | 0 | 6 | 30 | 2 | 1 | 0 | 33 | 48 |
| 6:15 AM | 4 | 8 | 0 | 0 | 12 | 0 | 6 | 0 | 0 | 6 | 25 | 4 | 0 | 0 | 29 | 47 |
| 6:30 AM | 1 | 17 | 0 | 0 | 18 | 0 | 5 | 0 | 0 | 5 | 26 | 3 | 0 | 0 | 29 | 52 |
| 6:45 AM | 2 | 21 | 0 | 0 | 23 | 0 | 3 | 0 | 0 | 3 | 17 | 1 | 0 | 0 | 18 | 44 |
| Total | 7 | 55 | 0 | 0 | 62 | 1 | 19 | 0 | 0 | 20 | 98 | 10 | 1 | 0 | 109 | 191 |
| Approach \% | 11.3 | 88.7 | 0.0 | - | - | 5.0 | 95.0 | 0.0 | - | - | 89.9 | 9.2 | 0.9 | - | - | - |
| Total \% | 3.7 | 28.8 | 0.0 | - | 32.5 | 0.5 | 9.9 | 0.0 | - | 10.5 | 51.3 | 5.2 | 0.5 | - | 57.1 | - |
| PHF | 0.438 | 0.655 | 0.000 | - | 0.674 | 0.250 | 0.792 | 0.000 | - | 0.833 | 0.817 | 0.625 | 0.250 | - | 0.826 | 0.918 |
| Lights | 6 | 33 | 0 | - | 39 | 0 | 18 | 0 | - | 18 | 71 | 8 | 1 | - | 80 | 137 |
| \% Lights | 85.7 | 60.0 | - | - | 62.9 | 0.0 | 94.7 | - | - | 90.0 | 72.4 | 80.0 | 100.0 | - | 73.4 | 71.7 |
| Mediums | 0 | 6 | 0 | - | 6 | 1 | 1 | 0 | - | 2 | 16 | 0 | 0 | - | 16 | 24 |
| \% Mediums | 0.0 | 10.9 | - | - | 9.7 | 100.0 | 5.3 | - | - | 10.0 | 16.3 | 0.0 | 0.0 | - | 14.7 | 12.6 |
| Articulated Trucks | 1 | 16 | 0 | - | 17 | 0 | 0 | 0 | - | 0 | 11 | 2 | 0 | - | 13 | 30 |
| \% Articulated Trucks | 14.3 | 29.1 | - | - | 27.4 | 0.0 | 0.0 | - | - | 0.0 | 11.2 | 20.0 | 0.0 | - | 11.9 | 15.7 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## Peak Traffic Technology Ltd.

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Count Name: Sasquatch Crossing \#2 Site Code: 15
Start Date: 09/22/2014
Page No: 5


Turning Movement Peak Hour Data Plot (6:00 AM)

## Peak Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4

Count Name: Sasquatch Crossing \#2 Site Code: 15

09/22/2014
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Sasquatch Crossing Access <br> Westbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 11:00 AM | 2 | 14 | 0 | 0 | 16 | 1 | 1 | 0 | 0 | 2 | 7 | 0 | 0 | 0 | 7 | 25 |
| 11:15 AM | 4 | 16 | 0 | 0 | 20 | 0 | 2 | 0 | 0 | 2 | 12 | 1 | 0 | 0 | 13 | 35 |
| 11:30 AM | 4 | 16 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 49 |
| 11:45 AM | 3 | 13 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 11 | 1 | 0 | 0 | 12 | 29 |
| Total | 13 | 59 | 0 | 0 | 72 | 2 | 3 | 0 | 0 | 5 | 59 | 2 | 0 | 0 | 61 | 138 |
| Approach \% | 18.1 | 81.9 | 0.0 | - | - | 40.0 | 60.0 | 0.0 | - | - | 96.7 | 3.3 | 0.0 | - | - | - |
| Total \% | 9.4 | 42.8 | 0.0 | - | 52.2 | 1.4 | 2.2 | 0.0 | - | 3.6 | 42.8 | 1.4 | 0.0 | - | 44.2 | - |
| PHF | 0.813 | 0.922 | 0.000 | - | 0.900 | 0.500 | 0.375 | 0.000 | - | 0.625 | 0.509 | 0.500 | 0.000 | - | 0.526 | 0.704 |
| Lights | 10 | 38 | 0 | - | 48 | 1 | 2 | 0 | - | 3 | 32 | 2 | 0 | $\checkmark$ | 34 | 85 |
| \% Lights | 76.9 | 64.4 | - | - | 66.7 | 50.0 | 66.7 | - | - | 60.0 | 54.2 | 100.0 | - | - | 55.7 | 61.6 |
| Mediums | 1 | 5 | 0 | - | 6 | 1 | 0 | 0 | - | 1 | 10 | 0 | 0 | - | 10 | 17 |
| \% Mediums | 7.7 | 8.5 | - | - | 8.3 | 50.0 | 0.0 | - | - | 20.0 | 16.9 | 0.0 | - | - | 16.4 | 12.3 |
| Articulated Trucks | 2 | 16 | 0 | - | 18 | 0 | 1 | 0 | - | 1 | 17 | 0 | 0 | - | 17 | 36 |
| \% Articulated Trucks | 15.4 | 27.1 | - | - | 25.0 | 0.0 | 33.3 | - | - | 20.0 | 28.8 | 0.0 | - | - | 27.9 | 26.1 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | $-$ | 0 | - | - | - | $-$ | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## Peak Traffic Technology Ltd.

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Count Name: Sasquatch Crossing \#2 Site Code: 15
Start Date: 09/22/2014
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## Peak Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing \#2 Site Code: 15

9/22/2014
250-819-2527 paul@peaktraffic.ca
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Left | Alaska Hwy 97 Southbound | Southbound U-Turn | Peds | App. Total | Left | Right | Westbound U-Turn | Peds | App. Total | Thru | Right | Northbound U-Turn | Peds | App. Total | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 12:00 PM | 3 | 9 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 2 | 11 | 2 | 0 | 0 | 13 | 27 |
| 12:15 PM | 2 | 19 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 34 |
| 12:30 PM | 1 | 21 | 0 | 0 | 22 | 1 | 2 | 0 | 0 | 3 | 8 | 0 | 0 | 0 | 8 | 33 |
| 12:45 PM | 3 | 19 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 38 |
| Total | 9 | 68 | 0 | 0 | 77 | 1 | 4 | 0 | 0 | 5 | 48 | 2 | 0 | 0 | 50 | 132 |
| Approach \% | 11.7 | 88.3 | 0.0 | - | - | 20.0 | 80.0 | 0.0 | - | - | 96.0 | 4.0 | 0.0 | - | - | - |
| Total \% | 6.8 | 51.5 | 0.0 | - | 58.3 | 0.8 | 3.0 | 0.0 | - | 3.8 | 36.4 | 1.5 | 0.0 | - | 37.9 | - |
| PHF | 0.750 | 0.810 | 0.000 | - | 0.875 | 0.250 | 0.500 | 0.000 | - | 0.417 | 0.750 | 0.250 | 0.000 | - | 0.781 | 0.868 |
| Lights | 5 | 46 | 0 | - | 51 | 1 | 4 | 0 | - | 5 | 34 | 2 | 0 | - | 36 | 92 |
| \% Lights | 55.6 | 67.6 | - | - | 66.2 | 100.0 | 100.0 | - | - | 100.0 | 70.8 | 100.0 | - | - | 72.0 | 69.7 |
| Mediums | 1 | 5 | 0 | - | 6 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | - | 2 | 8 |
| \% Mediums | 11.1 | 7.4 | - | - | 7.8 | 0.0 | 0.0 | - | - | 0.0 | 4.2 | 0.0 | - | - | 4.0 | 6.1 |
| Articulated Trucks | 3 | 17 | 0 | - | 20 | 0 | 0 | 0 | - | 0 | 12 | 0 | 0 | - | 12 | 32 |
| \% Articulated Trucks | 33.3 | 25.0 | - | - | 26.0 | 0.0 | 0.0 | - | - | 0.0 | 25.0 | 0.0 | - | - | 24.0 | 24.2 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Sasquatch Crossing \#2 Site Code: 15
Start Date: 09/22/2014
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing \#2 Site Code: 15
Start Date: 09
250-819-2527 paul@peaktraffic.ca
Page No: 10

| Start Time | Turning Movement Peak Hour Data (5:15 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | Sasquatch Crossing Access |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Int. Total |
|  |  |  |  |  |  | Westbound |  |  |  |  | Northbound |  |  |  |  |  |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 5:15 PM | 10 | 25 | 0 | 0 | 35 | 1 | 3 | 0 | 0 | 4 | 20 | 1 | 0 | 0 | 21 | 60 |
| 5:30 PM | 5 | 27 | 0 | 0 | 32 | 0 | 2 | 0 | 0 | 2 | 22 | 3 | 0 | 0 | 25 | 59 |
| 5:45 PM | 9 | 24 | 0 | 0 | 33 | 2 | 0 | 0 | 0 | 2 | 29 | 0 | 0 | 0 | 29 | 64 |
| 6:00 PM | 8 | 32 | 0 | 0 | 40 | 1 | 2 | 0 | 0 | 3 | 27 | 0 | 0 | 0 | 27 | 70 |
| Total | 32 | 108 | 0 | 0 | 140 | 4 | 7 | 0 | 0 | 11 | 98 | 4 | 0 | 0 | 102 | 253 |
| Approach \% | 22.9 | 77.1 | 0.0 | - | - | 36.4 | 63.6 | 0.0 | - | - | 96.1 | 3.9 | 0.0 | - | - | - |
| Total \% | 12.6 | 42.7 | 0.0 | - | 55.3 | 1.6 | 2.8 | 0.0 | - | 4.3 | 38.7 | 1.6 | 0.0 | - | 40.3 | - |
| PHF | 0.800 | 0.844 | 0.000 | - | 0.875 | 0.500 | 0.583 | 0.000 | - | 0.688 | 0.845 | 0.333 | 0.000 | - | 0.879 | 0.904 |
| Lights | 25 | 78 | 0 | - | 103 | 2 | 6 | 0 | - | 8 | 65 | 4 | 0 | - | 69 | 180 |
| \% Lights | 78.1 | 72.2 | - | - | 73.6 | 50.0 | 85.7 | - | - | 72.7 | 66.3 | 100.0 | - | - | 67.6 | 71.1 |
| Mediums | 3 | 11 | 0 | - | 14 | 0 | 1 | 0 | - | 1 | 4 | 0 | 0 | - | 4 | 19 |
| \% Mediums | 9.4 | 10.2 | - | - | 10.0 | 0.0 | 14.3 | - | - | 9.1 | 4.1 | 0.0 | - | - | 3.9 | 7.5 |
| Articulated Trucks | 4 | 19 | 0 | - | 23 | 2 | 0 | 0 | - | 2 | 29 | 0 | 0 | - | 29 | 54 |
| \% Articulated Trucks | 12.5 | 17.6 | - | - | 16.4 | 50.0 | 0.0 | - | - | 18.2 | 29.6 | 0.0 | - | - | 28.4 | 21.3 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing \#2 Site Code: 15
Start De: 09/22/2014
Page No: 11


Turning Movement Peak Hour Data Plot (5:15 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing \#3 Site Code: 16
Start Date: 09/19/2014
250-819-2527 paul@peaktraffic.ca
Page No: 1

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  |  | Turning Movement Data <br> Gunga Din R \& B access <br> Westbound |  |  |  |  |  |  |  |  |  |  |  | Pink Mountain Road Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total |  |
| 5:00 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 8 |
| 5:15 AM | 0 | 6 | 0 | 0 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 9 | 0 | 0 | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 2 | 19 |
| 5:30 AM | 0 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 13 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 1 | 22 |
| 5:45 AM | 0 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 1 | 0 | 0 | 24 | 2 | 0 | 8 | 0 | 0 | 10 | 49 |
| Hourly Total | 0 | 28 | 1 | 0 | 0 | 29 | 1 | 0 | 3 | 0 | 0 | 4 | 3 | 47 | 1 | 0 | 0 | 51 | 3 | 0 | 11 | 0 | 0 | 14 | 98 |
| 6:00 AM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 0 | 0 | 0 | 25 | 1 | 0 | 5 | 0 | 0 | 6 | 35 |
| 6:15 AM | 0 | 7 | 2 | 0 | 0 | 9 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 31 | 1 | 0 | 0 | 34 | 6 | 0 | 7 | 0 | 0 | 13 | 58 |
| 6:30 AM | 0 | 12 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 32 | 1 | 0 | 0 | 35 | 1 | 0 | 10 | 0 | 0 | 11 | 59 |
| 6:45 AM | 0 | 10 | 2 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 21 | 1 | 0 | 0 | 25 | 5 | 0 | 8 | 0 | 0 | 13 | 52 |
| Hourly Total | 0 | 33 | 5 | 0 | 0 | 38 | 2 | 1 | 1 | 0 | 0 | 4 | 12 | 104 | 3 | 0 | 0 | 119 | 13 | 0 | 30 | 0 | 0 | 43 | 204 |
| 7:00 AM | 0 | 7 | 1 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 29 | 0 | 0 | 0 | 30 | 1 | 0 | 7 | 0 | 0 | 8 | 48 |
| 7:15 AM | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 0 | 15 | 1 | 0 | 5 | 0 | 0 | 6 | 28 |
| 7:30 AM | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 26 | 0 | 0 | 0 | 28 | 0 | 0 | 6 | 0 | 0 | 6 | 47 |
| 7:45 AM | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 0 | 0 | 16 | 1 | 0 | 2 | 0 | 0 | 3 | 33 |
| Hourly Total | 0 | 41 | 1 | 0 | 0 | 42 | 2 | 0 | 0 | 0 | 0 | 2 | 6 | 83 | 0 | 0 | 0 | 89 | 3 | 0 | 20 | 0 | 0 | 23 | 156 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 14 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 22 | 2 | 0 | 3 | 0 | 0 | 5 | 42 |
| 11:15 AM | 0 | 12 | 2 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 0 | 0 | 0 | 18 | 1 | 0 | 2 | 0 | 0 | 3 | 35 |
| 11:30 AM | 0 | 19 | 1 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 20 | 0 | 0 | 0 | 22 | 1 | 0 | 3 | 0 | 0 | 4 | 47 |
| 11:45 AM | 0 | 16 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 15 | 0 | 0 | 2 | 0 | 0 | 2 | 34 |
| Hourly Total | 0 | 61 | 5 | 0 | 0 | 66 | 1 | 0 | 0 | 0 | 0 | 1 | 8 | 69 | 0 | 0 | 0 | 77 | 4 | 0 | 10 | 0 | 0 | 14 | 158 |
| 12:00 PM | 0 | 22 | 1 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 10 | 3 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:15 PM | 0 | 19 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 12 | 0 | 0 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 4 | 37 |
| 12:30 PM | 0 | 20 | 1 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 1 | 0 | 3 | 0 | 0 | 4 | 33 |
| 12:45 PM | 0 | 14 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 1 | 20 | 1 | 0 | 1 | 0 | 0 | 2 | 37 |
| Hourly Total | 0 | 75 | 3 | 0 | 0 | 78 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 50 | 3 | 0 | 1 | 55 | 5 | 0 | 5 | 0 | 0 | 10 | 145 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | $\checkmark$ | - | - | - | - | - | - | - | - | - | - | - | $\cdots$ | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 24 | 2 | 0 | 0 | 26 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 7 | 1 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 0 | 2 | 39 |
| 4:15 PM | 0 | 34 | 2 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 0 | 0 | 0 | 19 | 0 | 0 | 1 | 0 | 0 | 1 | 56 |
| 4:30 PM | 0 | 22 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 1 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 1 | 45 |
| 4:45 PM | 1 | 29 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 0 | 0 | 2 | 19 | 2 | 0 | 2 | 0 | 0 | 4 | 53 |
| Hourly Total | 1 | 109 | 4 | 0 | 0 | 114 | 1 | 0 | 1 | 0 | 0 | 2 | 9 | 58 | 2 | 0 | 2 | 69 | 3 | 0 | 5 | 0 | 0 | 8 | 193 |
| 5:00 PM | 1 | 24 | 1 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 2 | 35 |


| 5:15 PM | 1 | 44 | 3 | 0 | 0 | 48 | 2 | 0 | 0 | 0 | 0 | 2 | 5 | 22 | 0 | 0 | 0 | 27 | 1 | 0 | 3 | 0 | 0 | 4 | 81 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5:30 PM | 0 | 26 | 4 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 1 | 15 | 15 | 1 | 0 | 0 | 31 | 2 | 0 | 4 | 0 | 0 | 6 | 68 |
| 5:45 PM | 1 | 48 | 2 | 0 | 0 | 51 | 0 | 1 | 0 | 0 | 0 | 1 | 10 | 21 | 1 | 0 | 0 | 32 | 1 | 0 | 1 | 0 | 0 | 2 | 86 |
| Hourly Total | 3 | 142 | 10 | 0 | 0 | 155 | 3 | 1 | 0 | 0 | 0 | 4 | 31 | 64 | 2 | 0 | 0 | 97 | 6 | 0 | 8 | 0 | 0 | 14 | 270 |
| 6:00 PM | 1 | 24 | 4 | 0 | 0 | 29 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 17 | 2 | 0 | 0 | 24 | 1 | 1 | 3 | 0 | 0 | 5 | 59 |
| 6:15 PM | 1 | 28 | 1 | 0 | 0 | 30 | 2 | 1 | 0 | 0 | 0 | 3 | 1 | 27 | 0 | 0 | 0 | 28 | 1 | 0 | 3 | 0 | 0 | 4 | 65 |
| 6:30 PM | 0 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 1 | 0 | 0 | 18 | 1 | 1 | 5 | 0 | 0 | 7 | 45 |
| 6:45 PM | 1 | 24 | 1 | 0 | 0 | 26 | 3 | 0 | 0 | 0 | 1 | 3 | 3 | 15 | 1 | 0 | 0 | 19 | 3 | 0 | 4 | 0 | 0 | 7 | 55 |
| Hourly Total | 3 | 96 | 6 | 0 | 0 | 105 | 5 | 1 | 1 | 0 | 1 | 7 | 15 | 70 | 4 | 0 | 0 | 89 | 6 | 2 | 15 | 0 | 0 | 23 | 224 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 7 | 585 | 35 | 0 | 0 | 627 | 17 | 3 | 6 | 0 | 1 | 26 | 86 | 546 | 15 | 0 | 3 | 647 | 43 | 2 | 104 | 0 | 0 | 149 | 1449 |
| Approach \% | 1.1 | 93.3 | 5.6 | 0.0 | - | - | 65.4 | 11.5 | 23.1 | 0.0 | $-$ |  | 13.3 | 84.4 | 2.3 | 0.0 | - | - | 28.9 | 1.3 | 69.8 | 0.0 | - | - | - |
| Total \% | 0.5 | 40.4 | 2.4 | 0.0 | - | 43.3 | 1.2 | 0.2 | 0.4 | 0.0 | - | 1.8 | 5.9 | 37.7 | 1.0 | 0.0 | - | 44.7 | 3.0 | 0.1 | 7.2 | 0.0 | - | 10.3 | - |
| Lights | 6 | 398 | 21 | 0 | - | 425 | 14 | 2 | 6 | 0 | - | 22 | 55 | 342 | 14 | 0 | - | 411 | 21 | 1 | 72 | 0 | - | 94 | 952 |
| \% Lights | 85.7 | 68.0 | 60.0 | - | - | 67.8 | 82.4 | 66.7 | 100.0 | - | - | 84.6 | 64.0 | 62.6 | 93.3 | - | - | 63.5 | 48.8 | 50.0 | 69.2 | - | - | 63.1 | 65.7 |
| Mediums | 1 | 49 | 8 | 0 | - | 58 | 2 | 0 | 0 | 0 | - | 2 | 8 | 51 | 1 | 0 | - | 60 | 14 | 0 | 8 | 0 | - | 22 | 142 |
| \% Mediums | 14.3 | 8.4 | 22.9 | - | - | 9.3 | 11.8 | 0.0 | 0.0 | - | - | 7.7 | 9.3 | 9.3 | 6.7 | - | - | 9.3 | 32.6 | 0.0 | 7.7 | - | $\checkmark$ | 14.8 | 9.8 |
| Articulated Trucks | 0 | 138 | 5 | 0 | - | 143 | 1 | 1 | 0 | 0 | - | 2 | 23 | 153 | 0 | 0 | - | 176 | 8 | 1 | 24 | 0 | $\checkmark$ | 33 | 354 |
| $\begin{aligned} & \text { \% Articulated } \\ & \text { Trucks } \\ & \hline \end{aligned}$ | 0.0 | 23.6 | 14.3 | - | - | 22.8 | 5.9 | 33.3 | 0.0 | - | - | 7.7 | 26.7 | 28.0 | 0.0 | - | - | 27.2 | 18.6 | 50.0 | 23.1 | - | - | 22.1 | 24.4 |
| Bicycles on Road | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | $-$ | 0 | 1 |
| \% Bicycles on Road | 0.0 | 0.0 | 2.9 | - | - | 0.2 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.1 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 3 | - | - | $\cdot$ | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | $\checkmark$ | - | - |

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Count Name: Sasquatch Crossing \#3 Site Code: 16
Start Date: 09/19/2014
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing \#3 Site Code: 16
Start Date: 09/19/2014
250-819-2527 paul@peaktraffic.ca
Page No: 4

Turning Movement Peak Hour Data (6:15 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Gunga Din R \& B access Westbound |  |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  | Pink Mountain Road Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Int. Total |
| 6:15 AM | 0 | 7 | 2 | 0 | 0 | 9 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 31 | 1 | 0 | 0 | 34 | 6 | 0 | 7 | 0 | 0 | 13 | 58 |
| 6:30 AM | 0 | 12 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 32 | 1 | 0 | 0 | 35 | 1 | 0 | 10 | 0 | 0 | 11 | 59 |
| 6:45 AM | 0 | 10 | 2 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 21 | 1 | 0 | 0 | 25 | 5 | 0 | 8 | 0 | 0 | 13 | 52 |
| 7:00 AM | 0 | 7 | 1 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 29 | 0 | 0 | 0 | 30 | 1 | 0 | 7 | 0 | 0 | 8 | 48 |
| Total | 0 | 36 | 6 | 0 | 0 | 42 | 4 | 1 | 1 | 0 | 0 | 6 | 8 | 113 | 3 | 0 | 0 | 124 | 13 | 0 | 32 | 0 | 0 | 45 | 217 |
| Approach \% | 0.0 | 85.7 | 14.3 | 0.0 | - | - | 66.7 | 16.7 | 16.7 | 0.0 | - | - | 6.5 | 91.1 | 2.4 | 0.0 | - | - | 28.9 | 0.0 | 71.1 | 0.0 | - | - | - |
| Total \% | 0.0 | 16.6 | 2.8 | 0.0 | - | 19.4 | 1.8 | 0.5 | 0.5 | 0.0 | - | 2.8 | 3.7 | 52.1 | 1.4 | 0.0 | - | 57.1 | 6.0 | 0.0 | 14.7 | 0.0 | - | 20.7 | - |
| PHF | 0.000 | 0.750 | 0.750 | 0.000 | - | 0.808 | 0.500 | 0.250 | 0.250 | 0.000 | - | 0.750 | 0.667 | 0.883 | 0.750 | 0.000 | - | 0.886 | 0.542 | 0.000 | 0.800 | 0.000 | - | 0.865 | 0.919 |
| Lights | 0 | 26 | 3 | 0 | - | 29 | 2 | 0 | 1 | 0 | - | 3 | 5 | 70 | 3 | 0 | - | 78 | 4 | 0 | 18 | 0 | - | 22 | 132 |
| \% Lights | - | 72.2 | 50.0 | - | - | 69.0 | 50.0 | 0.0 | 100.0 | - | - | 50.0 | 62.5 | 61.9 | 100.0 | - | - | 62.9 | 30.8 | - | 56.3 | - | - | 48.9 | 60.8 |
| Mediums | 0 | 2 | 1 | 0 | - | 3 | 2 | 0 | 0 | 0 | - | 2 | 0 | 16 | 0 | 0 | - | 16 | 7 | 0 | 1 | 0 | - | 8 | 29 |
| \% Mediums | - | 5.6 | 16.7 | - | - | 7.1 | 50.0 | 0.0 | 0.0 | - | - | 33.3 | 0.0 | 14.2 | 0.0 | - | - | 12.9 | 53.8 | - | 3.1 | - | - | 17.8 | 13.4 |
| Articulated Trucks | 0 | 8 | 2 | 0 | - | 10 | 0 | 1 | 0 | 0 | - | 1 | 3 | 27 | 0 | 0 | - | 30 | 2 | 0 | 13 | 0 | - | 15 | 56 |
| $\begin{aligned} & \text { \% Articulated } \\ & \text { Trucks } \\ & \hline \end{aligned}$ | - | 22.2 | 33.3 | - | - | 23.8 | 0.0 | 100.0 | 0.0 | - | - | 16.7 | 37.5 | 23.9 | 0.0 | - | - | 24.2 | 15.4 | - | 40.6 | . | - | 33.3 | 25.8 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \end{gathered}$ | - | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | $\checkmark$ | - | - | $\checkmark$ | - | - | $\cdot$ | - | - | - | - | - | $\checkmark$ | - | - | $\checkmark$ | - | - | $\checkmark$ | - | $\checkmark$ | - |

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Count Name: Sasquatch Crossing \#3 Site Code: 16
Start Dale: 09/19/2014
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Turning Movement Peak Hour Data Plot (6:15 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing \#3 Site Code: 16
Start Date: 09/19/2014
250-819-2527 paul@peaktraffic.ca
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Gunga Din R \& B access Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Pink Mountain Road Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Int. Total |
| 11:00 AM | 0 | 14 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 22 | 2 | 0 | 3 | 0 | 0 | 5 | 42 |
| 11:15 AM | 0 | 12 | 2 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13 | 0 | 0 | 0 | 18 | 1 | 0 | 2 | 0 | 0 | 3 | 35 |
| 11:30 AM | 0 | 19 | 1 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 20 | 0 | 0 | 0 | 22 | 1 | 0 | 3 | 0 | 0 | 4 | 47 |
| 11:45 AM | 0 | 16 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 15 | 0 | 0 | 2 | 0 | 0 | 2 | 34 |
| Total | 0 | 61 | 5 | 0 | 0 | 66 | 1 | 0 | 0 | 0 | 0 | 1 | 8 | 69 | 0 | 0 | 0 | 77 | 4 | 0 | 10 | 0 | 0 | 14 | 158 |
| Approach \% | 0.0 | 92.4 | 7.6 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | 0.0 | - | - | 10.4 | 89.6 | 0.0 | 0.0 | - | - | 28.6 | 0.0 | 71.4 | 0.0 | - | - | - |
| Total \% | 0.0 | 38.6 | 3.2 | 0.0 | - | 41.8 | 0.6 | 0.0 | 0.0 | 0.0 | - | 0.6 | 5.1 | 43.7 | 0.0 | 0.0 | - | 48.7 | 2.5 | 0.0 | 6.3 | 0.0 | - | 8.9 | - |
| PHF | 0.000 | 0.803 | 0.625 | 0.000 | - | 0.825 | 0.250 | 0.000 | 0.000 | 0.000 | - | 0.250 | 0.400 | 0.784 | 0.000 | 0.000 | - | 0.875 | 0.500 | 0.000 | 0.833 | 0.000 | $\checkmark$ | 0.700 | 0.840 |
| Lights | 0 | 36 | 3 | 0 | - | 39 | 0 | 0 | 0 | 0 | - | 0 | 3 | 33 | 0 | 0 | - | 36 | 1 | 0 | 6 | 0 | - | 7 | 82 |
| \% Lights | - | 59.0 | 60.0 | - | - | 59.1 | 0.0 | - | - | - | - | 0.0 | 37.5 | 47.8 | - | - | - | 46.8 | 25.0 | - | 60.0 | - | - | 50.0 | 51.9 |
| Mediums | 0 | 6 | 2 | 0 | - | 8 | 0 | 0 | 0 | 0 | - | 0 | 0 | 8 | 0 | 0 | - | 8 | 1 | 0 | 1 | 0 | - | 2 | 18 |
| \% Mediums | - | 9.8 | 40.0 | - | - | 12.1 | 0.0 | - | - | - | - | 0.0 | 0.0 | 11.6 | - | - | - | 10.4 | 25.0 | - | 10.0 | - | - | 14.3 | 11.4 |
| Articulated Trucks | 0 | 19 | 0 | 0 | - | 19 | 1 | 0 | 0 | 0 | - | 1 | 5 | 28 | 0 | 0 | - | 33 | 2 | 0 | 3 | 0 | - | 5 | 58 |
| \% Articulated Trucks | - | 31.1 | 0.0 | - | - | 28.8 | 100.0 | - | - | - | - | 100.0 | 62.5 | 40.6 | - | - | - | 42.9 | 50.0 | - | 30.0 | - | - | 35.7 | 36.7 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \end{gathered}$ | - | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | - | - | - | 0.0 | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | $\cdot$ | - | $\cdot$ | - | - | - | - |

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Count Name: Sasquatch Crossing \#3 Site Code: 16
Start Date: 09/19/2014
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing \#3 Site Code: 16
Start Date: 09/19/2014
250-819-2527 paul@peaktraffic.ca
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Gunga Din R \& B access Westbound |  |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  | Pink Mountain Road Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Int. Total |
| 12:00 PM | 0 | 22 | 1 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 10 | 3 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:15 PM | 0 | 19 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 12 | 0 | 0 | 0 | 13 | 3 | 0 | 1 | 0 | 0 | 4 | 37 |
| 12:30 PM | 0 | 20 | 1 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 1 | 0 | 3 | 0 | 0 | 4 | 33 |
| 12:45 PM | 0 | 14 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 1 | 20 | 1 | 0 | 1 | 0 | 0 | 2 | 37 |
| Total | 0 | 75 | 3 | 0 | 0 | 78 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 50 | 3 | 0 | 1 | 55 | 5 | 0 | 5 | 0 | 0 | 10 | 145 |
| Approach \% | 0.0 | 96.2 | 3.8 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | 0.0 | - | - | 3.6 | 90.9 | 5.5 | 0.0 | - | - | 50.0 | 0.0 | 50.0 | 0.0 | - | - | - |
| Total \% | 0.0 | 51.7 | 2.1 | 0.0 | - | 53.8 | 1.4 | 0.0 | 0.0 | 0.0 | - | 1.4 | 1.4 | 34.5 | 2.1 | 0.0 | - | 37.9 | 3.4 | 0.0 | 3.4 | 0.0 | - | 6.9 | - |
| PHF | 0.000 | 0.852 | 0.750 | 0.000 | - | 0.848 | 0.500 | 0.000 | 0.000 | 0.000 | - | 0.500 | 0.500 | 0.625 | 0.250 | 0.000 | - | 0.688 | 0.417 | 0.000 | 0.417 | 0.000 | - | 0.625 | 0.954 |
| Lights | 0 | 45 | 1 | 0 | - | 46 | 2 | 0 | 0 | 0 | - | 2 | 1 | 29 | 2 | 0 | - | 32 | 3 | 0 | 4 | 0 | - | 7 | 87 |
| \% Lights | - | 60.0 | 33.3 | - | - | 59.0 | 100.0 | - | - | - | - | 100.0 | 50.0 | 58.0 | 66.7 | - | - | 58.2 | 60.0 | - | 80.0 | - | - | 70.0 | 60.0 |
| Mediums | 0 | 5 | 2 | 0 | - | 7 | 0 | 0 | 0 | 0 | - | 0 | 1 | 5 | 1 | 0 | - | 7 | 2 | 0 | 1 | 0 | - | 3 | 17 |
| \% Mediums | - | 6.7 | 66.7 | - | - | 9.0 | 0.0 | - | - | - | - | 0.0 | 50.0 | 10.0 | 33.3 | - | - | 12.7 | 40.0 | - | 20.0 | - | - | 30.0 | 11.7 |
| Articulated Trucks | 0 | 25 | 0 | 0 | - | 25 | 0 | 0 | 0 | 0 | - | 0 | 0 | 16 | 0 | 0 | - | 16 | 0 | 0 | 0 | 0 | - | 0 | 41 |
| \% Articulated Trucks | - | 33.3 | 0.0 | - | - | 32.1 | 0.0 | - | . | - | - | 0.0 | 0.0 | 32.0 | 0.0 | . | - | 29.1 | 0.0 | - | 0.0 | - | - | 0.0 | 28.3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| $\begin{gathered} \% \text { Bicycles on } \\ \text { Road } \\ \hline \end{gathered}$ | - | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | . | . | - | 0.0 | 0.0 | 0.0 | 0.0 | . | - | 0.0 | 0.0 | - | 0.0 | . | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | $-$ | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | $\checkmark$ | $\checkmark$ | - | - | - | - | 100.0 | $\checkmark$ | - | $\checkmark$ | $\checkmark$ | - | - | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing \#3 Site Code: 16
Start Date: 09/19/2014
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing \#3 Site Code: 16
Start Date: 09/19/2014
250-819-2527 paul@peaktraffic.ca
Page No: 10

Turning Movement Peak Hour Data (5:15 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Gunga Din R \& B access Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Pink Mountain Road Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Int. Total |
| 5:15 PM | 1 | 44 | 3 | 0 | 0 | 48 | 2 | 0 | 0 | 0 | 0 | 2 | 5 | 22 | 0 | 0 | 0 | 27 | 1 | 0 | 3 | 0 | 0 | 4 | 81 |
| 5:30 PM | 0 | 26 | 4 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 1 | 15 | 15 | 1 | 0 | 0 | 31 | 2 | 0 | 4 | 0 | 0 | 6 | 68 |
| 5:45 PM | 1 | 48 | 2 | 0 | 0 | 51 | 0 | 1 | 0 | 0 | 0 | 1 | 10 | 21 | 1 | 0 | 0 | 32 | 1 | 0 | 1 | 0 | 0 | 2 | 86 |
| 6:00 PM | 1 | 24 | 4 | 0 | 0 | 29 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 17 | 2 | 0 | 0 | 24 | 1 | 1 | 3 | 0 | 0 | 5 | 59 |
| Total | 3 | 142 | 13 | 0 | 0 | 158 | 3 | 1 | 1 | 0 | 0 | 5 | 35 | 75 | 4 | 0 | 0 | 114 | 5 | 1 | 11 | 0 | 0 | 17 | 294 |
| Approach \% | 1.9 | 89.9 | 8.2 | 0.0 | - | - | 60.0 | 20.0 | 20.0 | 0.0 | - | - | 30.7 | 65.8 | 3.5 | 0.0 | - | - | 29.4 | 5.9 | 64.7 | 0.0 | - | - | - |
| Total \% | 1.0 | 48.3 | 4.4 | 0.0 | - | 53.7 | 1.0 | 0.3 | 0.3 | 0.0 | - | 1.7 | 11.9 | 25.5 | 1.4 | 0.0 | - | 38.8 | 1.7 | 0.3 | 3.7 | 0.0 | - | 5.8 | - |
| PHF | 0.750 | 0.740 | 0.813 | 0.000 | - | 0.775 | 0.375 | 0.250 | 0.250 | 0.000 | - | 0.625 | 0.583 | 0.852 | 0.500 | 0.000 | - | 0.891 | 0.625 | 0.250 | 0.688 | 0.000 | - | 0.708 | 0.855 |
| Lights | 3 | 105 | 8 | 0 | - | 116 | 3 | 1 | 1 | 0 | - | 5 | 24 | 49 | 4 | 0 | - | 77 | 4 | 0 | 10 | 0 | - | 14 | 212 |
| \% Lights | 100.0 | 73.9 | 61.5 | - | - | 73.4 | 100.0 | 100.0 | 100.0 | - | - | 100.0 | 68.6 | 65.3 | 100.0 | - | - | 67.5 | 80.0 | 0.0 | 90.9 | - | - | 82.4 | 72.1 |
| Mediums | 0 | 11 | 2 | 0 | - | 13 | 0 | 0 | 0 | 0 | - | 0 | 2 | 3 | 0 | 0 | - | 5 | 1 | 0 | 0 | 0 | - | 1 | 19 |
| \% Mediums | 0.0 | 7.7 | 15.4 | - | - | 8.2 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 5.7 | 4.0 | 0.0 | - | - | 4.4 | 20.0 | 0.0 | 0.0 | - | - | 5.9 | 6.5 |
| Articulated Trucks | 0 | 26 | 2 | 0 | - | 28 | 0 | 0 | 0 | 0 | - | 0 | 9 | 23 | 0 | 0 | - | 32 | 0 | 1 | 1 | 0 | - | 2 | 62 |
| \% Articulated Trucks | 0.0 | 18.3 | 15.4 | - | - | 17.7 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 25.7 | 30.7 | 0.0 | . | - | 28.1 | 0.0 | 100.0 | 9.1 | - | - | 11.8 | 21.1 |
| Bicycles on Road | 0 | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \end{gathered}$ | 0.0 | 0.0 | 7.7 | - | - | 0.6 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.3 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - |  | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | $\cdot$ | - | $\checkmark$ | $\checkmark$ | - | - | $\checkmark$ | - | - | $\checkmark$ | - | - | $\checkmark$ | - | - | $\checkmark$ | - |

## Peak Traffic Technology Ltd.

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Count Name: Sasquatch Crossing \#3 Site Code: 16
Start Date. 09/19/2014
Page No: 11


Turning Movement Peak Hour Data Plot (5:15 PM)

## Peak Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4

Count Name: Sasquatch Crossing \#4 Site Code: 17
Start Date: 09/19/2014
Page No: 1

Turning Movement Data


| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| \% Bicycles on Road | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 1 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - |

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Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

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Count Name: Sasquatch Crossing \#4 Site Code: 17
Star :09/19/2014
Page No: 4

Turning Movement Peak Hour Data (11:00 AM)


## PeaK Traffic Technology Ltd.

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Count Name: Sasquatch Crossing \#4 Site Code: 17
Start Date: 09/19/2014
Page No: 5


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

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Count Name: Sasquatch Crossing \#4 Site Code: 17
Star No: 09/19/2014
Page No: 6

Turning Movement Peak Hour Data (12:00 PM)


## PeaK Traffic Technology Ltd.

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Turning Movement Peak Hour Data Plot (12:00 PM)

## Peak Traffic Technology Ltd.

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Count Name: Sasquatch Crossing \#4 Site Code: 17
Start Date: 09/19/2014
Page No: 8

Turning Movement Peak Hour Data (5:15 PM)

| Start Time | Left | Thru | Alaska Hwy 97 <br> Southbound U-Turn | Peds | App. Total | Left | Right | bound Appr <br> Westbound U-Turn | Peds | App. Total | Thru | Right | Alaska Hwy 97 <br> Northbound U-Turn | Peds | App. Total | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 5:15 PM | 1 | 47 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 21 | 69 |
| 5:30 PM | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 17 | 52 |
| 5:45 PM | 0 | 47 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 23 | 70 |
| 6:00 PM | 1 | 28 | 0 | 0 | 29 | 2 | 1 | 0 | 0 | 3 | 19 | 0 | 0 | 0 | 19 | 51 |
| Total | 2 | 157 | 0 | 0 | 159 | 2 | 1 | 0 | 0 | 3 | 80 | 0 | 0 | 0 | 80 | 242 |
| Approach \% | 1.3 | 98.7 | 0.0 | - | - | 66.7 | 33.3 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | - | - | - |
| Total \% | 0.8 | 64.9 | 0.0 | - | 65.7 | 0.8 | 0.4 | 0.0 | - | 1.2 | 33.1 | 0.0 | 0.0 | - | 33.1 | - |
| PHF | 0.500 | 0.835 | 0.000 | - | 0.828 | 0.250 | 0.250 | 0.000 | - | 0.250 | 0.870 | 0.000 | 0.000 | - | 0.870 | 0.864 |
| Lights | 2 | 117 | 0 | - | 119 | 1 | 1 | 0 | - | 2 | 52 | 0 | 0 | - | 52 | 173 |
| \% Lights | 100.0 | 74.5 | - | - | 74.8 | 50.0 | 100.0 | - | - | 66.7 | 65.0 | - | - | - | 65.0 | 71.5 |
| Mediums | 0 | 10 | 0 | - | 10 | 0 | 0 | 0 | - | 0 | 4 | 0 | 0 | - | 4 | 14 |
| \% Mediums | 0.0 | 6.4 | - | - | 6.3 | 0.0 | 0.0 | - | - | 0.0 | 5.0 | - | - | - | 5.0 | 5.8 |
| Articulated Trucks | 0 | 30 | 0 | - | 30 | 1 | 0 | 0 | - | 1 | 24 | 0 | 0 | - | 24 | 55 |
| \% Articulated Trucks | 0.0 | 19.1 | - | - | 18.9 | 50.0 | 0.0 | - | - | 33.3 | 30.0 | - | - | - | 30.0 | 22.7 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Sasquatch Crossing \#4 Site Code: 17
Start Date: 09/19/2014
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Turning Movement Peak Hour Data Plot (5:15 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Stoddart Rd Site Code: 2
250-819-2527 paul@peaktraffic.ca

Turning Movement Data


| 06:15 PM | 0 | 65 | 0 | 0 | 65 | 2 | 0 | 0 | 0 | 2 | 32 | 2 | 0 | 0 | 34 | 101 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:30 PM | 0 | 34 | 0 | 0 | 34 | 4 | 0 | 0 | 0 | 4 | 26 | 5 | 0 | 0 | 31 | 69 |
| 06:45 PM | 0 | 44 | 0 | 0 | 44 | 1 | 0 | 0 | 0 | 1 | 27 | 6 | 0 | 0 | 33 | 78 |
| Hourly Total | 1 | 210 | 0 | 0 | 211 | 10 | 0 | 0 | 0 | 10 | 124 | 15 | 0 | 0 | 139 | 360 |
| 07:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 6 | 1171 | 0 | 0 | 1177 | 75 | 4 | 0 | 0 | 79 | 1273 | 66 | 0 | 0 | 1339 | 2595 |
| Approach \% | 0.5 | 99.5 | 0.0 | - | - | 94.9 | 5.1 | 0.0 | - | - | 95.1 | 4.9 | 0.0 | - | - | - |
| Total \% | 0.2 | 45.1 | 0.0 | - | 45.4 | 2.9 | 0.2 | 0.0 | - | 3.0 | 49.1 | 2.5 | 0.0 | - | 51.6 | - |
| Lights | 5 | 809 | 0 | - | 814 | 69 | 4 | 0 | - | 73 | 852 | 58 | 0 | $\cdots$ | 910 | 1797 |
| \% Lights | 83.3 | 69.1 | - | - | 69.2 | 92.0 | 100.0 | - | - | 92.4 | 66.9 | 87.9 | - | - | 68.0 | 69.2 |
| Mediums | 1 | 176 | 0 | - | 177 | 5 | 0 | 0 | - | 5 | 180 | 6 | 0 | - | 186 | 368 |
| \% Mediums | 16.7 | 15.0 | - | - | 15.0 | 6.7 | 0.0 | - | - | 6.3 | 14.1 | 9.1 | - | $\cdots$ | 13.9 | 14.2 |
| Articulated Trucks | 0 | 185 | 0 | - | 185 | 1 | 0 | 0 | - | 1 | 241 | 2 | 0 | - | 243 | 429 |
| \% Articulated Trucks | 0.0 | 15.8 | - | - | 15.7 | 1.3 | 0.0 | - | - | 1.3 | 18.9 | 3.0 | - | - | 18.1 | 16.5 |
| Bicycles on Road | 0 | 1 | 0 | - | 1 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 1 |
| \% Bicycles on Road | 0.0 | 0.1 | - | - | 0.1 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Stoddart Rd Site Code: 2
Start Date: 2014/09/22
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Stoddart Rd Site Code: 2

14/09/22
Page No: 4

| Start Time | Turning Movement Peak Hour Data (07:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 |  |  |  |  | Stoddart Rd |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 07:00 AM | 0 | 15 | 0 | 0 | 15 | 8 | 0 | 0 | 0 | 8 | 62 | 0 | 0 | 0 | 62 | 85 |
| 07:15 AM | 0 | 30 | 0 | 0 | 30 | 3 | 0 | 0 | 0 | 3 | 79 | 0 | 0 | 0 | 79 | 112 |
| 07:30 AM | 0 | 35 | 0 | 0 | 35 | 3 | 1 | 0 | 0 | 4 | 59 | 0 | 0 | 0 | 59 | 98 |
| 07:45 AM | 0 | 33 | 0 | 0 | 33 | 2 | 0 | 0 | 0 | 2 | 60 | 3 | 0 | 0 | 63 | 98 |
| Total | 0 | 113 | 0 | 0 | 113 | 16 | 1 | 0 | 0 | 17 | 260 | 3 | 0 | 0 | 263 | 393 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | - | 94.1 | 5.9 | 0.0 | - | - | 98.9 | 1.1 | 0.0 | - | - | - |
| Total \% | 0.0 | 28.8 | 0.0 | - | 28.8 | 4.1 | 0.3 | 0.0 | - | 4.3 | 66.2 | 0.8 | 0.0 | - | 66.9 | - |
| PHF | 0.000 | 0.807 | 0.000 | - | 0.807 | 0.500 | 0.250 | 0.000 | - | 0.531 | 0.823 | 0.250 | 0.000 | - | 0.832 | 0.877 |
| Lights | 0 | 88 | 0 | - | 88 | 14 | 1 | 0 | - | 15 | 169 | 1 | 0 | - | 170 | 273 |
| \% Lights | - | 77.9 | - | - | 77.9 | 87.5 | 100.0 | - | - | 88.2 | 65.0 | 33.3 | - | - | 64.6 | 69.5 |
| Mediums | 0 | 11 | 0 | - | 11 | 1 | 0 | 0 | - | 1 | 63 | 2 | 0 | - | 65 | 77 |
| \% Mediums | - | 9.7 | - | - | 9.7 | 6.3 | 0.0 | - | - | 5.9 | 24.2 | 66.7 | - | - | 24.7 | 19.6 |
| Articulated Trucks | 0 | 14 | 0 | - | 14 | 1 | 0 | 0 | - | 1 | 28 | 0 | 0 | - | 28 | 43 |
| \% Articulated Trucks | - | 12.4 | - | - | 12.4 | 6.3 | 0.0 | - | - | 5.9 | 10.8 | 0.0 | - | - | 10.6 | 10.9 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | - | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Stoddart Rd Site Code: 2
Start Date: 2014/09/22
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Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

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Count Name: Stoddart Rd Site Code: 2

014/09/22
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Turning Movement Peak Hour Data (11:00 AM)


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Count Name: Stoddart Rd Site Code: 2
Start Date: 2014/09/22 Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

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Count Name: Stoddart Rd Site Code: 2
Ptage No: 2014/09/22
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Turning Movement Peak Hour Data (12:00 PM)


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Count Name: Stoddart Rd Site Code: 2
Start Date: 2014/09/22
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## Peak Traffic Technology Ltd.

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Count Name: Stoddart Rd Site Code: 2
Start Date: 2014/09/22
250-819-2527 paul@peaktraffic.ca
Page No: 10

| Start Time | Turning Movement Peak Hour Data (05:00 PM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | Stoddart Rd |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | Peds | App. Total | Left | Right | U-Turn | Peds | App. Total | Thru | Right | U-Turn | Peds | App. Total |  |
| 05:00 PM | 1 | 63 | 0 | 0 | 64 | 3 | 1 | 0 | 0 | 4 | 41 | 4 | 0 | 0 | 45 | 113 |
| 05:15 PM | 0 | 67 | 0 | 0 | 67 | 3 | 1 | 0 | 0 | 4 | 52 | 3 | 0 | 0 | 55 | 126 |
| 05:30 PM | 1 | 66 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 53 | 3 | 0 | 0 | 56 | 123 |
| 05:45 PM | 0 | 60 | 0 | 0 | 60 | 2 | 0 | 0 | 0 | 2 | 32 | 10 | 0 | 0 | 42 | 104 |
| Total | 2 | 256 | 0 | 0 | 258 | 8 | 2 | 0 | 0 | 10 | 178 | 20 | 0 | 0 | 198 | 466 |
| Approach \% | 0.8 | 99.2 | 0.0 | - | - | 80.0 | 20.0 | 0.0 | - | - | 89.9 | 10.1 | 0.0 | - | - | - |
| Total \% | 0.4 | 54.9 | 0.0 | - | 55.4 | 1.7 | 0.4 | 0.0 | - | 2.1 | 38.2 | 4.3 | 0.0 | - | 42.5 | - |
| PHF | 0.500 | 0.955 | 0.000 | - | 0.963 | 0.667 | 0.500 | 0.000 | - | 0.625 | 0.840 | 0.500 | 0.000 | - | 0.884 | 0.925 |
| Lights | 2 | 184 | 0 | - | 186 | 8 | 2 | 0 | - | 10 | 129 | 19 | 0 | - | 148 | 344 |
| \% Lights | 100.0 | 71.9 | - | - | 72.1 | 100.0 | 100.0 | - | - | 100.0 | 72.5 | 95.0 | - | - | 74.7 | 73.8 |
| Mediums | 0 | 34 | 0 | - | 34 | 0 | 0 | 0 | - | 0 | 11 | 1 | 0 | - | 12 | 46 |
| \% Mediums | 0.0 | 13.3 | - | - | 13.2 | 0.0 | 0.0 | - | - | 0.0 | 6.2 | 5.0 | - | - | 6.1 | 9.9 |
| Articulated Trucks | 0 | 38 | 0 | - | 38 | 0 | 0 | 0 | - | 0 | 38 | 0 | 0 | - | 38 | 76 |
| \% Articulated Trucks | 0.0 | 14.8 | - | - | 14.7 | 0.0 | 0.0 | - | - | 0.0 | 21.3 | 0.0 | - | - | 19.2 | 16.3 |
| Bicycles on Road | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Stoddart Rd Site Code: 2
Start Date: 2014/09/22
Page No: 11


Turning Movement Peak Hour Data Plot (05:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4

Count Name: Wonowon Esso \#1 Site Code: 8
Start Date: 2014/09/15
Page No: 1

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Access Westbound |  |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  | Blueberry Esso Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total |  |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:15 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 05:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 05:45 AM | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 32 | 0 | 0 | 0 | 39 | 0 | 0 | 1 | 0 | 0 | 1 | 48 |
| Hourly Total | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 1 | 11 | 83 | 0 | 0 | 0 | 94 | 0 | 0 | 1 | 0 | 0 | 1 | 107 |
| 06:00 AM | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 23 | 0 | 0 | 0 | 29 | 1 | 0 | 2 | 0 | 0 | 3 | 38 |
| 06:15 AM | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 22 | 1 | 0 | 3 | 0 | 0 | 4 | 31 |
| 06:30 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 21 | 0 | 0 | 0 | 32 | 0 | 0 | 2 | 0 | 0 | 2 | 37 |
| 06:45 AM | 0 | 8 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 23 | 1 | 0 | 0 | 28 | 2 | 1 | 1 | 0 | 0 | 4 | 41 |
| Hourly Total | 0 | 21 | 1 | 0 | 0 | 22 | 0 | 0 | 1 | 0 | 0 | 1 | 22 | 88 | 1 | 0 | 0 | 111 | 4 | 1 | 8 | 0 | 0 | 13 | 147 |
| 07:00 AM | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 27 | 0 | 0 | 0 | 38 | 1 | 0 | 0 | 0 | 0 | 1 | 50 |
| 07:15 AM | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 1 | 9 | 27 | 0 | 0 | 0 | 36 | 1 | 0 | 2 | 0 | 0 | 3 | 54 |
| 07:30 AM | 0 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 0 | 0 | 0 | 29 | 3 | 0 | 1 | 0 | 0 | 4 | 45 |
| 07:45 AM | 0 | 13 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 23 | 0 | 0 | 0 | 31 | 0 | 0 | 5 | 0 | 0 | 5 | 50 |
| Hourly Total | 0 | 50 | 1 | 0 | 0 | 51 | 0 | 1 | 0 | 0 | 0 | 1 | 31 | 103 | 0 | 0 | 0 | 134 | 5 | 0 | 8 | 0 | 0 | 13 | 199 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 24 | 0 | 0 | 0 | 29 | 2 | 0 | 3 | 0 | 0 | 5 | 50 |
| 11:15 AM | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 21 | 0 | 0 | 0 | 28 | 0 | 0 | 4 | 0 | 0 | 4 | 42 |
| 11:30 AM | 0 | 31 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 0 | 0 | 0 | 21 | 1 | 0 | 3 | 0 | 0 | 4 | 56 |
| 11:45 AM | 0 | 19 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 34 | 0 | 0 | 0 | 42 | 1 | 0 | 6 | 0 | 0 | 7 | 68 |
| Hourly Total | 0 | 76 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 92 | 0 | 0 | 0 | 120 | 4 | 0 | 16 | 0 | 0 | 20 | 216 |
| 12:00 PM | 0 | 19 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16 | 0 | 0 | 0 | 20 | 0 | 0 | 7 | 0 | 0 | 7 | 46 |
| 12:15 PM | 0 | 24 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 20 | 0 | 0 | 0 | 27 | 0 | 0 | 8 | 0 | 0 | 8 | 59 |
| 12:30 PM | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 23 | 0 | 0 | 0 | 31 | 2 | 0 | 2 | 0 | 0 | 4 | 56 |
| 12:45 PM | 0 | 21 | 1 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 0 | 0 | 0 | 17 | 1 | 1 | 4 | 0 | 0 | 6 | 45 |
| Hourly Total | 0 | 85 | 1 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 70 | 0 | 0 | 0 | 95 | 3 | 1 | 21 | 0 | 0 | 25 | 206 |
| *** BREAK *** | - | - | - | - | - | $\checkmark$ | - | - | - | - | $\checkmark$ | - | - | - | - | - | $\cdots$ | - | - | - | $\cdot$ | - | - | $\checkmark$ | - |
| 04:00 PM | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 57 | 0 | 0 | 0 | 66 | 0 | 0 | 6 | 0 | 0 | 6 | 77 |
| 04:15 PM | 0 | 109 | 0 | 0 | 0 | 109 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 14 | 0 | 0 | 0 | 16 | 1 | 1 | 8 | 0 | 0 | 10 | 136 |
| 04:30 PM | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 77 | 0 | 0 | 0 | 82 | 1 | 0 | 0 | 0 | 1 | 1 | 88 |
| 04:45 PM | 0 | 61 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 48 | 0 | 0 | 0 | 52 | 0 | 0 | 8 | 0 | 0 | 8 | 121 |
| Hourly Total | 0 | 180 | 0 | 0 | 0 | 180 | 0 | 1 | 0 | 0 | 0 | 1 | 20 | 196 | 0 | 0 | 0 | 216 | 2 | 1 | 22 | 0 | 1 | 25 | 422 |
| 05:00 PM | 0 | 45 | 1 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 84 | 0 | 0 | 0 | 93 | 0 | 0 | 8 | 0 | 0 | 8 | 147 |
| 05:15 PM | 0 | 52 | 2 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 14 | 80 |
| 05:30 PM | 0 | 23 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 0 | 0 | 0 | 20 | 2 | 0 | 6 | 0 | 0 | 8 | 51 |


| 05:45 PM | 0 | 27 | 0 | 0 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 1 | 6 | 13 | 0 | 0 | 0 | 19 | 0 | 0 | 6 | 0 | 0 | 6 | 53 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hourly Total | 0 | 147 | 3 | 0 | 0 | 150 | 1 | 0 | 0 | 0 | 0 | 1 | 22 | 122 | 0 | 0 | 0 | 144 | 3 | 0 | 33 | 0 | 0 | 36 | 331 |
| 06:00 PM | 0 | 39 | 1 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 0 | 0 | 0 | 19 | 3 | 0 | 10 | 0 | 0 | 13 | 72 |
| 06:15 PM | 0 | 34 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16 | 0 | 0 | 0 | 22 | 3 | 0 | 9 | 0 | 0 | 12 | 68 |
| 06:30 PM | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 13 | 0 | 0 | 0 | 20 | 3 | 0 | 15 | 0 | 0 | 18 | 52 |
| 06:45 PM | 0 | 38 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 0 | 0 | 0 | 17 | 1 | 0 | 5 | 0 | 0 | 6 | 61 |
| Hourly Total | 0 | 125 | 1 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 58 | 0 | 0 | 0 | 78 | 10 | 0 | 39 | 0 | 0 | 49 | 253 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 695 | 7 | 0 | 0 | 702 | 1 | 2 | 2 | 0 | 0 | 5 | 179 | 812 | 1 | 0 | 0 | 992 | 31 | 3 | 148 | 0 | 1 | 182 | 1881 |
| Approach \% | 0.0 | 99.0 | 1.0 | 0.0 | - | - | 20.0 | 40.0 | 40.0 | 0.0 | - | - | 18.0 | 81.9 | 0.1 | 0.0 | - | - | 17.0 | 1.6 | 81.3 | 0.0 | - | - | - |
| Total \% | 0.0 | 36.9 | 0.4 | 0.0 | - | 37.3 | 0.1 | 0.1 | 0.1 | 0.0 | - | 0.3 | 9.5 | 43.2 | 0.1 | 0.0 | - | 52.7 | 1.6 | 0.2 | 7.9 | 0.0 | $-$ | 9.7 | - |
| Lights | 0 | 431 | 5 | 0 | - | 436 | 1 | 2 | 2 | 0 | - | 5 | 125 | 487 | 1 | 0 | - | 613 | 26 | 3 | 97 | 0 | - | 126 | 1180 |
| \% Lights | - | 62.0 | 71.4 | - | - | 62.1 | 100.0 | 100.0 | 100.0 | - | - | 100.0 | 69.8 | 60.0 | 100.0 | - | - | 61.8 | 83.9 | 100.0 | 65.5 | - | - | 69.2 | 62.7 |
| Mediums | 0 | 87 | 2 | 0 | - | 89 | 0 | 0 | 0 | 0 | - | 0 | 9 | 80 | 0 | 0 | - | 89 | 5 | 0 | 17 | 0 | - | 22 | 200 |
| \% Mediums | - | 12.5 | 28.6 | - | - | 12.7 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 5.0 | 9.9 | 0.0 | - | - | 9.0 | 16.1 | 0.0 | 11.5 | - | - | 12.1 | 10.6 |
| Articulated Trucks | 0 | 177 | 0 | 0 | - | 177 | 0 | 0 | 0 | 0 | - | 0 | 45 | 244 | 0 | 0 | - | 289 | 0 | 0 | 34 | 0 | - | 34 | 500 |
| \% Articulated Trucks | - | 25.5 | 0.0 | - | - | 25.2 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 25.1 | 30.0 | 0.0 | . | - | 29.1 | 0.0 | 0.0 | 23.0 | - | - | 18.7 | 26.6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| \% Bicycles on Road | - | 0.0 | 0.0 | . | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.1 | 0.0 | - | - | 0.1 | 0.0 | 0.0 | 0.0 | - | . | 0.0 | 0.1 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Wonowon Esso \#1 Site Code: 8
Start Date: 2014/09/15
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#1 Site Code: 8
Start Date: 2014/09/15
250-819-2527 paul@peaktraffic.ca
Page No: 4

Turning Movement Peak Hour Data (07:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Access Westbound |  |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  | Blueberry Esso Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total |  |
| 07:00 AM | 0 | 11 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 27 | 0 | 0 | 0 | 38 | 1 | 0 | 0 | 0 | 0 | 1 | 50 |
| 07:15 AM | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 1 | 9 | 27 | 0 | 0 | 0 | 36 | 1 | 0 | 2 | 0 | 0 | 3 | 54 |
| 07:30 AM | 0 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | 0 | 0 | 0 | 29 | 3 | 0 | 1 | 0 | 0 | 4 | 45 |
| 07:45 AM | 0 | 13 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 23 | 0 | 0 |  | 31 | 0 | 0 | 5 | 0 | 0 | 5 | 50 |
| Total | 0 | 50 | 1 | 0 | 0 | 51 | 0 | 1 | 0 | 0 | 0 | 1 | 31 | 103 | 0 | 0 | 0 | 134 | 5 | 0 | 8 | 0 | 0 | 13 | 199 |
| Approach \% | 0.0 | 98.0 | 2.0 | 0.0 | - | - | 0.0 | 100.0 | 0.0 | 0.0 | - | - | 23.1 | 76.9 | 0.0 | 0.0 | - | - | 38.5 | 0.0 | 61.5 | 0.0 | - | - | - |
| Total \% | 0.0 | 25.1 | 0.5 | 0.0 | - | 25.6 | 0.0 | 0.5 | 0.0 | 0.0 | - | 0.5 | 15.6 | 51.8 | 0.0 | 0.0 | - | 67.3 | 2.5 | 0.0 | 4.0 | 0.0 | - | 6.5 | - |
| PHF | 0.000 | 0.893 | 0.250 | 0.000 | - | 0.911 | 0.000 | 0.250 | 0.000 | 0.000 | - | 0.250 | 0.705 | 0.954 | 0.000 | 0.000 | - | 0.882 | 0.417 | 0.000 | 0.400 | 0.000 | - | 0.650 | 0.921 |
| Lights | 0 | 28 | 1 | 0 | - | 29 | 0 | 1 | 0 | 0 | - | 1 | 15 | 66 | 0 | 0 | - | 81 | 3 | 0 | 6 | 0 | - | 9 | 120 |
| \% Lights | - | 56.0 | 100.0 | - | - | 56.9 | - | 100.0 | - | - | - | 100.0 | 48.4 | 64.1 | - | - | - | 60.4 | 60.0 | - | 75.0 | - | - | 69.2 | 60.3 |
| Mediums | 0 | 6 | 0 | 0 | - | 6 | 0 | 0 | 0 | 0 | - | 0 | 4 | 11 | 0 | 0 | - | 15 | 2 | 0 | 1 | 0 | - | 3 | 24 |
| \% Mediums | - | 12.0 | 0.0 | - | - | 11.8 | - | 0.0 | - | - | - | 0.0 | 12.9 | 10.7 | - | - | - | 11.2 | 40.0 | - | 12.5 | - | - | 23.1 | 12.1 |
| Articulated Trucks | 0 | 16 | 0 | 0 | - | 16 | 0 | 0 | 0 | 0 | - | 0 | 12 | 26 | 0 | 0 | - | 38 | 0 | 0 | 1 | 0 | - | 1 | 55 |
| \% Articulated Trucks | - | 32.0 | 0.0 | - | - | 31.4 | - | 0.0 | - | - | - | 0.0 | 38.7 | 25.2 | - | . | - | 28.4 | 0.0 | - | 12.5 | . | - | 7.7 | 27.6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \\ \hline \end{gathered}$ | - | 0.0 | 0.0 | - | - | 0.0 | - | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | $\cdot$ | - | - | - | - | - | - | $\checkmark$ | - | - | - | - | - | $-$ | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Wonowon Esso \#1 Site Code: 8
Start Date: 2014/09/15
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Wonowon Esso \#1 Site Code: 8
Start Date: 2014/09/15
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Access Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Blueberry Esso Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total |  |
| 11:00 AM | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 24 | 0 | 0 | 0 | 29 | 2 | 0 | 3 | 0 | 0 | 5 | 50 |
| 11:15 AM | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 21 | 0 | 0 | 0 | 28 | 0 | 0 | 4 | 0 | 0 | 4 | 42 |
| 11:30 AM | 0 | 31 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 0 | 0 | 0 | 21 | 1 | 0 | 3 | 0 | 0 | 4 | 56 |
| 11:45 AM | 0 | 19 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 34 | 0 | 0 | 0 | 42 | 1 | 0 | 6 | 0 | 0 | 7 | 68 |
| Total | 0 | 76 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 92 | 0 | 0 | 0 | 120 | 4 | 0 | 16 | 0 | 0 | 20 | 216 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | - | NaN | NaN | NaN | NaN | - | - | 23.3 | 76.7 | 0.0 | 0.0 | - | - | 20.0 | 0.0 | 80.0 | 0.0 | - | - | - |
| Total \% | 0.0 | 35.2 | 0.0 | 0.0 | - | 35.2 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 13.0 | 42.6 | 0.0 | 0.0 | - | 55.6 | 1.9 | 0.0 | 7.4 | 0.0 | - | 9.3 | - |
| PHF | 0.000 | 0.613 | 0.000 | 0.000 | - | 0.613 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.875 | 0.676 | 0.000 | 0.000 | - | 0.714 | 0.500 | 0.000 | 0.667 | 0.000 | - | 0.714 | 0.794 |
| Lights | 0 | 29 | 0 | 0 | - | 29 | 0 | 0 | 0 | 0 | - | 0 | 20 | 52 | 0 | 0 | - | 72 | 4 | 0 | 9 | 0 | - | 13 | 114 |
| \% Lights | - | 38.2 | - | - | - | 38.2 | - | - | - | - | - | - | 71.4 | 56.5 | - | - | - | 60.0 | 100.0 | - | 56.3 | - | - | 65.0 | 52.8 |
| Mediums | 0 | 12 | 0 | 0 | - | 12 | 0 | 0 | 0 | 0 | - | 0 | 2 | 12 | 0 | 0 | - | 14 | 0 | 0 | 1 | 0 | - | 1 | 27 |
| \% Mediums | - | 15.8 | - | - | - | 15.8 | - | - | - | - | - | - | 7.1 | 13.0 | - | - | - | 11.7 | 0.0 | - | 6.3 | - | - | 5.0 | 12.5 |
| Articulated Trucks | 0 | 35 | 0 | 0 | - | 35 | 0 | 0 | 0 | 0 | - | 0 | 6 | 28 | 0 | 0 | - | 34 | 0 | 0 | 6 | 0 | - | 6 | 75 |
| \% Articulated Trucks | - | 46.1 | - | - | - | 46.1 | - | - | - | - | - | . | 21.4 | 30.4 | - | . | - | 28.3 | 0.0 | - | 37.5 | - | - | 30.0 | 34.7 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | - | 0.0 | - | . | - | 0.0 | - | - | . | . | - | . | 0.0 | 0.0 | . | . | - | 0.0 | 0.0 | - | 0.0 | . | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Wonowon Esso \#1 Site Code: 8
Start Date: 2014/09/15
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#1 Site Code: 8
Start Date: 2014/09/15
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Access Westbound |  |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  | Blueberry Esso Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total |  |
| 12:00 PM | 0 | 19 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 16 | 0 | 0 | 0 | 20 | 0 | 0 | 7 | 0 | 0 | 7 | 46 |
| 12:15 PM | 0 | 24 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 20 | 0 | 0 | 0 | 27 | 0 | 0 | 8 | 0 | 0 | 8 | 59 |
| 12:30 PM | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 23 | 0 | 0 | 0 | 31 | 2 | 0 | 2 | 0 | 0 | 4 | 56 |
| 12:45 PM | 0 | 21 | 1 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 0 | 0 | 0 | 17 | 1 | 1 | 4 | 0 | 0 | 6 | 45 |
| Total | 0 | 85 | 1 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 70 | 0 | 0 | 0 | 95 | 3 | 1 | 21 | 0 | 0 | 25 | 206 |
| Approach \% | 0.0 | 98.8 | 1.2 | 0.0 | - | - | NaN | NaN | NaN | NaN | - | - | 26.3 | 73.7 | 0.0 | 0.0 | - | - | 12.0 | 4.0 | 84.0 | 0.0 | - | - | - |
| Total \% | 0.0 | 41.3 | 0.5 | 0.0 | - | 41.7 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 12.1 | 34.0 | 0.0 | 0.0 | - | 46.1 | 1.5 | 0.5 | 10.2 | 0.0 | - | 12.1 | - |
| PHF | 0.000 | 0.885 | 0.250 | 0.000 | - | 0.896 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.781 | 0.761 | 0.000 | 0.000 | - | 0.766 | 0.375 | 0.250 | 0.656 | 0.000 | - | 0.781 | 0.873 |
| Lights | 0 | 53 | 1 | 0 | - | 54 | 0 | 0 | 0 | 0 | - | 0 | 17 | 44 | 0 | 0 | - | 61 | 3 | 1 | 10 | 0 | - | 14 | 129 |
| \% Lights | - | 62.4 | 100.0 | - | - | 62.8 | - | - | - | - | - | - | 68.0 | 62.9 | - | - | - | 64.2 | 100.0 | 100.0 | 47.6 | - | - | 56.0 | 62.6 |
| Mediums | 0 | 5 | 0 | 0 | - | 5 | 0 | 0 | 0 | 0 | - | 0 | 1 | 4 | 0 | 0 | - | 5 | 0 | 0 | 3 | 0 | - | 3 | 13 |
| \% Mediums | - | 5.9 | 0.0 | - | - | 5.8 | - | - | - | - | - | - | 4.0 | 5.7 | - | - | - | 5.3 | 0.0 | 0.0 | 14.3 | - | - | 12.0 | 6.3 |
| Articulated Trucks | 0 | 27 | 0 | 0 | - | 27 | 0 | 0 | 0 | 0 | - | 0 | 7 | 21 | 0 | 0 | - | 28 | 0 | 0 | 8 | 0 | - | 8 | 63 |
| \% Articulated Trucks | - | 31.8 | 0.0 | - | - | 31.4 | . | - | - | - | - | . | 28.0 | 30.0 | - | . | - | 29.5 | 0.0 | 0.0 | 38.1 | . | . | 32.0 | 30.6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \end{gathered}$ | - | 0.0 | 0.0 | - | - | 0.0 | - | - | - | - | - | - | 0.0 | 1.4 | - | - | - | 1.1 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.5 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | $\checkmark$ | - | $\checkmark$ | $\checkmark$ | - | - | - | - | - | $\checkmark$ | - | - | $\checkmark$ | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Wonowon Esso \#1 Site Code: 8
Start Date: 2014/09/15
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Wonowon Esso \#1 Site Code: 8
Start Date: 2014/09/15
Page No: 10

Turning Movement Peak Hour Data (04:15 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Access Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Blueberry Esso Access Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Int. Total |
| 04:15 PM | 0 | 109 | 0 | 0 | 0 | 109 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 14 | 0 | 0 | 0 | 16 | 1 | 1 | 8 | 0 | 0 | 10 | 136 |
| 04:30 PM | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 77 | 0 | 0 | 0 | 82 | 1 | 0 | 0 | 0 | 1 | 1 | 88 |
| 04:45 PM | 0 | 61 | 0 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 48 | 0 | 0 | 0 | 52 | 0 | 0 | 8 | 0 | 0 | 8 | 121 |
| 05:00 PM | 0 | 45 | 1 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 84 | 0 | 0 | 0 | 93 | 0 | 0 | 8 | 0 | 0 | 8 | 147 |
| Total | 0 | 220 | 1 | 0 | 0 | 221 | 0 | 1 | 0 | 0 | 0 | 1 | 20 | 223 | 0 | 0 | 0 | 243 | 2 | 1 | 24 | 0 | 1 | 27 | 492 |
| Approach \% | 0.0 | 99.5 | 0.5 | 0.0 | - | - | 0.0 | 100.0 | 0.0 | 0.0 | - | - | 8.2 | 91.8 | 0.0 | 0.0 | - | - | 7.4 | 3.7 | 88.9 | 0.0 | - | - | - |
| Total \% | 0.0 | 44.7 | 0.2 | 0.0 | - | 44.9 | 0.0 | 0.2 | 0.0 | 0.0 | - | 0.2 | 4.1 | 45.3 | 0.0 | 0.0 | - | 49.4 | 0.4 | 0.2 | 4.9 | 0.0 | - | 5.5 | - |
| PHF | 0.000 | 0.505 | 0.250 | 0.000 | - | 0.507 | 0.000 | 0.250 | 0.000 | 0.000 | - | 0.250 | 0.556 | 0.664 | 0.000 | 0.000 | - | 0.653 | 0.500 | 0.250 | 0.750 | 0.000 | - | 0.675 | 0.837 |
| Lights | 0 | 135 | 0 | 0 | - | 135 | 0 | 1 | 0 | 0 | - | 1 | 17 | 123 | 0 | 0 | - | 140 | 2 | 1 | 16 | 0 | - | 19 | 295 |
| \% Lights | - | 61.4 | 0.0 | - | - | 61.1 | - | 100.0 | - | - | - | 100.0 | 85.0 | 55.2 | - | - | - | 57.6 | 100.0 | 100.0 | 66.7 | - | - | 70.4 | 60.0 |
| Mediums | 0 | 31 | 1 | 0 | - | 32 | 0 | 0 | 0 | 0 | - | 0 | 0 | 14 | 0 | 0 | - | 14 | 0 | 0 | 5 | 0 | - | 5 | 51 |
| \% Mediums | - | 14.1 | 100.0 | - | - | 14.5 | - | 0.0 | - | - | - | 0.0 | 0.0 | 6.3 | - | - | - | 5.8 | 0.0 | 0.0 | 20.8 | - | - | 18.5 | 10.4 |
| Articulated Trucks | 0 | 54 | 0 | 0 | - | 54 | 0 | 0 | 0 | 0 | - | 0 | 3 | 86 | 0 | 0 | - | 89 | 0 | 0 | 3 | 0 | - | 3 | 146 |
| \% Articulated Trucks | - | 24.5 | 0.0 | - | - | 24.4 | - | 0.0 | - | . | - | 0.0 | 15.0 | 38.6 | . | . | - | 36.6 | 0.0 | 0.0 | 12.5 | . | - | 11.1 | 29.7 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | - | 0.0 | 0.0 | - | - | 0.0 | - | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | $\cdot$ | - | $\cdot$ | - | - | - | - | - | $\checkmark$ | - | - | $\checkmark$ | - | 100.0 | - | - |

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Count Name: Wonowon Esso \#1 Site Code: 8
Start ake. 2014/09/15
Page No: 11


Turning Movement Peak Hour Data Plot (04:15 PM)

## Peak Traffic Technology Ltd.

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Count Name: Wonowon Esso \#1 Site Code: 8
Start Date: 2014/09/15
Page No: 12

# PeaK Traffic Technology Ltd. 

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#2 Site Code: 9
Start Date: 2014/09/15
250-819-2527 paul@peaktraffic.ca
Page No: 1

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Turning Movement Data  <br> $\begin{array}{c}\text { Wonowon Lodge Access } \\ \text { Westbound }\end{array}$ $\begin{array}{c}\text { Alaska Hwy } 97 \\ \text { Northbound }\end{array}$ |  |  |  |  |  |  |  |  |  |  |  | Blueberry Esso \#2 Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. Total |  |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 2 | 15 |
| 05:15 AM | 1 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 2 | 22 |
| 05:30 AM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 1 | 29 |
| 05:45 AM | 0 | 8 | 1 | 0 | 0 | 9 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 29 | 0 | 0 | 0 | 29 | 4 | 0 | 0 | 0 | 0 | 4 | 47 |
| Hourly Total | 1 | 12 | 1 | 0 | 0 | 14 | 1 | 1 | 7 | 0 | 0 | 9 | 0 | 81 | 0 | 0 | 0 | 81 | 9 | 0 | 0 | 0 | 0 | 9 | 113 |
| 06:00 AM | 0 | 3 | 2 | 0 | 0 | 5 | 1 | 0 | 3 | 0 | 0 | 4 | 0 | 25 | 0 | 0 | 0 | 25 | 7 | 0 | 1 | 0 | 0 | 8 | 42 |
| 06:15 AM | 0 | 3 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 24 | 0 | 0 | 0 | 24 | 3 | 0 | 1 | 0 | 0 | 4 | 33 |
| 06:30 AM | 0 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 3 | 26 |
| 06:45 AM | 0 | 9 | 1 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 26 | 0 | 0 | 0 | 26 | 9 | 0 | 0 | 0 | 0 | 9 | 47 |
| Hourly Total | 0 | 17 | 7 | 0 | 0 | 24 | 3 | 0 | 4 | 0 | 0 | 7 | 0 | 93 | 0 | 0 | 0 | 93 | 22 | 0 | 2 | 0 | 0 | 24 | 148 |
| 07:00 AM | 1 | 11 | 1 | 0 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 2 | 0 | 0 | 28 | 10 | 0 | 0 | 0 | 0 | 10 | 51 |
| 07:15 AM | 1 | 14 | 2 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2 | 0 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 7 | 46 |
| 07:30 AM | 1 | 10 | 0 | 0 | 0 | 11 | 1 | 1 | 5 | 0 | 0 | 7 | 2 | 34 | 1 | 0 | 0 | 37 | 7 | 0 | 0 | 0 | 0 | 7 | 62 |
| 07:45 AM | 1 | 14 | 4 | 0 | 0 | 19 | 0 | 1 | 6 | 0 | 0 | 7 | 1 | 20 | 0 | 0 | 0 | 21 | 6 | 0 | 0 | 0 | 0 | 6 | 53 |
| Hourly Total | 4 | 49 | 7 | 0 | 2 | 60 | 1 | 2 | 11 | 0 | 0 | 14 | 4 | 99 | 5 | 0 | 0 | 108 | 30 | 0 | 0 | 0 | 0 | 30 | 212 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:00 AM | 0 | 15 | 3 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 30 | 0 | 0 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 2 | 52 |
| 11:15 AM | 0 | 10 | 3 | 0 | 1 | 13 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 21 | 0 | 0 | 0 | 21 | 7 | 0 | 0 | 0 | 0 | 7 | 42 |
| 11:30 AM | 0 | 27 | 2 | 0 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 3 | 46 |
| 11:45 AM | 0 | 21 | 6 | 0 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 30 | 0 | 0 | 0 | 31 | 9 | 0 | 1 | 0 | 0 | 10 | 69 |
| Hourly Total | 0 | 73 | 14 | 0 | 2 | 87 | 2 | 0 | 1 | 0 | 0 | 3 | 2 | 95 | 0 | 0 | 0 | 97 | 21 | 0 | 1 | 0 | 0 | 22 | 209 |
| 12:00 PM | 0 | 17 | 5 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 19 | 0 | 0 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 6 | 48 |
| 12:15 PM | 0 | 24 | 7 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 22 | 6 | 0 | 0 | 0 | 0 | 6 | 59 |
| 12:30 PM | 1 | 19 | 1 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 5 | 50 |
| 12:45 PM | 1 | 21 | 12 | 0 | 0 | 34 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 10 | 5 | 0 | 2 | 0 | 0 | 7 | 52 |
| Hourly Total | 2 | 81 | 25 | 0 | 0 | 108 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 73 | 1 | 0 | 0 | 75 | 22 | 0 | 2 | 0 | 0 | 24 | 209 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | $\checkmark$ | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 58 | 1 | 0 | 0 | 60 | 3 | 1 | 3 | 0 | 0 | 7 | 69 |
| 04:15 PM | 0 | 101 | 2 | 0 | 0 | 103 | 2 | 1 | 0 | 0 | 1 | 3 | 0 | 10 | 0 | 0 | 1 | 10 | 4 | 0 | 2 | 0 | 0 | 6 | 122 |
| 04:30 PM | 0 | 12 | 3 | 0 | 3 | 15 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 82 | 0 | 0 | 0 | 83 | 8 | 1 | 0 | 0 | 0 | 9 | 109 |
| 04:45 PM | 0 | 63 | 4 | 0 | 3 | 67 | 0 | 2 | 1 | 0 | 1 | 3 | 2 | 38 | 1 | 0 | 0 | 41 | 4 | 3 | 1 | 0 | 0 | 8 | 119 |
| Hourly Total | 0 | 177 | 9 | 0 | 8 | 186 | 3 | 4 | 2 | 0 | 2 | 9 | 4 | 188 | 2 | 0 | 1 | 194 | 19 | 5 | 6 | 0 | 0 | 30 | 419 |
| 05:00 PM | 0 | 31 | 2 | 0 | 3 | 33 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 87 | 3 | 0 | 0 | 90 | 9 | 0 | 0 | 0 | 0 | 9 | 135 |


| 05:15 PM | 1 | 57 | 11 | 0 | 0 | 69 | 2 | 1 | 1 | 0 | 2 | 4 | 0 | 13 | 2 | 0 | 0 | 15 | 5 | 1 | 1 | 0 | 0 | 7 | 95 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:30 PM | 3 | 21 | 8 | 0 | 0 | 32 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 1 | 0 | 0 | 16 | 5 | 1 | 1 | 0 | 0 | 7 | 56 |
| 05:45 PM | 0 | 26 | 4 | 0 | 0 | 30 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 10 | 5 | 0 | 0 | 15 | 5 | 1 | 0 | 0 | 0 | 6 | 53 |
| Hourly Total | 4 | 135 | 25 | 0 | 3 | 164 | 4 | 2 | 4 | 0 | 2 | 10 | 0 | 125 | 11 | 0 | 0 | 136 | 24 | 3 | 2 | 0 | 0 | 29 | 339 |
| 06:00 PM | 2 | 42 | 19 | 0 | 0 | 63 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 15 | 1 | 0 | 0 | 16 | 1 | 1 | 0 | 0 | 0 | 2 | 82 |
| 06:15 PM | 1 | 31 | 9 | 0 | 0 | 41 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 4 | 0 | 0 | 21 | 3 | 0 | 1 | 0 | 0 | 4 | 67 |
| 06:30 PM | 3 | 15 | 5 | 0 | 0 | 23 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 18 | 0 | 0 | 0 | 18 | 8 | 0 | 0 | 0 | 0 | 8 | 51 |
| 06:45 PM | 1 | 37 | 10 | 0 | 0 | 48 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 12 | 1 | 0 | 0 | 13 | 1 | 4 | 1 | 0 | 0 | 6 | 70 |
| Hourly Total | 7 | 125 | 43 | 0 | 0 | 175 | 3 | 1 | 3 | 0 | 0 | 7 | 0 | 62 | 6 | 0 | 0 | 68 | 13 | 5 | 2 | 0 | 0 | 20 | 270 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 18 | 669 | 131 | 0 | 15 | 818 | 18 | 10 | 33 | 0 | 4 | 61 | 11 | 818 | 25 | 0 | 1 | 854 | 160 | 13 | 15 | 0 | 0 | 188 | 1921 |
| Approach \% | 2.2 | 81.8 | 16.0 | 0.0 | - | - | 29.5 | 16.4 | 54.1 | 0.0 | - | - | 1.3 | 95.8 | 2.9 | 0.0 | - | - | 85.1 | 6.9 | 8.0 | 0.0 | - | - | - |
| Total \% | 0.9 | 34.8 | 6.8 | 0.0 | - | 42.6 | 0.9 | 0.5 | 1.7 | 0.0 | - | 3.2 | 0.6 | 42.6 | 1.3 | 0.0 | - | 44.5 | 8.3 | 0.7 | 0.8 | 0.0 | - | 9.8 | - |
| Lights | 15 | 399 | 98 | 0 | - | 512 | 13 | 10 | 24 | 0 | - | 47 | 5 | 511 | 21 | 0 | - | 537 | 113 | 12 | 6 | 0 | - | 131 | 1227 |
| \% Lights | 83.3 | 59.6 | 74.8 | - | - | 62.6 | 72.2 | 100.0 | 72.7 | - | - | 77.0 | 45.5 | 62.5 | 84.0 | - | - | 62.9 | 70.6 | 92.3 | 40.0 | - | - | 69.7 | 63.9 |
| Mediums | 2 | 99 | 16 | 0 | - | 117 | 3 | 0 | 3 | 0 | - | 6 | 0 | 72 | 1 | 0 | - | 73 | 10 | 1 | 2 | 0 | - | 13 | 209 |
| \% Mediums | 11.1 | 14.8 | 12.2 | - | - | 14.3 | 16.7 | 0.0 | 9.1 | - | - | 9.8 | 0.0 | 8.8 | 4.0 | - | - | 8.5 | 6.3 | 7.7 | 13.3 | - | - | 6.9 | 10.9 |
| Articulated Trucks | 1 | 171 | 17 | 0 | - | 189 | 2 | 0 | 6 | 0 | - | 8 | 6 | 234 | 3 | 0 | - | 243 | 37 | 0 | 7 | 0 | - | 44 | 484 |
| \% Articulated Trucks | 5.6 | 25.6 | 13.0 | - | - | 23.1 | 11.1 | 0.0 | 18.2 | - | - | 13.1 | 54.5 | 28.6 | 12.0 | - | - | 28.5 | 23.1 | 0.0 | 46.7 | - | - | 23.4 | 25.2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| $\begin{gathered} \% \text { Bicycles on } \\ \text { Road } \\ \hline \end{gathered}$ | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.1 | 0.0 | - | - | 0.1 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.1 |
| Pedestrians | - | - | - | - | 15 | - | - | - | - | - | 4 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Wonowon Esso \#2 Site Code: 9
Start Date: 2014/09/15
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#2 Site Code: 9

Date: 2014/09/15
Page No: 4

Turning Movement Peak Hour Data (07:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Wonowon Lodge Access Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Blueberry Esso \#2 Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. |  |
| 07:00 AM | 1 | 11 | 1 | 0 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 2 | 0 | 0 | 28 | 10 | 0 | 0 | 0 | 0 | 10 | 51 |
| 07:15 AM | 1 | 14 | 2 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2 | 0 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 7 | 46 |
| 07:30 AM | 1 | 10 | 0 | 0 | 0 | 11 | 1 | 1 | 5 | 0 | 0 | 7 | 2 | 34 | 1 | 0 | 0 | 37 | 7 | 0 | 0 | 0 | 0 | 7 | 62 |
| 07:45 AM | 1 | 14 | 4 | 0 | 0 | 19 | 0 | 1 | 6 | 0 | 0 | 7 | 1 | 20 | 0 | 0 | 0 | 21 | 6 | 0 | 0 | 0 | 0 | 6 | 53 |
| Total | 4 | 49 | 7 | 0 | 2 | 60 | 1 | 2 | 11 | 0 | 0 | 14 | 4 | 99 | 5 | 0 | 0 | 108 | 30 | 0 | 0 | 0 | 0 | 30 | 212 |
| Approach \% | 6.7 | 81.7 | 11.7 | 0.0 | - | - | 7.1 | 14.3 | 78.6 | 0.0 | - | - | 3.7 | 91.7 | 4.6 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | 0.0 | - | - | - |
| Total \% | 1.9 | 23.1 | 3.3 | 0.0 | - | 28.3 | 0.5 | 0.9 | 5.2 | 0.0 | - | 6.6 | 1.9 | 46.7 | 2.4 | 0.0 | - | 50.9 | 14.2 | 0.0 | 0.0 | 0.0 | - | 14.2 | - |
| PHF | 1.000 | 0.875 | 0.438 | 0.000 | - | 0.789 | 0.250 | 0.500 | 0.458 | 0.000 | - | 0.500 | 0.500 | 0.728 | 0.625 | 0.000 | - | 0.730 | 0.750 | 0.000 | 0.000 | 0.000 | - | 0.750 | 0.855 |
| Lights | 3 | 29 | 6 | 0 | - | 38 | 1 | 2 | 10 | 0 | - | 13 | 1 | 64 | 5 | 0 | - | 70 | 11 | 0 | 0 | 0 | - | 11 | 132 |
| \% Lights | 75.0 | 59.2 | 85.7 | - | - | 63.3 | 100.0 | 100.0 | 90.9 | - | - | 92.9 | 25.0 | 64.6 | 100.0 | - | - | 64.8 | 36.7 | - | - | - | - | 36.7 | 62.3 |
| Mediums | 1 | 7 | 1 | 0 | - | 9 | 0 | 0 | 1 | 0 | - | 1 | 0 | 10 | 0 | 0 | - | 10 | 4 | 0 | 0 | 0 | - | 4 | 24 |
| \% Mediums | 25.0 | 14.3 | 14.3 | - | - | 15.0 | 0.0 | 0.0 | 9.1 | - | - | 7.1 | 0.0 | 10.1 | 0.0 | - | - | 9.3 | 13.3 | - | - | - | - | 13.3 | 11.3 |
| Articulated Trucks | 0 | 13 | 0 | 0 | - | 13 | 0 | 0 | 0 | 0 | - | 0 | 3 | 25 | 0 | 0 | - | 28 | 15 | 0 | 0 | 0 | - | 15 | 56 |
| \% Articulated Trucks | 0.0 | 26.5 | 0.0 | - | - | 21.7 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 75.0 | 25.3 | 0.0 | - | - | 25.9 | 50.0 | - | . | . | - | 50.0 | 26.4 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | $\checkmark$ | 0 | 0 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \end{gathered}$ | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | - | - | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Wonowon Esso \#2 Site Code: 9
Start Date: 2014/09/15
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Wonowon Esso \#2 Site Code: 9

2014/09/15
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Wonowon Lodge Access Westbound |  |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  | Blueberry Esso \#2 Access Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Int. Total |
| 11:00 AM | 0 | 15 | 3 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 30 | 0 | 0 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 2 | 52 |
| 11:15 AM | 0 | 10 | 3 | 0 | 1 | 13 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 21 | 0 | 0 | 0 | 21 | 7 | 0 | 0 | 0 | 0 | 7 | 42 |
| 11:30 AM | 0 | 27 | 2 | 0 | 1 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 3 | 46 |
| 11:45 AM | 0 | 21 | 6 | 0 | 0 | 27 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 30 | 0 | 0 | 0 | 31 | 9 | 0 | 1 | 0 | 0 | 10 | 69 |
| Total | 0 | 73 | 14 | 0 | 2 | 87 | 2 | 0 | 1 | 0 | 0 | 3 | 2 | 95 | 0 | 0 | 0 | 97 | 21 | 0 | 1 | 0 | 0 | 22 | 209 |
| Approach \% | 0.0 | 83.9 | 16.1 | 0.0 | - | - | 66.7 | 0.0 | 33.3 | 0.0 | - | - | 2.1 | 97.9 | 0.0 | 0.0 | - | - | 95.5 | 0.0 | 4.5 | 0.0 | - | - | - |
| Total \% | 0.0 | 34.9 | 6.7 | 0.0 | - | 41.6 | 1.0 | 0.0 | 0.5 | 0.0 | - | 1.4 | 1.0 | 45.5 | 0.0 | 0.0 | - | 46.4 | 10.0 | 0.0 | 0.5 | 0.0 | - | 10.5 | - |
| PHF | 0.000 | 0.676 | 0.583 | 0.000 | - | 0.750 | 0.500 | 0.000 | 0.250 | 0.000 | - | 0.750 | 0.500 | 0.792 | 0.000 | 0.000 | - | 0.782 | 0.583 | 0.000 | 0.250 | 0.000 | - | 0.550 | 0.757 |
| Lights | 0 | 27 | 9 | 0 | - | 36 | 1 | 0 | 1 | 0 | - | 2 | 1 | 61 | 0 | 0 | - | 62 | 18 | 0 | 1 | 0 | - | 19 | 119 |
| \% Lights | - | 37.0 | 64.3 | - | - | 41.4 | 50.0 | - | 100.0 | - | - | 66.7 | 50.0 | 64.2 | - | - | - | 63.9 | 85.7 | - | 100.0 | - | - | 86.4 | 56.9 |
| Mediums | 0 | 4 | 1 | 0 | - | 5 | 1 | 0 | 0 | 0 | - | 1 | 0 | 13 | 0 | 0 | - | 13 | 1 | 0 | 0 | 0 | - | 1 | 20 |
| \% Mediums | - | 5.5 | 7.1 | - | - | 5.7 | 50.0 | - | 0.0 | - | - | 33.3 | 0.0 | 13.7 | - | - | - | 13.4 | 4.8 | - | 0.0 | - | - | 4.5 | 9.6 |
| Articulated Trucks | 0 | 42 | 4 | 0 | - | 46 | 0 | 0 | 0 | 0 | - | 0 | 1 | 21 | 0 | 0 | - | 22 | 2 | 0 | 0 | 0 | - | 2 | 70 |
| $\begin{gathered} \hline \text { \% Articulated } \\ \text { Trucks } \\ \hline \end{gathered}$ | - | 57.5 | 28.6 | - | - | 52.9 | 0.0 | - | 0.0 | - | - | 0.0 | 50.0 | 22.1 | - | - | - | 22.7 | 9.5 | - | 0.0 | - | - | 9.1 | 33.5 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | - | 0.0 | 0.0 | . | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | 0.0 | . | . | - | 0.0 | 0.0 | . | 0.0 | . | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 2 | - | - | - | - | $-$ | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Wonowon Esso \#2 Site Code: 9
Start Date: 2014/09/15
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#2 Site Code: 9
Start Date: 2014/09/15
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  |  | Wonowon Lodge Access Westbound |  |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  | Blueberry Esso \#2 Access Eastbound |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Int. Total |
| 12:00 PM | 0 | 17 | 5 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 19 | 0 | 0 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 6 | 48 |
| 12:15 PM | 0 | 24 | 7 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 22 | 6 | 0 | 0 | 0 | 0 | 6 | 59 |
| 12:30 PM | 1 | 19 | 1 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 1 | 0 | 0 | 24 | 5 | 0 | 0 | 0 | 0 | 5 | 50 |
| 12:45 PM | 1 | 21 | 12 | 0 | 0 | 34 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 10 | 5 | 0 | 2 | 0 | 0 | 7 | 52 |
| Total | 2 | 81 | 25 | 0 | 0 | 108 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 73 | 1 | 0 | 0 | 75 | 22 | 0 | 2 | 0 | 0 | 24 | 209 |
| Approach \% | 1.9 | 75.0 | 23.1 | 0.0 | - | - | 50.0 | 0.0 | 50.0 | 0.0 | - | - | 1.3 | 97.3 | 1.3 | 0.0 | - | - | 91.7 | 0.0 | 8.3 | 0.0 | - | - | - |
| Total \% | 1.0 | 38.8 | 12.0 | 0.0 | - | 51.7 | 0.5 | 0.0 | 0.5 | 0.0 | - | 1.0 | 0.5 | 34.9 | 0.5 | 0.0 | - | 35.9 | 10.5 | 0.0 | 1.0 | 0.0 | - | 11.5 | - |
| PHF | 0.500 | 0.844 | 0.521 | 0.000 | - | 0.794 | 0.250 | 0.000 | 0.250 | 0.000 | - | 0.500 | 0.250 | 0.793 | 0.250 | 0.000 | - | 0.781 | 0.917 | 0.000 | 0.250 | 0.000 | - | 0.857 | 0.886 |
| Lights | 2 | 49 | 19 | 0 | - | 70 | 1 | 0 | 1 | 0 | - | 2 | 0 | 49 | 1 | 0 | - | 50 | 18 | 0 | 0 | 0 | - | 18 | 140 |
| \% Lights | 100.0 | 60.5 | 76.0 | - | - | 64.8 | 100.0 | - | 100.0 | - | - | 100.0 | 0.0 | 67.1 | 100.0 | - | - | 66.7 | 81.8 | - | 0.0 | - | - | 75.0 | 67.0 |
| Mediums | 0 | 10 | 2 | 0 | - | 12 | 0 | 0 | 0 | 0 | - | 0 | 0 | 8 | 0 | 0 | - | 8 | 0 | 0 | 0 | 0 | - | 0 | 20 |
| \% Mediums | 0.0 | 12.3 | 8.0 | - | - | 11.1 | 0.0 | - | 0.0 | - | - | 0.0 | 0.0 | 11.0 | 0.0 | - | - | 10.7 | 0.0 | - | 0.0 | - | - | 0.0 | 9.6 |
| Articulated Trucks | 0 | 22 | 4 | 0 | - | 26 | 0 | 0 | 0 | 0 | - | 0 | 1 | 16 | 0 | 0 | - | 17 | 4 | 0 | 2 | 0 | - | 6 | 49 |
| \% Articulated Trucks | 0.0 | 27.2 | 16.0 | . | - | 24.1 | 0.0 | - | 0.0 | . | - | 0.0 | 100.0 | 21.9 | 0.0 | . | - | 22.7 | 18.2 | - | 100.0 | - | . | 25.0 | 23.4 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | 0.0 | . | - | 0.0 | 0.0 | . | 0.0 | . | - | 0.0 | 0.0 | 0.0 | 0.0 | . | - | 0.0 | 0.0 | . | 0.0 | . | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Count Name: Wonowon Esso \#2 Site Code: 9
Start Date: 2014/09/15
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#2 Site Code: 9
Start Date: 2014/09/15
Page No: 10

Turning Movement Peak Hour Data (04:15 PM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  |  | Wonowon Lodge Access Westbound |  |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  | Blueberry Esso \#2 Access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. | Left | Thru | Right | U-Turn | Peds | App. |  |
| 04:15 PM | 0 | 101 | 2 | 0 | 0 | 103 | 2 | 1 | 0 | 0 | 1 | 3 | 0 | 10 | 0 | 0 | 1 | 10 | 4 | 0 | 2 | 0 | 0 | 6 | 122 |
| 04:30 PM | 0 | 12 | 3 | 0 | 3 | 15 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 82 | 0 | 0 | 0 | 83 | 8 | 1 | 0 | 0 | 0 | 9 | 109 |
| 04:45 PM | 0 | 63 | 4 | 0 | 3 | 67 | 0 | 2 | 1 | 0 | 1 | 3 | 2 | 38 | 1 | 0 | 0 | 41 | 4 | 3 | 1 | 0 | 0 | 8 | 119 |
| 05:00 PM | 0 | 31 | 2 | 0 | 3 | 33 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 87 | 3 | 0 | 0 | 90 | 9 | 0 | 0 | 0 | 0 | 9 | 135 |
| Total | 0 | 207 | 11 | 0 | 9 | 218 | 4 | 4 | 3 | 0 | 2 | 11 | 3 | 217 | 4 | 0 | 1 | 224 | 25 | 4 | 3 | 0 | 0 | 32 | 485 |
| Approach \% | 0.0 | 95.0 | 5.0 | 0.0 | - | - | 36.4 | 36.4 | 27.3 | 0.0 | - | - | 1.3 | 96.9 | 1.8 | 0.0 | - | - | 78.1 | 12.5 | 9.4 | 0.0 | - | - | - |
| Total \% | 0.0 | 42.7 | 2.3 | 0.0 | - | 44.9 | 0.8 | 0.8 | 0.6 | 0.0 | - | 2.3 | 0.6 | 44.7 | 0.8 | 0.0 | - | 46.2 | 5.2 | 0.8 | 0.6 | 0.0 | - | 6.6 | - |
| PHF | 0.000 | 0.512 | 0.688 | 0.000 | - | 0.529 | 0.500 | 0.500 | 0.375 | 0.000 | - | 0.917 | 0.375 | 0.624 | 0.333 | 0.000 | - | 0.622 | 0.694 | 0.333 | 0.375 | 0.000 | - | 0.889 | 0.898 |
| Lights | 0 | 119 | 4 | 0 | - | 123 | 3 | 4 | 1 | 0 | - | 8 | 3 | 115 | 2 | 0 | - | 120 | 18 | 3 | 0 | 0 | - | 21 | 272 |
| \% Lights | - | 57.5 | 36.4 | - | - | 56.4 | 75.0 | 100.0 | 33.3 | - | - | 72.7 | 100.0 | 53.0 | 50.0 | - | - | 53.6 | 72.0 | 75.0 | 0.0 | - | - | 65.6 | 56.1 |
| Mediums | 0 | 39 | 5 | 0 | - | 44 | 1 | 0 | 0 | 0 | - | 1 | 0 | 19 | 0 | 0 | - | 19 | 3 | 1 | 0 | 0 | - | 4 | 68 |
| \% Mediums | - | 18.8 | 45.5 | - | - | 20.2 | 25.0 | 0.0 | 0.0 | - | - | 9.1 | 0.0 | 8.8 | 0.0 | - | - | 8.5 | 12.0 | 25.0 | 0.0 | - | - | 12.5 | 14.0 |
| Articulated Trucks | 0 | 49 | 2 | 0 | - | 51 | 0 | 0 | 2 | 0 | - | 2 | 0 | 82 | 2 | 0 | - | 84 | 4 | 0 | 3 | 0 | - | 7 | 144 |
| $\begin{aligned} & \hline \text { \% Articulated } \\ & \text { Trucks } \\ & \hline \end{aligned}$ | - | 23.7 | 18.2 | - | - | 23.4 | 0.0 | 0.0 | 66.7 | - | - | 18.2 | 0.0 | 37.8 | 50.0 | - | - | 37.5 | 16.0 | 0.0 | 100.0 | - | - | 21.9 | 29.7 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 1 |
| \% Bicycles on Road | - | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.5 | 0.0 | - | - | 0.4 | 0.0 | 0.0 | 0.0 | . | - | 0.0 | 0.2 |
| Pedestrians | - | - | - | $-$ | 9 | - | - | - | - | $-$ | 2 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - |

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Count Name: Wonowon Esso \#2 Site Code: 9
Start ate: 2014/09/15
Page No: 11


Turning Movement Peak Hour Data Plot (04:15 PM)

## Peak Traffic Technology Ltd.

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Count Name: Wonowon Esso \#2 Site Code: 9
Start Date: 2014/09/15
Page No: 12

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#3 Site Code: 10
Start Date: 2014/09/15
50-819-2527 paul@peaktraffic.ca
Page No: 1

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  |  | Turning Movement Data$\begin{gathered}\text { anowon Lodge Access (closed) } \\ \text { Westbound }\end{gathered}$$\begin{gathered}\text { Alaska Hwy 9 } \\ \text { Northbound }\end{gathered}$ |  |  |  |  |  |  |  |  |  |  |  | Frontage Rd, Business, Equestrian Ctr. access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total |  |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:15 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 05:30 AM | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 05:45 AM | 0 | 8 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| Hourly Total | 0 | 14 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 06:00 AM | 0 | 5 | 2 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 06:15 AM | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 06:30 AM | 0 | 6 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 06:45 AM | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 35 | 2 | 0 | 0 | 0 | 0 | 2 | 47 |
| Hourly Total | 0 | 25 | 3 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 120 | 2 | 0 | 0 | 0 | 0 | 2 | 150 |
| 07:00 AM | 1 | 13 | 0 | 1 | 0 | 15 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 35 | 1 | 0 | 2 | 36 | 2 | 0 | 0 | 1 | 2 | 3 | 56 |
| 07:15 AM | 0 | 17 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 1 | 49 |
| 07:30 AM | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 40 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 07:45 AM | 0 | 19 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 1 | 55 |
| Hourly Total | 1 | 62 | 2 | 1 | 0 | 66 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 139 | 1 | 0 | 2 | 141 | 4 | 0 | 0 | 1 | 2 | 5 | 214 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 18 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 0 | 0 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 2 | 50 |
| 11:15 AM | 0 | 13 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 0 | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 1 | 44 |
| 11:30 AM | 0 | 34 | 4 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 11:45 AM | 0 | 22 | 4 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 41 | 0 | 0 | 0 | 42 | 2 | 0 | 1 | 0 | 0 | 3 | 71 |
| Hourly Total | 0 | 87 | 10 | 0 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 114 | 0 | 0 | 0 | 117 | 5 | 0 | 1 | 0 | 0 | 6 | 220 |
| 12:00 PM | 0 | 23 | 3 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 3 | 52 |
| 12:15 PM | 0 | 31 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 12:30 PM | 0 | 20 | 2 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 1 | 52 |
| 12:45 PM | 0 | 35 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Hourly Total | 0 | 109 | 5 | 0 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 91 | 0 | 0 | 0 | 93 | 4 | 0 | 0 | 0 | 0 | 4 | 211 |
| 01:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 63 | 1 | 0 | 0 | 0 | 0 | 1 | 64 |
| 04:15 PM | 0 | 108 | 5 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 126 |
| 04:30 PM | 0 | 13 | 4 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 04:45 PM | 0 | 69 | 10 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| Hourly Total | 0 | 190 | 19 | 0 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 0 | 0 | 0 | 215 | 2 | 0 | 0 | 0 | 0 | 2 | 426 |
| 05:00 PM | 0 | 37 | 3 | 0 | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |


| 05:15 PM | 0 | 60 | 4 | 0 | 2 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 3 | 84 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:30 PM | 0 | 30 | 3 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 20 | 1 | 0 | 2 | 0 | 0 | 3 | 56 |
| 05:45 PM | 0 | 31 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 3 | 0 | 1 | 0 | 0 | 4 | 51 |
| Hourly Total | 0 | 158 | 10 | 0 | 3 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 149 | 0 | 0 | 0 | 150 | 7 | 0 | 3 | 0 | 0 | 10 | 328 |
| 06:00 PM | 0 | 60 | 2 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 2 | 83 |
| 06:15 PM | 0 | 41 | 6 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 1 | 67 |
| 06:30 PM | 0 | 24 | 3 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 1 | 53 |
| 06:45 PM | 0 | 46 | 6 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| Hourly Total | 0 | 171 | 17 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 78 | 4 | 0 | 0 | 0 | 0 | 4 | 270 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 1 | 817 | 67 | 1 | 3 | 886 | 0 | 1 | 1 | 0 | 0 | 2 | 7 | 1002 | 1 | 0 | 2 | 1010 | 28 | 0 | 4 | 1 | 2 | 33 | 1931 |
| Approach \% | 0.1 | 92.2 | 7.6 | 0.1 | - | - | 0.0 | 50.0 | 50.0 | 0.0 | - | - | 0.7 | 99.2 | 0.1 | 0.0 | - | - | 84.8 | 0.0 | 12.1 | 3.0 | - | - | - |
| Total \% | 0.1 | 42.3 | 3.5 | 0.1 | - | 45.9 | 0.0 | 0.1 | 0.1 | 0.0 | - | 0.1 | 0.4 | 51.9 | 0.1 | 0.0 | - | 52.3 | 1.5 | 0.0 | 0.2 | 0.1 | - | 1.7 | - |
| Lights | 1 | 550 | 47 | 1 | - | 599 | 0 | 1 | 1 | 0 | - | 2 | 7 | 640 | 1 | 0 | - | 648 | 20 | 0 | 4 | 1 | - | 25 | 1274 |
| \% Lights | 100.0 | 67.3 | 70.1 | 100.0 | - | 67.6 | - | 100.0 | 100.0 | - | - | 100.0 | 100.0 | 63.9 | 100.0 | - | - | 64.2 | 71.4 | - | 100.0 | 100.0 | - | 75.8 | 66.0 |
| Mediums | 0 | 106 | 10 | 0 | - | 116 | 0 | 0 | 0 | 0 | - | 0 | 0 | 101 | 0 | 0 | - | 101 | 2 | 0 | 0 | 0 | - | 2 | 219 |
| \% Mediums | 0.0 | 13.0 | 14.9 | 0.0 | - | 13.1 | - | 0.0 | 0.0 | - | $-$ | 0.0 | 0.0 | 10.1 | 0.0 | - | - | 10.0 | 7.1 | - | 0.0 | 0.0 | - | 6.1 | 11.3 |
| Articulated Trucks | 0 | 135 | 6 | 0 | - | 141 | 0 | 0 | 0 | 0 | - | 0 | 0 | 261 | 0 | 0 | - | 261 | 6 | 0 | 0 | 0 | - | 6 | 408 |
| \% Articulated Trucks | 0.0 | 16.5 | 9.0 | 0.0 | - | 15.9 | - | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 26.0 | 0.0 | - | - | 25.8 | 21.4 | - | 0.0 | 0.0 | - | 18.2 | 21.1 |
| Bicycles on Road | 0 | 26 | 4 | 0 | - | 30 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 30 |
| $\begin{gathered} \text { \% Bicycles on } \\ \text { Road } \end{gathered}$ | 0.0 | 3.2 | 6.0 | 0.0 | - | 3.4 | - | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | - | 0.0 | 1.6 |
| Pedestrians | - | - | - | - | 3 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 2 | - | - |
| \% Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

## PeaK Traffic Technology Ltd.

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Count Name: Wonowon Esso \#3 Site Code: 10
Start Date: 2014/09/15
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#3 Site Code: 10

2014/09/15
250-819-2527 paul@peaktraffic.ca
Page No: 4

Turning Movement Peak Hour Data (07:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Wonowon Lodge Access (closed) <br> Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Frontage Rd, Business, Equestrian Ctr. access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { Tpp. } \\ & \text { Tot } \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \end{aligned}$ |  |
| 07:00 AM | 1 | 13 | 0 | 1 | 0 | 15 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 35 | 1 | 0 | 2 | 36 | 2 | 0 | 0 | 1 | 2 | 3 | 56 |
| 07:15 AM | 0 | 17 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 0 | 1 | 49 |
| 07:30 AM | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 40 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 07:45 AM | 0 | 19 | 1 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 1 | 55 |
| Total | 1 | 62 | 2 | 1 | 0 | 66 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 139 | 1 | 0 | 2 | 141 | 4 | 0 | 0 | 1 | 2 | 5 | 214 |
| Approach \% | 1.5 | 93.9 | 3.0 | 1.5 | - | - | 0.0 | 50.0 | 50.0 | 0.0 | - | - | 0.7 | 98.6 | 0.7 | 0.0 | - | - | 80.0 | 0.0 | 0.0 | 20.0 | - | - | - |
| Total \% | 0.5 | 29.0 | 0.9 | 0.5 | - | 30.8 | 0.0 | 0.5 | 0.5 | 0.0 | - | 0.9 | 0.5 | 65.0 | 0.5 | 0.0 | - | 65.9 | 1.9 | 0.0 | 0.0 | 0.5 | - | 2.3 | - |
| PHF | 0.250 | 0.816 | 0.500 | 0.250 | - | 0.825 | 0.000 | 0.250 | 0.250 | 0.000 | - | 0.250 | 0.250 | 0.869 | 0.250 | 0.000 | - | 0.860 | 0.500 | 0.000 | 0.000 | 0.250 | - | 0.417 | 0.955 |
| Lights | 1 | 38 | 2 | 1 | - | 42 | 0 | 1 | 1 | 0 | - | 2 | 1 | 89 | 1 | 0 | - | 91 | 2 | 0 | 0 | 1 | - | 3 | 138 |
| \% Lights | 100.0 | 61.3 | 100.0 | 100.0 | - | 63.6 | - | 100.0 | 100.0 | - | - | 100.0 | 100.0 | 64.0 | 100.0 | - | - | 64.5 | 50.0 | - | - | 100.0 | - | 60.0 | 64.5 |
| Mediums | 0 | 7 | 0 | 0 | - | 7 | 0 | 0 | 0 | 0 | - | 0 | 0 | 16 | 0 | 0 | - | 16 | 0 | 0 | 0 | 0 | - | 0 | 23 |
| \% Mediums | 0.0 | 11.3 | 0.0 | 0.0 | - | 10.6 | - | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 11.5 | 0.0 | - | - | 11.3 | 0.0 | - | - | 0.0 | - | 0.0 | 10.7 |
| Articulated Trucks | 0 | 17 | 0 | 0 | - | 17 | 0 | 0 | 0 | 0 | - | 0 | 0 | 34 | 0 | 0 | - | 34 | 2 | 0 | 0 | 0 | - | 2 | 53 |
| $\begin{aligned} & \hline \text { \% Articulated } \\ & \text { Trucks } \\ & \hline \end{aligned}$ | 0.0 | 27.4 | 0.0 | 0.0 | - | 25.8 | - | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 24.5 | 0.0 | - | - | 24.1 | 50.0 | - | - | 0.0 | - | 40.0 | 24.8 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | - | . | 0.0 | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 2 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 100.0 | - | - | - | - | - | 100.0 | - | - |

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Count Name: Wonowon Esso \#3 Site Code: 10
Start Date: 2014/09/15
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#3 Site Code: 10
Star Date: 2014/09/15
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Page No: 6

## Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  |  | Wonowon Lodge Access (closed) Westbound |  |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  | Frontage Rd, Business, Equestrian Ctr. access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { Tpp. } \\ & \text { Tol } \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { Tpp. } \\ & \text { Tol } \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \\ & \hline \end{aligned}$ |  |
| 11:00 AM | 0 | 18 | 1 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 0 | 0 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 2 | 50 |
| 11:15 AM | 0 | 13 | 1 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 0 | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 1 | 44 |
| 11:30 AM | 0 | 34 | 4 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 11:45 AM | 0 | 22 | 4 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 41 | 0 | 0 | 0 | 42 | 2 | 0 | 1 | 0 | 0 | 3 | 71 |
| Total | 0 | 87 | 10 | 0 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 114 | 0 | 0 | 0 | 117 | 5 | 0 | 1 | 0 | 0 | 6 | 220 |
| Approach \% | 0.0 | 89.7 | 10.3 | 0.0 | - | - | NaN | NaN | NaN | NaN | - | - | 2.6 | 97.4 | 0.0 | 0.0 | - | - | 83.3 | 0.0 | 16.7 | 0.0 | - | - | - |
| Total \% | 0.0 | 39.5 | 4.5 | 0.0 | - | 44.1 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 1.4 | 51.8 | 0.0 | 0.0 | - | 53.2 | 2.3 | 0.0 | 0.5 | 0.0 | - | 2.7 | - |
| PHF | 0.000 | 0.640 | 0.625 | 0.000 | - | 0.638 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.750 | 0.695 | 0.000 | 0.000 | - | 0.696 | 0.625 | 0.000 | 0.250 | 0.000 | - | 0.500 | 0.775 |
| Lights | 0 | 37 | 4 | 0 | - | 41 | 0 | 0 | 0 | 0 | - | 0 | 3 | 78 | 0 | 0 | - | 81 | 4 | 0 | 1 | 0 | - | 5 | 127 |
| \% Lights | - | 42.5 | 40.0 | - | - | 42.3 | - | - | - | - | - | - | 100.0 | 68.4 | - | - | - | 69.2 | 80.0 | - | 100.0 | - | - | 83.3 | 57.7 |
| Mediums | 0 | 23 | 2 | 0 | - | 25 | 0 | 0 | 0 | 0 | - | 0 | 0 | 7 | 0 | 0 | - | 7 | 0 | 0 | 0 | 0 | $-$ | 0 | 32 |
| \% Mediums | - | 26.4 | 20.0 | - | - | 25.8 | - | - | - | - | - | - | 0.0 | 6.1 | - | - | - | 6.0 | 0.0 | - | 0.0 | - | - | 0.0 | 14.5 |
| Articulated Trucks | 0 | 1 | 0 | 0 | - | 1 | 0 | 0 | 0 | 0 | - | 0 | 0 | 29 | 0 | 0 | - | 29 | 1 | 0 | 0 | 0 | - | 1 | 31 |
| $\begin{aligned} & \text { \% Articulated } \\ & \hline \text { Trucks } \\ & \hline \end{aligned}$ | - | 1.1 | 0.0 | - | - | 1.0 | - | - | - | - | - | - | 0.0 | 25.4 | - | . | - | 24.8 | 20.0 | - | 0.0 | - | - | 16.7 | 14.1 |
| Bicycles on Road | 0 | 26 | 4 | 0 | - | 30 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 30 |
| \% Bicycles on Road | - | 29.9 | 40.0 | - | - | 30.9 | - | - | - | - | - | - | 0.0 | 0.0 | - | - | - | 0.0 | 0.0 | - | 0.0 | - | - | 0.0 | 13.6 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | $-$ | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | $-$ | - | - | - | - | - | $-$ | - | - | - | - | - | - | - | - | - | - | - | $-$ | - | - |

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Count Name: Wonowon Esso \#3 Site Code: 10
Start Date: 2014/09/15
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Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#3 Site Code: 10
Star Na: 2014/09/15
250-819-2527 paul@peaktraffic.ca
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  |  | Wonowon Lodge Access (closed) Westbound |  |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  | Frontage Rd, Business, Equestrian Ctr. access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | $\begin{aligned} & \text { App. } \\ & \text { Total } \\ & \hline \end{aligned}$ | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. Total |  |
| 12:00 PM | 0 | 23 | 3 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 |  | 23 | 3 | 0 | 0 | 0 | 0 | 3 | 52 |
| 12:15 PM | 0 | 31 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 12:30 PM | 0 | 20 | 2 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 1 | 52 |
| 12:45 PM | 0 | 35 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| Total | 0 | 109 | 5 | 0 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 91 | 0 | 0 | 0 | 93 | 4 | 0 | 0 | 0 | 0 | 4 | 211 |
| Approach \% | 0.0 | 95.6 | 4.4 | 0.0 | - | - | NaN | NaN | NaN | NaN | - | - | 2.2 | 97.8 | 0.0 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | 0.0 | - | - | - |
| Total \% | 0.0 | 51.7 | 2.4 | 0.0 | - | 54.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.9 | 43.1 | 0.0 | 0.0 | - | 44.1 | 1.9 | 0.0 | 0.0 | 0.0 | - | 1.9 | - |
| PHF | 0.000 | 0.779 | 0.417 | 0.000 | - | 0.814 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.500 | 0.784 | 0.000 | 0.000 | - | 0.802 | 0.333 | 0.000 | 0.000 | 0.000 | - | 0.333 | 0.925 |
| Lights | 0 | 73 | 1 | 0 | - | 74 | 0 | 0 | 0 | 0 | - | 0 | 2 | 62 | 0 | 0 | - | 64 | 1 | 0 | 0 | 0 | - | 1 | 139 |
| \% Lights | - | 67.0 | 20.0 | - | - | 64.9 | - | - | - | - | - | - | 100.0 | 68.1 | - | - | - | 68.8 | 25.0 | - | - | - | - | 25.0 | 65.9 |
| Mediums | 0 | 5 | 0 | 0 | - | 5 | 0 | 0 | 0 | 0 | - | 0 | 0 | 5 | 0 | 0 | - | 5 | 1 | 0 | 0 | 0 | - | 1 | 11 |
| \% Mediums | - | 4.6 | 0.0 | - | - | 4.4 | - | - | - | - | - | - | 0.0 | 5.5 | - | - | - | 5.4 | 25.0 | - | - | - | - | 25.0 | 5.2 |
| Articulated Trucks | 0 | 31 | 4 | 0 | - | 35 | 0 | 0 | 0 | 0 | - | 0 | 0 | 24 | 0 | 0 | - | 24 | 2 | 0 | 0 | 0 | - | 2 | 61 |
| \% Articulated | - | 28.4 | 80.0 | . | - | 30.7 | - | - | - | - | - | - | 0.0 | 26.4 | - | . | - | 25.8 | 50.0 | - | - | . | - | 50.0 | 28.9 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | - | 0.0 | 0.0 | - | - | 0.0 | - | - | - | . | - | - | 0.0 | 0.0 | - | . | - | 0.0 | 0.0 | . | . | . | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | - | 0 | $-$ | - | - | - | - | 0 | - | - | - | - | $\checkmark$ | 0 | - | - |
| \% Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Wonowon Esso \#3 Site Code: 10
Start Date: 2014/09/15
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#3 Site Code: 10
ate: 2014/09/15
Page No: 10

Turning Movement Peak Hour Data (04:15 PM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  |  | Wonowon Lodge Access (closed) Westbound |  |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  | Frontage Rd, Business, Equestrian Ctr. access Eastbound |  |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | Peds | App. Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total | Left | Thru | Right | U-Turn | Peds | App. <br> Total |  |
| 04:15 PM | 0 | 108 | 5 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 126 |
| 04:30 PM | 0 | 13 | 4 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 04:45 PM | 0 | 69 | 10 | 0 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 05:00 PM | 0 | 37 | 3 | 0 | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| Total | 0 | 227 | 22 | 0 | 1 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | 0 | 0 | 0 | 249 | 1 | 0 | 0 | 0 | 0 | 1 | 499 |
| Approach \% | 0.0 | 91.2 | 8.8 | 0.0 | - | - | NaN | NaN | NaN | NaN | - | - | 0.0 | 100.0 | 0.0 | 0.0 | - | - | 100.0 | 0.0 | 0.0 | 0.0 | - | - | - |
| Total \% | 0.0 | 45.5 | 4.4 | 0.0 | - | 49.9 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 49.9 | 0.0 | 0.0 | - | 49.9 | 0.2 | 0.0 | 0.0 | 0.0 | - | 0.2 | - |
| PHF | 0.000 | 0.525 | 0.550 | 0.000 | - | 0.551 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.642 | 0.000 | 0.000 | - | 0.642 | 0.250 | 0.000 | 0.000 | 0.000 | - | 0.250 | 0.911 |
| Lights | 0 | 140 | 16 | 0 | - | 156 | 0 | 0 | 0 | 0 | - | 0 | 0 | 139 | 0 | 0 | - | 139 | 0 | 0 | 0 | 0 | - | 0 | 295 |
| \% Lights | - | 61.7 | 72.7 | - | - | 62.7 | - | - | - | - | - | - | - | 55.8 | - | - | - | 55.8 | 0.0 | - | - | - | - | 0.0 | 59.1 |
| Mediums | 0 | 39 | 6 | 0 | - | 45 | 0 | 0 | 0 | 0 | - | 0 | 0 | 21 | 0 | 0 | - | 21 | 0 | 0 | 0 | 0 | - | 0 | 66 |
| \% Mediums | - | 17.2 | 27.3 | - | - | 18.1 | - | - | - | - | - | - | - | 8.4 | - | - | - | 8.4 | 0.0 | - | - | - | - | 0.0 | 13.2 |
| Articulated Trucks | 0 | 48 | 0 | 0 | - | 48 | 0 | 0 | 0 | 0 | - | 0 | 0 | 89 | 0 | 0 | - | 89 | 1 | 0 | 0 | 0 | - | 1 | 138 |
| $\begin{aligned} & \text { \% Articulated } \\ & \begin{array}{c} \text { Trucks } \end{array} \\ & \hline \end{aligned}$ | - | 21.1 | 0.0 | - | - | 19.3 | - | . | - | - | - | - | - | 35.7 | - | - | - | 35.7 | 100.0 | . | . | - | - | 100.0 | 27.7 |
| Bicycles on Road | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| \% Bicycles on Road | . | 0.0 | 0.0 | - | - | 0.0 | - | - | - | - | - | . | . | 0.0 | . | . | - | 0.0 | 0.0 | . | . | . | - | 0.0 | 0.0 |
| Pedestrians | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - |
| \% Pedestrians | - | - | - | - | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Wonowon Esso \#3 Site Code: 10
Start Date: 2014/09/15
Page No: 11


Turning Movement Peak Hour Data Plot (04:15 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Wonowon Esso \#3 Site Code: 10
Start Date: 2014/09/15
Page No: 12

## Appendix B: MoTI Permanent Count Station Data

## BC Ministry of Transportation and Infrastructure

## Annual Day of Week Summary for 2013

$\begin{array}{ll}\text { Site Names: } & \text { Inga Lake P-44-1NS - NY } \\ \text { County: } & \text { N/A }\end{array}$
County: N/A
Funct. Class:
Seasonal Factro Group: Seasonal Daily Factor Group: Seasonal
Axle Factor Group:
Location: Route 97, 2.4 km south of Inga Lake Compressor Road, south of WonorGrowth Factor Group:

|  | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | MADT | MAWDT | MAWET | \% POS |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Jan | 1,640 | 2,352 | 2,141 | 2,463 | 2,473 | 2,514 | 1,905 | 2,212 | 2,357 | 1,772 | 51 |
| Feb | 1,709 | 2,391 | 2,687 | 2,796 | 2,706 | 2,623 | 1,963 | 2,410 | 2,645 | 1,836 | 50 |
| Mar | 1,749 | 2,724 | 2,867 | 2,890 | 2,779 | 2,724 | 2,118 | 2,550 | 2,815 | 1,933 | 50 |
| Apr | 1,223 | 1,510 | 1,740 | 1,818 | 1,682 | 1,539 | 1,229 | 1,534 | 1,687 | 1,226 | 51 |
| May | 1,298 | 1,664 | 1,703 | 1,820 | 1,754 | 1,773 | 1,411 | 1,632 | 1,735 | 1,354 | 53 |
| Jun | 1,767 | 2,379 | 2,434 | 2,442 | 2,441 | 2,401 | 1,870 | 2,248 | 2,424 | 1,819 | 53 |
| Jul | 2,224 | 2,850 | 3,264 | 3,392 | 3,485 | 3,238 | 2,503 | 2,994 | 3,248 | 2,363 | 51 |
| Aug | 2,633 | 3,251 | 3,580 | 3,550 | 3,486 | 3,531 | 2,823 | 3,265 | 3,467 | 2,728 | 50 |
| Sep | 2,700 | 3,388 | 3,682 | 3,913 | 3,868 | 3,837 | 3,049 | 3,491 | 3,713 | 2,874 | 49 |
| Oct | 2,410 | 3,131 | 3,514 | 3,661 | 3,640 | 3,753 | 3,102 | 3,316 | 3,486 | 2,756 | 49 |
| Nov | 2,355 | 3,244 | 3,532 | 3,776 | 3,685 | 3,507 | 2,789 | 3,270 | 3,559 | 2,572 | 50 |
| Dec | 2,261 | 2,992 | 3,109 | 3,042 | 3,027 | 3,309 | 2,831 | 2,939 | 3,042 | 2,546 | 50 |


|  | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | AADT | AAWDT | AAWET | \% POS |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2013 | 1,997 | 2,656 | 2,854 | 2,964 | 2,919 | 2,896 | 2,299 | 2,655 | 2,848 | 2,148 | 50 |
| 2012 | 1,657 | 2,177 | 2,332 | 2,454 | 2,382 | 2,300 | 1,824 | 2,161 | 2,336 | 1,741 | 50 |
| 2011 |  |  |  |  |  |  |  |  |  |  |  |
| 2010 |  |  |  |  |  |  |  |  |  |  |  |
| 2009 | 1,345 | 1,717 | 1,871 | 1,976 | 1,882 | 1,876 | 1,442 | 1,730 | 1,861 | 1,394 | 52 |
| 2008 | 1,525 | 1,902 | 2,052 | 2,159 | 2,127 | 2,105 | 1,664 | 1,933 | 2,060 | 1,595 | 51 |
| 2007 |  |  |  |  |  |  |  |  |  |  |  |
| 2006 |  |  |  |  |  |  |  |  |  |  |  |
| 2005 |  |  |  |  |  |  |  |  |  |  |  |
| 2004 |  |  |  |  |  |  |  |  |  |  |  |

## BC Ministry of Transportation and Infrastructure

## Annual Day of Week Summary for 2013

| Site Names: | Sikanni P-44-2NS - NY | Seasonal Factro Group: Seasonal |
| :--- | :--- | :--- |
| County: | N/A | Daily Factor Group: | Seasonal

Location: Route 97, 8.0 km north of the Sikanni River Bridge, north of Fort St. JolGrowth Factor Group:

|  | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | MADT | MAWDT | MAWET | \% POS |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Jan | 703 | 691 | 688 | 762 | 795 | 826 | 756 | 746 | 734 | 729 | 53 |
| Feb | 787 | 907 | 979 | 1,044 | 995 | 1,000 | 881 | 942 | 981 | 834 | 51 |
| Mar | 836 | 888 | 975 | 1,049 | 1,058 | 997 | 922 | 961 | 993 | 879 | 50 |
| Apr | 686 | 725 | 799 | 809 | 745 | 732 | 665 | 737 | 769 | 675 | 53 |
| May | 663 | 789 | 763 | 850 | 869 | 853 | 685 | 782 | 817 | 674 | 56 |
| Jun | 1,031 | 1,092 | 1,181 | 1,193 | 1,243 | 1,170 | 1,027 | 1,134 | 1,177 | 1,029 | 55 |
| Jul | 1,110 | 1,193 | 1,301 | 1,305 | 1,300 | 1,273 | 1,184 | 1,238 | 1,275 | 1,147 | 53 |
| Aug | 1,238 | 1,323 | 1,326 | 1,287 | 1,360 | 1,408 | 1,240 | 1,312 | 1,324 | 1,239 | 50 |
| Sep | 1,274 | 1,348 | 1,379 | 1,442 | 1,476 | 1,505 | 1,332 | 1,394 | 1,411 | 1,303 | 48 |
| Oct | 924 | 1,051 | 1,145 | 1,099 | 1,167 | 1,188 | 1,014 | 1,084 | 1,115 | 969 | 48 |
| Nov | 794 | 904 | 948 | 1,035 | 1,012 | 958 | 854 | 929 | 975 | 824 | 50 |
| Dec | 701 | 792 | 847 | 804 | 789 | 858 | 891 | 812 | 808 | 796 | 49 |


|  | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | AADT | AAWDT | AAWET | \% POS |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2013 | 895 | 975 | 1,028 | 1,057 | 1,067 | 1,064 | 954 | 1,006 | 1,032 | 925 | 51 |
| 2012 | 804 | 915 | 983 | 1,032 | 1,024 | 996 | 886 | 949 | 989 | 845 | 51 |
| 2011 | 828 | 882 | 982 | 1,024 | 1,009 | 988 | 893 | 944 | 974 | 860 | 52 |
| 2010 | 867 | 926 | 994 | 1,058 | 1,049 | 1,008 | 911 | 973 | 1,007 | 889 | 52 |
| 2009 | 770 | 839 | 916 | 949 | 927 | 935 | 821 | 880 | 908 | 795 | 52 |
| 2008 | 794 | 851 | 929 | 972 | 969 | 967 | 870 | 907 | 930 | 832 | 52 |
| 2007 |  |  |  |  |  |  |  |  |  |  |  |
| 2006 |  |  |  |  |  |  |  |  |  |  |  |
| 2005 |  |  |  |  |  |  |  |  |  |  |  |
| 2004 |  |  |  |  |  |  |  |  |  |  |  |

## Appendix C: January 2015 Traffic Volume Count Data

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 151 Beatton River Airport Road winter
Site Code: 7
Start Date: 2015/01/23
Page No: 1

Turning Movement Data

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  | Urn | OVer | Data <br> Airport Rd d |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:00 AM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 15 | 20 |
| 05:15 AM | 0 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 20 | 1 | 0 | 21 | 25 |
| 05:30 AM | 0 | 4 | 0 | 4 | 2 | 2 | 0 | 4 | 18 | 2 | 0 | 20 | 28 |
| 05:45 AM | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | 28 | 2 | 0 | 30 | 37 |
| Hourly Total | 0 | 16 | 0 | 16 | 5 | 3 | 0 | 8 | 79 | 7 | 0 | 86 | 110 |
| 06:00 AM | 0 | 8 | 0 | 8 | 0 | 2 | 0 | 2 | 31 | 4 | 0 | 35 | 45 |
| 06:15 AM | 1 | 5 | 0 | 6 | 0 | 2 | 0 | 2 | 25 | 4 | 0 | 29 | 37 |
| 06:30 AM | 1 | 6 | 0 | 7 | 1 | 2 | 0 | 3 | 33 | 5 | 0 | 38 | 48 |
| 06:45 AM | 0 | 6 | 0 | 6 | 2 | 1 | 0 | 3 | 33 | 11 | 0 | 44 | 53 |
| Hourly Total | 2 | 25 | 0 | 27 | 3 | 7 | 0 | 10 | 122 | 24 | 0 | 146 | 183 |
| 07:00 AM | 0 | 8 | 0 | 8 | 4 | 0 | 0 | 4 | 21 | 5 | 0 | 26 | 38 |
| 07:15 AM | 0 | 11 | 0 | 11 | 1 | 0 | 0 | 1 | 43 | 8 | 0 | 51 | 63 |
| 07:30 AM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 36 | 16 | 0 | 52 | 57 |
| 07:45 AM | 0 | 14 | 0 | 14 | 5 | 0 | 0 | 5 | 59 | 12 | 0 | 71 | 90 |
| Hourly Total | 0 | 38 | 0 | 38 | 10 | 0 | 0 | 10 | 159 | 41 | 0 | 200 | 248 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 2 | 17 | 0 | 19 | 7 | 3 | 0 | 10 | 23 | 4 | 0 | 27 | 56 |
| 11:15 AM | 1 | 16 | 0 | 17 | 10 | 3 | 0 | 13 | 23 | 8 | 0 | 31 | 61 |
| 11:30 AM | 2 | 21 | 0 | 23 | 7 | 2 | 0 | 9 | 25 | 4 | 0 | 29 | 61 |
| 11:45 AM | 4 | 15 | 0 | 19 | 9 | 2 | 0 | 11 | 30 | 2 | 0 | 32 | 62 |
| Hourly Total | 9 | 69 | 0 | 78 | 33 | 10 | 0 | 43 | 101 | 18 | 0 | 119 | 240 |
| 12:00 PM | 1 | 29 | 0 | 30 | 13 | 2 | 0 | 15 | 18 | 5 | 0 | 23 | 68 |
| 12:15 PM | 0 | 11 | 0 | 11 | 5 | 0 | 0 | 5 | 33 | 5 | 0 | 38 | 54 |
| 12:30 PM | 3 | 40 | 0 | 43 | 9 | 2 | 0 | 11 | 22 | 4 | 0 | 26 | 80 |
| 12:45 PM | 0 | 30 | 0 | 30 | 3 | 0 | 0 | 3 | 21 | 3 | 0 | 24 | 57 |
| Hourly Total | 4 | 110 | 0 | 114 | 30 | 4 | 0 | 34 | 94 | 17 | 0 | 111 | 259 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 04:00 PM | 3 | 47 | 0 | 50 | 11 | 0 | 0 | 11 | 18 | 1 | 0 | 19 | 80 |
| 04:15 PM | 1 | 39 | 0 | 40 | 15 | 0 | 0 | 15 | 26 | 3 | 0 | 29 | 84 |
| 04:30 PM | 1 | 34 | 0 | 35 | 9 | 0 | 0 | 9 | 13 | 3 | 0 | 16 | 60 |
| 04:45 PM | 2 | 48 | 0 | 50 | 5 | 0 | 0 | 5 | 9 | 6 | 0 | 15 | 70 |
| Hourly Total | 7 | 168 | 0 | 175 | 40 | 0 | 0 | 40 | 66 | 13 | 0 | 79 | 294 |
| 05:00 PM | 2 | 37 | 0 | 39 | 5 | 1 | 0 | 6 | 17 | 1 | 0 | 18 | 63 |
| 05:15 PM | 2 | 50 | 0 | 52 | 6 | 0 | 0 | 6 | 17 | 6 | 0 | 23 | 81 |
| 05:30 PM | 0 | 48 | 0 | 48 | 7 | 0 | 0 | 7 | 15 | 5 | 0 | 20 | 75 |
| 05:45 PM | 1 | 42 | 0 | 43 | 8 | 2 | 0 | 10 | 21 | 6 | 0 | 27 | 80 |


| Hourly Total | 5 | 177 | 0 | 182 | 26 | 3 | 0 | 29 | 70 | 18 | 0 | 88 | 299 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:00 PM | 0 | 49 | 0 | 49 | 5 | 1 | 0 | 6 | 9 | 3 | 0 | 12 | 67 |
| 06:15 PM | 2 | 56 | 0 | 58 | 7 | 1 | 0 | 8 | 15 | 5 | 0 | 20 | 86 |
| 06:30 PM | 0 | 41 | 0 | 41 | 5 | 1 | 0 | 6 | 16 | 4 | 0 | 20 | 67 |
| 06:45 PM | 0 | 39 | 0 | 39 | 12 | 0 | 0 | 12 | 13 | 5 | 0 | 18 | 69 |
| Hourly Total | 2 | 185 | 0 | 187 | 29 | 3 | 0 | 32 | 53 | 17 | 0 | 70 | 289 |
| Grand Total | 29 | 788 | 0 | 817 | 176 | 30 | 0 | 206 | 744 | 155 | 0 | 899 | 1922 |
| Approach \% | 3.5 | 96.5 | 0.0 | - | 85.4 | 14.6 | 0.0 | - | 82.8 | 17.2 | 0.0 | - | - |
| Total \% | 1.5 | 41.0 | 0.0 | 42.5 | 9.2 | 1.6 | 0.0 | 10.7 | 38.7 | 8.1 | 0.0 | 46.8 | - |
| Lights | 12 | 479 | 0 | 491 | 92 | 9 | 0 | 101 | 451 | 95 | 0 | 546 | 1138 |
| \% Lights | 41.4 | 60.8 | - | 60.1 | 52.3 | 30.0 | - | 49.0 | 60.6 | 61.3 | - | 60.7 | 59.2 |
| Mediums | 1 | 102 | 0 | 103 | 16 | 3 | 0 | 19 | 98 | 9 | 0 | 107 | 229 |
| \% Mediums | 3.4 | 12.9 | - | 12.6 | 9.1 | 10.0 | - | 9.2 | 13.2 | 5.8 | - | 11.9 | 11.9 |
| Articulated Trucks | 16 | 207 | 0 | 223 | 68 | 18 | 0 | 86 | 195 | 51 | 0 | 246 | 555 |
| \% Articulated Trucks | 55.2 | 26.3 | - | 27.3 | 38.6 | 60.0 | - | 41.7 | 26.2 | 32.9 | - | 27.4 | 28.9 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 151 Beatton River Airport Road, winter
Site Code: 7
Start Date: 2015/01/23
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 151 Beatton River Airport Road, winter
Site Code: 7
Start Date: 2015/01/23
Page No: 4

Turning Movement Peak Hour Data (07:00 AM)

| Start Time | Turning Movement Peak Hour Data (07:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  | 151 Beatton River Airport Rd Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 07:00 AM | 0 | 8 | 0 | 8 | 4 | 0 | 0 | 4 | 21 | 5 | 0 | 26 | 38 |
| 07:15 AM | 0 | 11 | 0 | 11 | 1 | 0 | 0 | 1 | 43 | 8 | 0 | 51 | 63 |
| 07:30 AM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 36 | 16 | 0 | 52 | 57 |
| 07:45 AM | 0 | 14 | 0 | 14 | 5 | 0 | 0 | 5 | 59 | 12 | 0 | 71 | 90 |
| Total | 0 | 38 | 0 | 38 | 10 | 0 | 0 | 10 | 159 | 41 | 0 | 200 | 248 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | 100.0 | 0.0 | 0.0 | - | 79.5 | 20.5 | 0.0 | - | - |
| Total \% | 0.0 | 15.3 | 0.0 | 15.3 | 4.0 | 0.0 | 0.0 | 4.0 | 64.1 | 16.5 | 0.0 | 80.6 | - |
| PHF | 0.000 | 0.679 | 0.000 | 0.679 | 0.500 | 0.000 | 0.000 | 0.500 | 0.674 | 0.641 | 0.000 | 0.704 | 0.689 |
| Lights | 0 | 20 | 0 | 20 | 4 | 0 | 0 | 4 | 106 | 26 | 0 | 132 | 156 |
| \% Lights | - | 52.6 | - | 52.6 | 40.0 | - | - | 40.0 | 66.7 | 63.4 | - | 66.0 | 62.9 |
| Mediums | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 26 | 4 | 0 | 30 | 35 |
| \% Mediums | - | 10.5 | - | 10.5 | 10.0 | - | - | 10.0 | 16.4 | 9.8 | - | 15.0 | 14.1 |
| Articulated Trucks | 0 | 14 | 0 | 14 | 5 | 0 | 0 | 5 | 27 | 11 | 0 | 38 | 57 |
| \% Articulated Trucks | - | 36.8 | - | 36.8 | 50.0 | - | - | 50.0 | 17.0 | 26.8 | - | 19.0 | 23.0 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 151 Beatton River Airport Road, winter
Site Code: 7
Start Date: 2015/01/23
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 151 Beatton River Airport Road, winter
Site Code: 7
Start Date: 2015/01/23
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Turning Movement Peak Hour Data (11.00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  | 151 Beatton River Airport Rd Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 11:00 AM | 2 | 17 | 0 | 19 | 7 | 3 | 0 | 10 | 23 | 4 | 0 | 27 | 56 |
| 11:15 AM | 1 | 16 | 0 | 17 | 10 | 3 | 0 | 13 | 23 | 8 | 0 | 31 | 61 |
| 11:30 AM | 2 | 21 | 0 | 23 | 7 | 2 | 0 | 9 | 25 | 4 | 0 | 29 | 61 |
| 11:45 AM | 4 | 15 | 0 | 19 | 9 | 2 | 0 | 11 | 30 | 2 | 0 | 32 | 62 |
| Total | 9 | 69 | 0 | 78 | 33 | 10 | 0 | 43 | 101 | 18 | 0 | 119 | 240 |
| Approach \% | 11.5 | 88.5 | 0.0 | - | 76.7 | 23.3 | 0.0 | - | 84.9 | 15.1 | 0.0 | - | - |
| Total \% | 3.8 | 28.8 | 0.0 | 32.5 | 13.8 | 4.2 | 0.0 | 17.9 | 42.1 | 7.5 | 0.0 | 49.6 | - |
| PHF | 0.563 | 0.821 | 0.000 | 0.848 | 0.825 | 0.833 | 0.000 | 0.827 | 0.842 | 0.563 | 0.000 | 0.930 | 0.968 |
| Lights | 1 | 37 | 0 | 38 | 15 | 1 | 0 | 16 | 46 | 5 | 0 | 51 | 105 |
| \% Lights | 11.1 | 53.6 | - | 48.7 | 45.5 | 10.0 | - | 37.2 | 45.5 | 27.8 | - | 42.9 | 43.8 |
| Mediums | 1 | 7 | 0 | 8 | 5 | 0 | 0 | 5 | 9 | 2 | 0 | 11 | 24 |
| \% Mediums | 11.1 | 10.1 | - | 10.3 | 15.2 | 0.0 | - | 11.6 | 8.9 | 11.1 | - | 9.2 | 10.0 |
| Articulated Trucks | 7 | 25 | 0 | 32 | 13 | 9 | 0 | 22 | 46 | 11 | 0 | 57 | 111 |
| \% Articulated Trucks | 77.8 | 36.2 | - | 41.0 | 39.4 | 90.0 | - | 51.2 | 45.5 | 61.1 | - | 47.9 | 46.3 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 151 Beatton River Airport Road, winter
Site Code: 7
Start Date: 2015/01/23
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 151 Beatton River Airport Road, winter
Site Code: 7
Start Date: 2015/01/23
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | 151 Beatton River Airport Rd Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 12:00 PM | 1 | 29 | 0 | 30 | 13 | 2 | 0 | 15 | 18 | 5 | 0 | 23 | 68 |
| 12:15 PM | 0 | 11 | 0 | 11 | 5 | 0 | 0 | 5 | 33 | 5 | 0 | 38 | 54 |
| 12:30 PM | 3 | 40 | 0 | 43 | 9 | 2 | 0 | 11 | 22 | 4 | 0 | 26 | 80 |
| 12:45 PM | 0 | 30 | 0 | 30 | 3 | 0 | 0 | 3 | 21 | 3 | 0 | 24 | 57 |
| Total | 4 | 110 | 0 | 114 | 30 | 4 | 0 | 34 | 94 | 17 | 0 | 111 | 259 |
| Approach \% | 3.5 | 96.5 | 0.0 | - | 88.2 | 11.8 | 0.0 | - | 84.7 | 15.3 | 0.0 | - | - |
| Total \% | 1.5 | 42.5 | 0.0 | 44.0 | 11.6 | 1.5 | 0.0 | 13.1 | 36.3 | 6.6 | 0.0 | 42.9 | - |
| PHF | 0.333 | 0.688 | 0.000 | 0.663 | 0.577 | 0.500 | 0.000 | 0.567 | 0.712 | 0.850 | 0.000 | 0.730 | 0.809 |
| Lights | 1 | 55 | 0 | 56 | 9 | 1 | 0 | 10 | 42 | 10 | 0 | 52 | 118 |
| \% Lights | 25.0 | 50.0 | - | 49.1 | 30.0 | 25.0 | - | 29.4 | 44.7 | 58.8 | - | 46.8 | 45.6 |
| Mediums | 0 | 12 | 0 | 12 | 3 | 2 | 0 | 5 | 14 | 2 | 0 | 16 | 33 |
| \% Mediums | 0.0 | 10.9 | - | 10.5 | 10.0 | 50.0 | - | 14.7 | 14.9 | 11.8 | - | 14.4 | 12.7 |
| Articulated Trucks | 3 | 43 | 0 | 46 | 18 | 1 | 0 | 19 | 38 | 5 | 0 | 43 | 108 |
| \% Articulated Trucks | 75.0 | 39.1 | - | 40.4 | 60.0 | 25.0 | - | 55.9 | 40.4 | 29.4 | - | 38.7 | 41.7 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 151 Beatton River Airport Road, winter
Site Code: 7
Start Date: 2015/01/23
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 151 Beatton River Airport Road, winter
Site Code: 7
Start Date: 2015/01/23
Page No: 10

Turning Movement Peak Hour Data (05:30 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | 151 Beatton River Airport Rd Westbound |  |  |  | Alaska Hwy 97 Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:30 PM | 0 | 48 | 0 | 48 | 7 | 0 | 0 | 7 | 15 | 5 | 0 | 20 | 75 |
| 05:45 PM | 1 | 42 | 0 | 43 | 8 | 2 | 0 | 10 | 21 | 6 | 0 | 27 | 80 |
| 06:00 PM | 0 | 49 | 0 | 49 | 5 | 1 | 0 | 6 | 9 | 3 | 0 | 12 | 67 |
| 06:15 PM | 2 | 56 | 0 | 58 | 7 | 1 | 0 | 8 | 15 | 5 | 0 | 20 | 86 |
| Total | 3 | 195 | 0 | 198 | 27 | 4 | 0 | 31 | 60 | 19 | 0 | 79 | 308 |
| Approach \% | 1.5 | 98.5 | 0.0 | - | 87.1 | 12.9 | 0.0 | - | 75.9 | 24.1 | 0.0 | - | - |
| Total \% | 1.0 | 63.3 | 0.0 | 64.3 | 8.8 | 1.3 | 0.0 | 10.1 | 19.5 | 6.2 | 0.0 | 25.6 | - |
| PHF | 0.375 | 0.871 | 0.000 | 0.853 | 0.844 | 0.500 | 0.000 | 0.775 | 0.714 | 0.792 | 0.000 | 0.731 | 0.895 |
| Lights | 1 | 144 | 0 | 145 | 17 | 3 | 0 | 20 | 47 | 10 | 0 | 57 | 222 |
| \% Lights | 33.3 | 73.8 | - | 73.2 | 63.0 | 75.0 | - | 64.5 | 78.3 | 52.6 | - | 72.2 | 72.1 |
| Mediums | 0 | 21 | 0 | 21 | 2 | 1 | 0 | 3 | 5 | 0 | 0 | 5 | 29 |
| \% Mediums | 0.0 | 10.8 | - | 10.6 | 7.4 | 25.0 | - | 9.7 | 8.3 | 0.0 | - | 6.3 | 9.4 |
| Articulated Trucks | 2 | 30 | 0 | 32 | 8 | 0 | 0 | 8 | 8 | 9 | 0 | 17 | 57 |
| \% Articulated Trucks | 66.7 | 15.4 | - | 16.2 | 29.6 | 0.0 | - | 25.8 | 13.3 | 47.4 | - | 21.5 | 18.5 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 151 Beatton River Airport Road, winter
Site Code: 7
Start Date: 2015/01/23
Page No: 11


Turning Movement Peak Hour Data Plot (05:30 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 256B Becker Hill, winter Site Code: 5
Start Date: 2015/01/28
Page No: 1

Turning Movement Data

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  | Turning Movement Data <br> 256B Becker Hill Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:00 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 12 |
| 05:15 AM | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 20 |
| 05:30 AM | 0 | 6 | 0 | 6 | 0 | 1 | 0 | 1 | 15 | 1 | 0 | 16 | 23 |
| 05:45 AM | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | 23 | 0 | 0 | 23 | 29 |
| Hourly Total | 0 | 15 | 0 | 15 | 0 | 2 | 0 | 2 | 66 | 1 | 0 | 67 | 84 |
| 06:00 AM | 1 | 14 | 0 | 15 | 1 | 2 | 0 | 3 | 29 | 0 | 0 | 29 | 47 |
| 06:15 AM | 0 | 13 | 0 | 13 | 1 | 3 | 0 | 4 | 44 | 0 | 0 | 44 | 61 |
| 06:30 AM | 0 | 9 | 0 | 9 | 1 | 0 | 0 | 1 | 30 | 0 | 0 | 30 | 40 |
| 06:45 AM | 1 | 17 | 0 | 18 | 0 | 0 | 0 | 0 | 28 | 1 | 0 | 29 | 47 |
| Hourly Total | 2 | 53 | 0 | 55 | 3 | 5 | 0 | 8 | 131 | 1 | 0 | 132 | 195 |
| 07:00 AM | 0 | 12 | 0 | 12 | 1 | 1 | 0 | 2 | 42 | 0 | 0 | 42 | 56 |
| 07:15 AM | 0 | 18 | 0 | 18 | 0 | 3 | 0 | 3 | 57 | 0 | 0 | 57 | 78 |
| 07:30 AM | 0 | 13 | 0 | 13 | 2 | 1 | 0 | 3 | 76 | 1 | 0 | 77 | 93 |
| 07:45 AM | 0 | 17 | 0 | 17 | 0 | 1 | 0 | 1 | 54 | 0 | 0 | 54 | 72 |
| Hourly Total | 0 | 60 | 0 | 60 | 3 | 6 | 0 | 9 | 229 | 1 | 0 | 230 | 299 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 47 |
| 11:15 AM | 1 | 18 | 0 | 19 | 0 | 1 | 0 | 1 | 35 | 1 | 0 | 36 | 56 |
| 11:30 AM | 0 | 19 | 0 | 19 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 50 |
| 11:45 AM | 0 | 33 | 0 | 33 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 62 |
| Hourly Total | 1 | 90 | 0 | 91 | 0 | 1 | 0 | 1 | 122 | 1 | 0 | 123 | 215 |
| 12:00 PM | 0 | 35 | 0 | 35 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 62 |
| 12:15 PM | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 43 |
| 12:30 PM | 2 | 33 | 0 | 35 | 1 | 0 | 0 | 1 | 29 | 0 | 0 | 29 | 65 |
| 12:45 PM | 0 | 27 | 0 | 27 | 1 | 0 | 0 | 1 | 17 | 0 | 0 | 17 | 45 |
| Hourly Total | 2 | 115 | 0 | 117 | 2 | 0 | 0 | 2 | 96 | 0 | 0 | 96 | 215 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 04:00 PM | 0 | 54 | 0 | 54 | 1 | 1 | 0 | 2 | 27 | 3 | 0 | 30 | 86 |
| 04:15 PM | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 81 |
| 04:30 PM | 2 | 43 | 0 | 45 | 1 | 1 | 0 | 2 | 22 | 0 | 0 | 22 | 69 |
| 04:45 PM | 1 | 42 | 0 | 43 | 1 | 0 | 0 | 1 | 16 | 2 | 0 | 18 | 62 |
| Hourly Total | 3 | 189 | 0 | 192 | 3 | 2 | 0 | 5 | 96 | 5 | 0 | 101 | 298 |
| 05:00 PM | 0 | 53 | 0 | 53 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 84 |
| 05:15 PM | 1 | 47 | 0 | 48 | 0 | 0 | 0 | 0 | 28 | 1 | 0 | 29 | 77 |
| 05:30 PM | 1 | 50 | 0 | 51 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 67 |
| 05:45 PM | 6 | 67 | 0 | 73 | 0 | 0 | 0 | 0 | 16 | 5 | 0 | 21 | 94 |
| Hourly Total | 8 | 217 | 0 | 225 | 0 | 0 | 0 | 0 | 91 | 6 | 0 | 97 | 322 |
| 06:00 PM | 0 | 57 | 0 | 57 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 70 |


| 06:15 PM | 3 | 56 | 0 | 59 | 0 | 2 | 0 | 2 | 20 | 1 | 0 | 21 | 82 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:30 PM | 4 | 56 | 0 | 60 | 0 | 1 | 0 | 1 | 17 | 1 | 0 | 18 | 79 |
| 06:45 PM | 1 | 42 | 0 | 43 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 15 | 58 |
| Hourly Total | 8 | 211 | 0 | 219 | 0 | 3 | 0 | 3 | 64 | 3 | 0 | 67 | 289 |
| Grand Total | 24 | 950 | 0 | 974 | 11 | 19 | 0 | 30 | 895 | 18 | 0 | 913 | 1917 |
| Approach \% | 2.5 | 97.5 | 0.0 | - | 36.7 | 63.3 | 0.0 | - | 98.0 | 2.0 | 0.0 | - | - |
| Total \% | 1.3 | 49.6 | 0.0 | 50.8 | 0.6 | 1.0 | 0.0 | 1.6 | 46.7 | 0.9 | 0.0 | 47.6 | - |
| Lights | 21 | 617 | 0 | 638 | 11 | 17 | 0 | 28 | 628 | 16 | 0 | 644 | 1310 |
| \% Lights | 87.5 | 64.9 | - | 65.5 | 100.0 | 89.5 | - | 93.3 | 70.2 | 88.9 | - | 70.5 | 68.3 |
| Mediums | 1 | 104 | 0 | 105 | 0 | 1 | 0 | 1 | 111 | 2 | 0 | 113 | 219 |
| \% Mediums | 4.2 | 10.9 | - | 10.8 | 0.0 | 5.3 | - | 3.3 | 12.4 | 11.1 | - | 12.4 | 11.4 |
| Articulated Trucks | 2 | 229 | 0 | 231 | 0 | 1 | 0 | 1 | 156 | 0 | 0 | 156 | 388 |
| \% Articulated Trucks | 8.3 | 24.1 | - | 23.7 | 0.0 | 5.3 | - | 3.3 | 17.4 | 0.0 | - | 17.1 | 20.2 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 256B Becker Hill, winter Site Code: 5
Start Date: 2015/01/28
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 256B Becker Hill, winter Site Code: 5
Start Date: 2015/01/28
250-819-2527 paul@peaktraffic.ca
Page No: 4

Turning Movement Peak Hour Data (07:00 AM)

| Start Time | Turning Movement Peak Hour Data (07:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  | 256B Becker Hill Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 07:00 AM | 0 | 12 | 0 | 12 | 1 | 1 | 0 | 2 | 42 | 0 | 0 | 42 | 56 |
| 07:15 AM | 0 | 18 | 0 | 18 | 0 | 3 | 0 | 3 | 57 | 0 | 0 | 57 | 78 |
| 07:30 AM | 0 | 13 | 0 | 13 | 2 | 1 | 0 | 3 | 76 | 1 | 0 | 77 | 93 |
| 07:45 AM | 0 | 17 | 0 | 17 | 0 | 1 | 0 | 1 | 54 | 0 | 0 | 54 | 72 |
| Total | 0 | 60 | 0 | 60 | 3 | 6 | 0 | 9 | 229 | 1 | 0 | 230 | 299 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | 33.3 | 66.7 | 0.0 | - | 99.6 | 0.4 | 0.0 | - | - |
| Total \% | 0.0 | 20.1 | 0.0 | 20.1 | 1.0 | 2.0 | 0.0 | 3.0 | 76.6 | 0.3 | 0.0 | 76.9 | - |
| PHF | 0.000 | 0.833 | 0.000 | 0.833 | 0.375 | 0.500 | 0.000 | 0.750 | 0.753 | 0.250 | 0.000 | 0.747 | 0.804 |
| Lights | 0 | 35 | 0 | 35 | 3 | 6 | 0 | 9 | 178 | 1 | 0 | 179 | 223 |
| \% Lights | - | 58.3 | - | 58.3 | 100.0 | 100.0 | - | 100.0 | 77.7 | 100.0 | - | 77.8 | 74.6 |
| Mediums | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 46 | 50 |
| \% Mediums | - | 6.7 | - | 6.7 | 0.0 | 0.0 | - | 0.0 | 20.1 | 0.0 | - | 20.0 | 16.7 |
| Articulated Trucks | 0 | 21 | 0 | 21 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 26 |
| \% Articulated Trucks | - | 35.0 | - | 35.0 | 0.0 | 0.0 | - | 0.0 | 2.2 | 0.0 | - | 2.2 | 8.7 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 256B Becker Hill, winter Site Code: 5
Start Date: 2015/01/28
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 256B Becker Hill, winter Site Code: 5
Start Date: 2015/01/28
250-819-2527 paul@peaktraffic.ca
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Turning Movement Peak Hour Data (11:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 Southbound |  |  |  | 256B Becker Hill Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 11:00 AM | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 47 |
| 11:15 AM | 1 | 18 | 0 | 19 | 0 | 1 | 0 | 1 | 35 | 1 | 0 | 36 | 56 |
| 11:30 AM | 0 | 19 | 0 | 19 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 50 |
| 11:45 AM | 0 | 33 | 0 | 33 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 62 |
| Total | 1 | 90 | 0 | 91 | 0 | 1 | 0 | 1 | 122 | 1 | 0 | 123 | 215 |
| Approach \% | 1.1 | 98.9 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | 99.2 | 0.8 | 0.0 | - | - |
| Total \% | 0.5 | 41.9 | 0.0 | 42.3 | 0.0 | 0.5 | 0.0 | 0.5 | 56.7 | 0.5 | 0.0 | 57.2 | - |
| PHF | 0.250 | 0.682 | 0.000 | 0.689 | 0.000 | 0.250 | 0.000 | 0.250 | 0.871 | 0.250 | 0.000 | 0.854 | 0.867 |
| Lights | 0 | 40 | 0 | 40 | 0 | 0 | 0 | 0 | 67 | 1 | 0 | 68 | 108 |
| \% Lights | 0.0 | 44.4 | - | 44.0 | - | 0.0 | - | 0.0 | 54.9 | 100.0 | - | 55.3 | 50.2 |
| Mediums | 1 | 13 | 0 | 14 | 0 | 1 | 0 | 1 | 12 | 0 | 0 | 12 | 27 |
| \% Mediums | 100.0 | 14.4 | - | 15.4 | - | 100.0 | - | 100.0 | 9.8 | 0.0 | - | 9.8 | 12.6 |
| Articulated Trucks | 0 | 37 | 0 | 37 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 43 | 80 |
| \% Articulated Trucks | 0.0 | 41.1 | - | 40.7 | - | 0.0 | - | 0.0 | 35.2 | 0.0 | - | 35.0 | 37.2 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 256B Becker Hill, winter Site Code: 5
Start Date: 2015/01/28
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 256B Becker Hill, winter Site Code: 5
Star Date: 2015/01/28
250-819-2527 paul@peaktraffic.ca
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Turning Movement Peak Hour Data (12:00 PM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  | 256B Becker Hill Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 12:00 PM | 0 | 35 | 0 | 35 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 62 |
| 12:15 PM | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 43 |
| 12:30 PM | 2 | 33 | 0 | 35 | 1 | 0 | 0 | 1 | 29 | 0 | 0 | 29 | 65 |
| 12:45 PM | 0 | 27 | 0 | 27 | 1 | 0 | 0 | 1 | 17 | 0 | 0 | 17 | 45 |
| Total | 2 | 115 | 0 | 117 | 2 | 0 | 0 | 2 | 96 | 0 | 0 | 96 | 215 |
| Approach \% | 1.7 | 98.3 | 0.0 | - | 100.0 | 0.0 | 0.0 | - | 100.0 | 0.0 | 0.0 | - | - |
| Total \% | 0.9 | 53.5 | 0.0 | 54.4 | 0.9 | 0.0 | 0.0 | 0.9 | 44.7 | 0.0 | 0.0 | 44.7 | - |
| PHF | 0.250 | 0.821 | 0.000 | 0.836 | 0.500 | 0.000 | 0.000 | 0.500 | 0.828 | 0.000 | 0.000 | 0.828 | 0.827 |
| Lights | 1 | 62 | 0 | 63 | 2 | 0 | 0 | 2 | 57 | 0 | 0 | 57 | 122 |
| \% Lights | 50.0 | 53.9 | - | 53.8 | 100.0 | - | - | 100.0 | 59.4 | - | - | 59.4 | 56.7 |
| Mediums | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 20 |
| \% Mediums | 0.0 | 8.7 | - | 8.5 | 0.0 | - | - | 0.0 | 10.4 | - | - | 10.4 | 9.3 |
| Articulated Trucks | 1 | 43 | 0 | 44 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 73 |
| \% Articulated Trucks | 50.0 | 37.4 | - | 37.6 | 0.0 | - | - | 0.0 | 30.2 | - | - | 30.2 | 34.0 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 256B Becker Hill, winter Site Code: 5
Start Date: 2015/01/28
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 256B Becker Hill, winter Site Code: 5
Start Date: 2015/01/28
250-819-2527 paul@peaktraffic.ca
Page No: 10

Turning Movement Peak Hour Data (05:45 PM)

| Start Time | Turning Movement Peak Hour Data (05:45 PM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  | 256B Becker Hill <br> Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:45 PM | 6 | 67 | 0 | 73 | 0 | 0 | 0 | 0 | 16 | 5 | 0 | 21 | 94 |
| 06:00 PM | 0 | 57 | 0 | 57 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 70 |
| 06:15 PM | 3 | 56 | 0 | 59 | 0 | 2 | 0 | 2 | 20 | 1 | 0 | 21 | 82 |
| 06:30 PM | 4 | 56 | 0 | 60 | 0 | 1 | 0 | 1 | 17 | 1 | 0 | 18 | 79 |
| Total | 13 | 236 | 0 | 249 | 0 | 3 | 0 | 3 | 66 | 7 | 0 | 73 | 325 |
| Approach \% | 5.2 | 94.8 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | 90.4 | 9.6 | 0.0 | - | - |
| Total \% | 4.0 | 72.6 | 0.0 | 76.6 | 0.0 | 0.9 | 0.0 | 0.9 | 20.3 | 2.2 | 0.0 | 22.5 | - |
| PHF | 0.542 | 0.881 | 0.000 | 0.853 | 0.000 | 0.375 | 0.000 | 0.375 | 0.825 | 0.350 | 0.000 | 0.869 | 0.864 |
| Lights | 13 | 184 | 0 | 197 | 0 | 3 | 0 | 3 | 52 | 7 | 0 | 59 | 259 |
| \% Lights | 100.0 | 78.0 | - | 79.1 | - | 100.0 | - | 100.0 | 78.8 | 100.0 | - | 80.8 | 79.7 |
| Mediums | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 29 |
| \% Mediums | 0.0 | 10.6 | - | 10.0 | - | 0.0 | - | 0.0 | 6.1 | 0.0 | - | 5.5 | 8.9 |
| Articulated Trucks | 0 | 27 | 0 | 27 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 37 |
| \% Articulated Trucks | 0.0 | 11.4 | - | 10.8 | - | 0.0 | - | 0.0 | 15.2 | 0.0 | - | 13.7 | 11.4 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 256B Becker Hill, winter Site Code: 5
Start Date: 2015/01/28
Page No: 11


Turning Movement Peak Hour Data Plot (05:45 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4
Count Name: Buckinghorse Camp \#1, winter Site Code: 18
Ptart Date: 2015/01/21
250-819-2527 paul@peaktraffic.ca
Page No: 1

| Start Time | Turning Movement Data |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | Mile 171 Rd <br> Westbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Buckinghorse Camp south access Eastbound |  |  |  |  | Int. Total |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | $\begin{gathered} \text { Westbound } \\ \text { Right } \\ \hline \end{gathered}$ | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { Eastboun } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total |  |
| 05:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:15 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:30 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:45 AM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 11 |
| Hourly Total | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 27 |
| 06:00 AM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 14 |
| 06:15 AM | 0 | 9 | 0 | 0 | 9 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 06:30 AM | 0 | 28 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 38 |
| 06:45 AM | 0 | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hourly Total | 0 | 50 | 0 | 0 | 50 | 6 | 1 | 0 | 0 | 7 | 0 | 18 | 1 | 0 | 19 | 1 | 0 | 1 | 0 | 2 | 78 |
| 07:00 AM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 12 |
| 07:15 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 16 |
| 07:30 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:45 AM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| Hourly Total | 0 | 21 | 0 | 0 | 21 | 1 | 0 | 0 | 0 | 1 | 1 | 27 | 0 | 0 | 28 | 1 | 0 | 1 | 0 | 2 | 52 |
| ***BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 14 |
| 11:15 AM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:30 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 3 | 4 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 11 |
| Hourly Total | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 5 | 27 | 0 | 0 | 32 | 0 | 0 | 2 | 0 | 2 | 57 |
| 12:00 PM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 0 | 0 | 14 | 0 | 0 | 2 | 0 | 2 | 24 |
| 12:15 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 3 | 0 | 3 | 17 |
| 12:30 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 21 |
| 12:45 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hourly Total | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 7 | 34 | 0 | 0 | 41 | 0 | 0 | 6 | 0 | 6 | 76 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 04:00 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 7 | 0 | 0 | 2 | 0 | 2 | 15 |
| 04:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 14 |
| 04:30 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hourly Total | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 23 | 0 | 0 | 26 | 0 | 0 | 3 | 0 | 3 | 43 |
| 05:00 PM | 0 | 10 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 1 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 2 | 22 |
| 05:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 1 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 18 |
| 05:30 PM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 13 | 1 | 1 | 0 | 0 | 2 | 27 |
| 05:45 PM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 1 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 26 |
| Hourly Total | 0 | 34 | 0 | 0 | 34 | 1 | 0 | 0 | 0 | 1 | 5 | 43 | 4 | 0 | 52 | 2 | 1 | 3 | 0 | 6 | 93 |
| 06:00 PM | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 27 |


| 06:15 PM | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 18 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:30 PM | 2 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 17 |
| 06:45 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hourly Total | 4 | 26 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 3 | 34 | 2 | 0 | 39 | 0 | 1 | 1 | 0 | 2 | 71 |
| Grand Total | 4 | 213 | 0 | 0 | 217 | 8 | 1 | 1 | 0 | 10 | 24 | 215 | 8 | 0 | 247 | 4 | 2 | 17 | 0 | 23 | 497 |
| Approach \% | 1.8 | 98.2 | 0.0 | 0.0 | - | 80.0 | 10.0 | 10.0 | 0.0 | - | 9.7 | 87.0 | 3.2 | 0.0 | - | 17.4 | 8.7 | 73.9 | 0.0 | - | - |
| Total \% | 0.8 | 42.9 | 0.0 | 0.0 | 43.7 | 1.6 | 0.2 | 0.2 | 0.0 | 2.0 | 4.8 | 43.3 | 1.6 | 0.0 | 49.7 | 0.8 | 0.4 | 3.4 | 0.0 | 4.6 | - |
| Lights | 0 | 137 | 0 | 0 | 137 | 8 | 1 | 1 | 0 | 10 | 20 | 141 | 7 | 0 | 168 | 2 | 1 | 13 | 0 | 16 | 331 |
| \% Lights | 0.0 | 64.3 | - | - | 63.1 | 100.0 | 100.0 | 100.0 | - | 100.0 | 83.3 | 65.6 | 87.5 | - | 68.0 | 50.0 | 50.0 | 76.5 | - | 69.6 | 66.6 |
| Mediums | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 0 | 25 | 2 | 0 | 0 | 0 | 2 | 54 |
| \% Mediums | 0.0 | 12.7 | - | - | 12.4 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 11.2 | 12.5 | - | 10.1 | 50.0 | 0.0 | 0.0 | - | 8.7 | 10.9 |
| Articulated Trucks | 4 | 49 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 0 | 0 | 54 | 0 | 1 | 4 | 0 | 5 | 112 |
| \% Articulated Trucks | 100.0 | 23.0 | - | - | 24.4 | 0.0 | 0.0 | 0.0 | - | 0.0 | 16.7 | 23.3 | 0.0 | - | 21.9 | 0.0 | 50.0 | 23.5 | - | 21.7 | 22.5 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp \#1, winter Site Code: 18
Start Date: 2015/01/21
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Buckinghorse Camp \#1, winter Site Code: 18
Start Date: 2015/01/21
250-819-2527 paul@peaktraffic.ca
Page No: 4

Turning Movement Peak Hour Data (06:30 AM)


## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp \#1, winter Site Code: 18
Start Date: 2015/01/21
Page No: 5


Turning Movement Peak Hour Data Plot (06:30 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Buckinghorse Camp \#1, winter Site Code: 18
ate: 2015/01/21
250-819-2527 paul@peaktraffic.ca
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Turning Movement Peak Hour Data (11:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | Mile 171 RdWestbound |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Buckinghorse Camp south access Eastbound |  |  |  |  |  |
|  |  |  |  |  |  |  |  | orthbound |  |  |  |  |  |  |  |  |
|  | Left | Thru | Right | U-Turn | App. Total |  |  |  |  |  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Int. Total |
| 11:00 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 14 |
| 11:15 AM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:30 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 17 |
| 11:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 3 | 4 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 11 |
| Total | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 5 | 27 | 0 | 0 | 32 | 0 | 0 | 2 | 0 | 2 | 57 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 100.0 | 0.0 | - | 15.6 | 84.4 | 0.0 | 0.0 | - | 0.0 | 0.0 | 100.0 | 0.0 | - | - |
| Total \% | 0.0 | 38.6 | 0.0 | 0.0 | 38.6 | 0.0 | 0.0 | 1.8 | 0.0 | 1.8 | 8.8 | 47.4 | 0.0 | 0.0 | 56.1 | 0.0 | 0.0 | 3.5 | 0.0 | 3.5 | - |
| PHF | 0.000 | 0.688 | 0.000 | 0.000 | 0.688 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.417 | 0.844 | 0.000 | 0.000 | 0.889 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.838 |
| Lights | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 4 | 18 | 0 | 0 | 22 | 0 | 0 | 2 | 0 | 2 | 34 |
| \% Lights | - | 40.9 | - | - | 40.9 | - | - | 100.0 | - | 100.0 | 80.0 | 66.7 | - | - | 68.8 | - | - | 100.0 | - | 100.0 | 59.6 |
| Mediums | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| \% Mediums | - | 18.2 | - | - | 18.2 | - | - | 0.0 | - | 0.0 | 0.0 | 3.7 | - | - | 3.1 | - | - | 0.0 | - | 0.0 | 8.8 |
| Articulated Trucks | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 18 |
| \% Articulated Trucks | - | 40.9 | - | - | 40.9 | - | - | 0.0 | - | 0.0 | 20.0 | 29.6 | - | - | 28.1 | - | - | 0.0 | - | 0.0 | 31.6 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp \#1, winter Site Code: 18
Start Date: 2015/01/21
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Buckinghorse Camp \#1, winter Site Code: 18
Start Date: 2015/01/21
250-819-2527 paul@peaktraffic.ca
Page No: 8

## Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Turning Movement Peak Hour Data (12:00 PM) |  |  |  |  |  |  |  |  |  | Buckinghorse Camp south access Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | Mile 171 RdWestbound |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  |  |  |  |  |  |  |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 12:00 PM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 0 | 0 | 14 | 0 | 0 | 2 | 0 | 2 | 24 |
| 12:15 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 3 | 0 | 3 | 17 |
| 12:30 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 21 |
| 12:45 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 7 | 34 | 0 | 0 | 41 | 0 | 0 | 6 | 0 | 6 | 76 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | NaN | NaN | NaN | NaN | - | 17.1 | 82.9 | 0.0 | 0.0 | - | 0.0 | 0.0 | 100.0 | 0.0 | - | - |
| Total \% | 0.0 | 38.2 | 0.0 | 0.0 | 38.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.2 | 44.7 | 0.0 | 0.0 | 53.9 | 0.0 | 0.0 | 7.9 | 0.0 | 7.9 | - |
| PHF | 0.000 | 0.659 | 0.000 | 0.000 | 0.659 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.583 | 0.773 | 0.000 | 0.000 | 0.732 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.792 |
| Lights | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 5 | 22 | 0 | 0 | 27 | 0 | 0 | 5 | 0 | 5 | 52 |
| \% Lights | - | 69.0 | - | - | 69.0 | - | - | - | - | - | 71.4 | 64.7 | - | - | 65.9 | - | - | 83.3 | - | 83.3 | 68.4 |
| Mediums | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| \% Mediums | - | 3.4 | - | - | 3.4 | - | - | - | - | - | 0.0 | 2.9 | - | - | 2.4 | - | - | 0.0 | - | 0.0 | 2.6 |
| Articulated Trucks | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 22 |
| \% Articulated Trucks | - | 27.6 | - |  | 27.6 |  | - |  | - | - | 28.6 | 32.4 | - |  | 31.7 |  | - | 16.7 |  | 16.7 | 28.9 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp \#1, winter Site Code: 18
Start Date: 2015/01/21
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Buckinghorse Camp \#1, winter Site Code: 18
Start Date: 2015/01/21
Page No: 10

Turning Movement Peak Hour Data (05:15 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Mile 171 RdWestbound |  |  |  |  | Alaska Hwy 97Northbound |  |  |  |  | Buckinghorse Camp south access Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 05:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 1 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 18 |
| 05:30 PM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 13 | 1 | 1 | 0 | 0 | 2 | 27 |
| 05:45 PM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 1 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 26 |
| 06:00 PM | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 27 |
| Total | 1 | 34 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 6 | 49 | 4 | 0 | 59 | 2 | 1 | 1 | 0 | 4 | 98 |
| Approach \% | 2.9 | 97.1 | 0.0 | 0.0 | - | NaN | NaN | NaN | NaN | - | 10.2 | 83.1 | 6.8 | 0.0 | - | 50.0 | 25.0 | 25.0 | 0.0 | - | - |
| Total \% | 1.0 | 34.7 | 0.0 | 0.0 | 35.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 50.0 | 4.1 | 0.0 | 60.2 | 2.0 | 1.0 | 1.0 | 0.0 | 4.1 | - |
| PHF | 0.250 | 0.708 | 0.000 | 0.000 | 0.729 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.875 | 0.500 | 0.000 | 0.922 | 0.500 | 0.250 | 0.250 | 0.000 | 0.500 | 0.907 |
| Lights | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 6 | 39 | 4 | 0 | 49 | 1 | 0 | 1 | 0 | 2 | 72 |
| \% Lights | 0.0 | 61.8 | - | - | 60.0 | - | - | - | - | - | 100.0 | 79.6 | 100.0 | - | 83.1 | 50.0 | 0.0 | 100.0 | - | 50.0 | 73.5 |
| Mediums | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 6 |
| \% Mediums | 0.0 | 5.9 | - | - | 5.7 | - | - | - | - | - | 0.0 | 6.1 | 0.0 | - | 5.1 | 50.0 | 0.0 | 0.0 | - | 25.0 | 6.1 |
| Articulated Trucks | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 20 |
| \% Articulated Trucks | 100.0 | 32.4 | - | - | 34.3 | - | - | - | - | - | 0.0 | 14.3 | 0.0 | - | 11.9 | 0.0 | 100.0 | 0.0 | - | 25.0 | 20.4 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp \#1, winter Site Code: 18
Start Date: 2015/01/21
Page No: 11


Turning Movement Peak Hour Data Plot (05:15 PM)

## Peak Traffic Technology Ltd.

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665 Brentwood Ave
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Count Name: Buckinghorse Camp \#1, winter Site Code: 18
Start Date: 2015/01/21
Page No: 12

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Turning Movement Data

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Buckinghorse River Lodge north access Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| 05:15 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 05:30 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 05:45 AM | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 11 |
| Hourly Total | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 25 |
| 06:00 AM | 0 | 5 | 0 | 5 | 3 | 1 | 0 | 4 | 5 | 0 | 0 | 5 | 14 |
| 06:15 AM | 0 | 9 | 0 | 9 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 11 |
| 06:30 AM | 0 | 26 | 0 | 26 | 2 | 0 | 0 | 2 | 8 | 0 | 0 | 8 | 36 |
| 06:45 AM | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 4 | 4 | 1 | 0 | 5 | 10 |
| Hourly Total | 0 | 41 | 0 | 41 | 9 | 2 | 0 | 11 | 18 | 1 | 0 | 19 | 71 |
| 07:00 AM | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 5 | 10 | 0 | 0 | 10 | 16 |
| 07:15 AM | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | 9 | 0 | 0 | 9 | 15 |
| 07:30 AM | 1 | 3 | 0 | 4 | 1 | 0 | 0 | 1 | 6 | 0 | 0 | 6 | 11 |
| 07:45 AM | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 15 |
| Hourly Total | 1 | 20 | 0 | 21 | 1 | 6 | 0 | 7 | 29 | 0 | 0 | 29 | 57 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 14 |
| 11:15 AM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 | 15 |
| 11:30 AM | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 6 | 14 |
| 11:45 AM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 10 |
| Hourly Total | 1 | 22 | 0 | 23 | 0 | 1 | 0 | 1 | 28 | 1 | 0 | 29 | 53 |
| 12:00 PM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 17 |
| 12:15 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 15 |
| 12:30 PM | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 18 |
| 12:45 PM | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 6 | 14 |
| Hourly Total | 0 | 30 | 0 | 30 | 0 | 1 | 0 | 1 | 32 | 1 | 0 | 33 | 64 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 04:00 PM | 1 | 6 | 0 | 7 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 12 |
| 04:15 PM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 15 |
| 04:30 PM | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 10 |
| 04:45 PM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 6 | 8 |
| Hourly Total | 4 | 14 | 0 | 18 | 0 | 2 | 0 | 2 | 25 | 0 | 0 | 25 | 45 |
| 05:00 PM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 16 |
| 05:15 PM | 2 | 5 | 0 | 7 | 0 | 1 | 0 | 1 | 11 | 0 | 0 | 11 | 19 |
| 05:30 PM | 1 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 12 | 24 |
| 05:45 PM | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 25 |
| Hourly Total | 3 | 35 | 0 | 38 | 0 | 1 | 0 | 1 | 44 | 1 | 0 | 45 | 84 |
| 06:00 PM | 3 | 11 | 0 | 14 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 25 |


| 06:15 PM | 0 | 6 | 0 | 6 | 0 | 2 | 0 | 2 | 13 | 0 | 0 | 13 | 21 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:30 PM | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 15 |
| 06:45 PM | 1 | 2 | 0 | 3 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 4 | 8 |
| Hourly Total | 4 | 29 | 0 | 33 | 1 | 2 | 0 | 3 | 31 | 2 | 0 | 33 | 69 |
| Grand Total | 13 | 208 | 0 | 221 | 11 | 15 | 0 | 26 | 215 | 6 | 0 | 221 | 468 |
| Approach \% | 5.9 | 94.1 | 0.0 | - | 42.3 | 57.7 | 0.0 | - | 97.3 | 2.7 | 0.0 | - | - |
| Total \% | 2.8 | 44.4 | 0.0 | 47.2 | 2.4 | 3.2 | 0.0 | 5.6 | 45.9 | 1.3 | 0.0 | 47.2 | - |
| Lights | 10 | 111 | 0 | 121 | 8 | 13 | 0 | 21 | 128 | 5 | 0 | 133 | 275 |
| \% Lights | 76.9 | 53.4 | - | 54.8 | 72.7 | 86.7 | - | 80.8 | 59.5 | 83.3 | - | 60.2 | 58.8 |
| Mediums | 1 | 16 | 0 | 17 | 2 | 1 | 0 | 3 | 18 | 0 | 0 | 18 | 38 |
| \% Mediums | 7.7 | 7.7 | - | 7.7 | 18.2 | 6.7 | - | 11.5 | 8.4 | 0.0 | - | 8.1 | 8.1 |
| Articulated Trucks | 2 | 81 | 0 | 83 | 1 | 1 | 0 | 2 | 69 | 1 | 0 | 70 | 155 |
| \% Articulated Trucks | 15.4 | 38.9 | - | 37.6 | 9.1 | 6.7 | - | 7.7 | 32.1 | 16.7 | - | 31.7 | 33.1 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp access \#2 winter
Site Code: 19
Start Date: 2015/01/21
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

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Count Name: Buckinghorse Camp access \#2 winter
Site Code: 19
Start Date: 2015/01/21
Page No: 4

Turning Movement Peak Hour Data (06:30 AM)

| Start Time | Turning Movement Peak Hour Data (06.30 AM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  | Buckinghorse River Lodge north access Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 06:30 AM | 0 | 26 | 0 | 26 | 2 | 0 | 0 | 2 | 8 | 0 | 0 | 8 | 36 |
| 06:45 AM | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 4 | 4 | 1 | 0 | 5 | 10 |
| 07:00 AM | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 5 | 10 | 0 | 0 | 10 | 16 |
| 07:15 AM | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | 9 | 0 | 0 | 9 | 15 |
| Total | 0 | 33 | 0 | 33 | 5 | 7 | 0 | 12 | 31 | 1 | 0 | 32 | 77 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | 41.7 | 58.3 | 0.0 | - | 96.9 | 3.1 | 0.0 | - | - |
| Total \% | 0.0 | 42.9 | 0.0 | 42.9 | 6.5 | 9.1 | 0.0 | 15.6 | 40.3 | 1.3 | 0.0 | 41.6 | - |
| PHF | 0.000 | 0.317 | 0.000 | 0.317 | 0.417 | 0.350 | 0.000 | 0.600 | 0.775 | 0.250 | 0.000 | 0.800 | 0.535 |
| Lights | 0 | 29 | 0 | 29 | 4 | 6 | 0 | 10 | 12 | 1 | 0 | 13 | 52 |
| \% Lights | - | 87.9 | - | 87.9 | 80.0 | 85.7 | - | 83.3 | 38.7 | 100.0 | - | 40.6 | 67.5 |
| Mediums | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 5 | 0 | 0 | 5 | 8 |
| \% Mediums | - | 3.0 | - | 3.0 | 20.0 | 14.3 | - | 16.7 | 16.1 | 0.0 | - | 15.6 | 10.4 |
| Articulated Trucks | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 17 |
| \% Articulated Trucks | - | 9.1 | - | 9.1 | 0.0 | 0.0 | - | 0.0 | 45.2 | 0.0 | - | 43.8 | 22.1 |

## PeaK Traffic Technology Ltd.

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Count Name: Buckinghorse Camp access \#2 winter
Site Code: 19
Start Date: 2015/01/21
Page No: 5


Turning Movement Peak Hour Data Plot (06:30 AM)

## PeaK Traffic Technology Ltd.

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Count Name: Buckinghorse Camp access \#2 winter
Site Code: 19
Start Date: 2015/01/21
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Turning Movement Peak Hour Data (11:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 Southbound |  |  |  | Buckinghorse River Lodge north access Westbound |  |  |  | Alaska Hwy 97 Northbound |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 11:00 AM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 14 |
| 11:15 AM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 | 15 |
| 11:30 AM | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 6 | 14 |
| 11:45 AM | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 10 |
| Total | 1 | 22 | 0 | 23 | 0 | 1 | 0 | 1 | 28 | 1 | 0 | 29 | 53 |
| Approach \% | 4.3 | 95.7 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | 96.6 | 3.4 | 0.0 | - | - |
| Total \% | 1.9 | 41.5 | 0.0 | 43.4 | 0.0 | 1.9 | 0.0 | 1.9 | 52.8 | 1.9 | 0.0 | 54.7 | $\checkmark$ |
| PHF | 0.250 | 0.786 | 0.000 | 0.821 | 0.000 | 0.250 | 0.000 | 0.250 | 0.778 | 0.250 | 0.000 | 0.806 | 0.883 |
| Lights | 1 | 7 | 0 | 8 | 0 | 1 | 0 | 1 | 18 | 1 | 0 | 19 | 28 |
| \% Lights | 100.0 | 31.8 | - | 34.8 | - | 100.0 | - | 100.0 | 64.3 | 100.0 | - | 65.5 | 52.8 |
| Mediums | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| \% Mediums | 0.0 | 4.5 |  | 4.3 | - | 0.0 | - | 0.0 | 3.6 | 0.0 | - | 3.4 | 3.8 |
| Articulated Trucks | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 23 |
| \% Articulated Trucks | 0.0 | 63.6 | - | 60.9 | - | 0.0 | - | 0.0 | 32.1 | 0.0 | - | 31.0 | 43.4 |

## PeaK Traffic Technology Ltd.

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Count Name: Buckinghorse Camp access \#2 winter
Site Code: 19
Start Date: 2015/01/21
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Buckinghorse Camp access \#2 winter
Site Code: 19
Start Date: 2015/01/21
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  | Buckinghorse River Lodge north access Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 12:00 PM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 17 |
| 12:15 PM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 15 |
| 12:30 PM | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 18 |
| 12:45 PM | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 6 | 14 |
| Total | 0 | 30 | 0 | 30 | 0 | 1 | 0 | 1 | 32 | 1 | 0 | 33 | 64 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | 97.0 | 3.0 | 0.0 | - | - |
| Total \% | 0.0 | 46.9 | 0.0 | 46.9 | 0.0 | 1.6 | 0.0 | 1.6 | 50.0 | 1.6 | 0.0 | 51.6 | - |
| PHF | 0.000 | 0.682 | 0.000 | 0.682 | 0.000 | 0.250 | 0.000 | 0.250 | 0.800 | 0.250 | 0.000 | 0.825 | 0.889 |
| Lights | 0 | 18 | 0 | 18 | 0 | 1 | 0 | 1 | 17 | 1 | 0 | 18 | 37 |
| \% Lights | - | 60.0 | - | 60.0 | - | 100.0 | - | 100.0 | 53.1 | 100.0 | - | 54.5 | 57.8 |
| Mediums | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| \% Mediums | - | 6.7 | - | 6.7 | - | 0.0 | - | 0.0 | 3.1 | 0.0 | - | 3.0 | 4.7 |
| Articulated Trucks | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 24 |
| \% Articulated Trucks | - | 33.3 | - | 33.3 | - | 0.0 | - | 0.0 | 43.8 | 0.0 | - | 42.4 | 37.5 |

## PeaK Traffic Technology Ltd.

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Count Name: Buckinghorse Camp access \#2 winter
Site Code: 19
Start Date: 2015/01/21
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Buckinghorse Camp access \#2, winter
Site Code: 19
Start Date: 2015/01/21
250-819-2527 paul@peaktraffic.ca
Page No: 10

Turning Movement Peak Hour Data (05:30 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Buckinghorse River Lodge north access Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:30 PM | 1 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 12 | 24 |
| 05:45 PM | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 25 |
| 06:00 PM | 3 | 11 | 0 | 14 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 25 |
| 06:15 PM | 0 | 6 | 0 | 6 | 0 | 2 | 0 | 2 | 13 | 0 | 0 | 13 | 21 |
| Total | 4 | 38 | 0 | 42 | 0 | 2 | 0 | 2 | 49 | 2 | 0 | 51 | 95 |
| Approach \% | 9.5 | 90.5 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | 96.1 | 3.9 | 0.0 | - | - |
| Total \% | 4.2 | 40.0 | 0.0 | 44.2 | 0.0 | 2.1 | 0.0 | 2.1 | 51.6 | 2.1 | 0.0 | 53.7 | - |
| PHF | 0.333 | 0.864 | 0.000 | 0.750 | 0.000 | 0.250 | 0.000 | 0.250 | 0.817 | 0.500 | 0.000 | 0.850 | 0.950 |
| Lights | 4 | 17 | 0 | 21 | 0 | 2 | 0 | 2 | 36 | 1 | 0 | 37 | 60 |
| \% Lights | 100.0 | 44.7 | - | 50.0 | - | 100.0 | - | 100.0 | 73.5 | 50.0 | - | 72.5 | 63.2 |
| Mediums | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| \% Mediums | 0.0 | 2.6 | - | 2.4 | - | 0.0 | - | 0.0 | 4.1 | 0.0 | - | 3.9 | 3.2 |
| Articulated Trucks | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 12 | 32 |
| \% Articulated Trucks | 0.0 | 52.6 | - | 47.6 | - | 0.0 | - | 0.0 | 22.4 | 50.0 | - | 23.5 | 33.7 |

## PeaK Traffic Technology Ltd.

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Count Name: Buckinghorse Camp access \#2 winter
Site Code: 19
Start Date: 2015/01/21
Page No: 11


Turning Movement Peak Hour Data Plot (05:30 PM)

# Peak Traffic Technology Ltd. 

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp north access \#3, winter
Site Code: 2015/01/21
Start Date: 2015/0 Page No: 1

Turning Movement Data

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Buckinghorse Camp north access \#3 Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 05:00 AM | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 05:15 AM | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 05:30 AM | 6 | 0 | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 05:45 AM | 7 | 0 | 0 | 7 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 11 |
| Hourly Total | 18 | 0 | 0 | 18 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 27 |
| 06:00 AM | 4 | 0 | 0 | 4 | 1 | 4 | 0 | 5 | 0 | 1 | 0 | 1 | 10 |
| 06:15 AM | 8 | 0 | 0 | 8 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 11 |
| 06:30 AM | 25 | 0 | 0 | 25 | 0 | 8 | 0 | 8 | 0 | 1 | 0 | 1 | 34 |
| 06:45 AM | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 6 |
| Hourly Total | 38 | 0 | 0 | 38 | 1 | 19 | 0 | 20 | 1 | 2 | 0 | 3 | 61 |
| 07:00 AM | 2 | 0 | 0 | 2 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 17 |
| 07:15 AM | 4 | 1 | 0 | 5 | 0 | 9 | 0 | 9 | 2 | 0 | 0 | 2 | 16 |
| 07:30 AM | 4 | 0 | 0 | 4 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 9 |
| 07:45 AM | 12 | 1 | 0 | 13 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 17 |
| Hourly Total | 22 | 2 | 0 | 24 | 0 | 33 | 0 | 33 | 2 | 0 | 0 | 2 | 59 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 5 | 0 | 0 | 5 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 11 |
| 11:15 AM | 7 | 1 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 16 |
| 11:30 AM | 8 | 3 | 0 | 11 | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 17 |
| 11:45 AM | 4 | 2 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 1 | 0 | 1 | 13 |
| Hourly Total | 24 | 6 | 0 | 30 | 0 | 25 | 0 | 25 | 1 | 1 | 0 | 2 | 57 |
| 12:00 PM | 6 | 2 | 0 | 8 | 0 | 7 | 0 | 7 | 1 | 0 | 0 | 1 | 16 |
| 12:15 PM | 4 | 0 | 0 | 4 | 0 | 10 | 0 | 10 | 1 | 0 | 0 | 1 | 15 |
| 12:30 PM | 12 | 0 | 0 | 12 | 0 | 10 | 0 | 10 | 4 | 0 | 0 | 4 | 26 |
| 12:45 PM | 7 | 0 | 0 | 7 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 11 |
| Hourly Total | 29 | 2 | 0 | 31 | 0 | 31 | 0 | 31 | 6 | 0 | 0 | 6 | 68 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 04:00 PM | 7 | 1 | 0 | 8 | 0 | 5 | 0 | 5 | 3 | 0 | 0 | 3 | 16 |
| 04:15 PM | 5 | 1 | 0 | 6 | 0 | 12 | 0 | 12 | 2 | 0 | 0 | 2 | 20 |
| 04:30 PM | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 9 |
| 04:45 PM | 1 | 1 | 0 | 2 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 9 |
| Hourly Total | 18 | 3 | 0 | 21 | 0 | 28 | 0 | 28 | 5 | 0 | 0 | 5 | 54 |
| 05:00 PM | 10 | 0 | 0 | 10 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 17 |
| 05:15 PM | 7 | 3 | 0 | 10 | 1 | 13 | 0 | 14 | 1 | 0 | 0 | 1 | 25 |
| 05:30 PM | 13 | 3 | 1 | 17 | 0 | 11 | 0 | 11 | 1 | 0 | 0 | 1 | 29 |
| 05:45 PM | 8 | 0 | 0 | 8 | 0 | 11 | 0 | 11 | 1 | 0 | 0 | 1 | 20 |


| Hourly Total | 38 | 6 | 1 | 45 | 1 | 42 | 0 | 43 | 3 | 0 | 0 | 3 | 91 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:00 PM | 13 | 0 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 2 | 0 | 2 | 28 |
| 06:15 PM | 5 | 2 | 0 | 7 | 1 | 11 | 0 | 12 | 0 | 0 | 0 | 0 | 19 |
| 06:30 PM | 10 | 3 | 0 | 13 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 17 |
| 06:45 PM | 4 | 2 | 0 | 6 | 1 | 3 | 0 | 4 | 2 | 0 | 0 | 2 | 12 |
| Hourly Total | 32 | 7 | 0 | 39 | 2 | 31 | 0 | 33 | 2 | 2 | 0 | 4 | 76 |
| Grand Total | 219 | 26 | 1 | 246 | 4 | 218 | 0 | 222 | 20 | 5 | 0 | 25 | 493 |
| Approach \% | 89.0 | 10.6 | 0.4 | - | 1.8 | 98.2 | 0.0 | - | 80.0 | 20.0 | 0.0 | - | - |
| Total \% | 44.4 | 5.3 | 0.2 | 49.9 | 0.8 | 44.2 | 0.0 | 45.0 | 4.1 | 1.0 | 0.0 | 5.1 | - |
| Lights | 127 | 12 | 1 | 140 | 3 | 148 | 0 | 151 | 15 | 4 | 0 | 19 | 310 |
| \% Lights | 58.0 | 46.2 | 100.0 | 56.9 | 75.0 | 67.9 | - | 68.0 | 75.0 | 80.0 | - | 76.0 | 62.9 |
| Mediums | 15 | 2 | 0 | 17 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 28 |
| \% Mediums | 6.8 | 7.7 | 0.0 | 6.9 | 0.0 | 5.0 | - | 5.0 | 0.0 | 0.0 | - | 0.0 | 5.7 |
| Articulated Trucks | 77 | 12 | 0 | 89 | 1 | 59 | 0 | 60 | 5 | 1 | 0 | 6 | 155 |
| \% Articulated Trucks | 35.2 | 46.2 | 0.0 | 36.2 | 25.0 | 27.1 | - | 27.0 | 25.0 | 20.0 | - | 24.0 | 31.4 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp north access \#3, winter
Site Code: 20
Start Date: 2015/01/21
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp north access \#3, winter
Site Code: 20
Page No: 4

Turning Movement Peak Hour Data (06:30 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Buckinghorse Camp north access \#3 Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 06:30 AM | 25 | 0 | 0 | 25 | 0 | 8 | 0 | 8 | 0 | 1 | 0 | 1 | 34 |
| 06:45 AM | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 6 |
| 07:00 AM | 2 | 0 | 0 | 2 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 17 |
| 07:15 AM | 4 | 1 | 0 | 5 | 0 | 9 | 0 | 9 | 2 | 0 | 0 | 2 | 16 |
| Total | 32 | 1 | 0 | 33 | 0 | 37 | 0 | 37 | 2 | 1 | 0 | 3 | 73 |
| Approach \% | 97.0 | 3.0 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | 66.7 | 33.3 | 0.0 | - | - |
| Total \% | 43.8 | 1.4 | 0.0 | 45.2 | 0.0 | 50.7 | 0.0 | 50.7 | 2.7 | 1.4 | 0.0 | 4.1 | - |
| PHF | 0.320 | 0.250 | 0.000 | 0.330 | 0.000 | 0.617 | 0.000 | 0.617 | 0.250 | 0.250 | 0.000 | 0.375 | 0.537 |
| Lights | 29 | 0 | 0 | 29 | 0 | 24 | 0 | 24 | 0 | 1 | 0 | 1 | 54 |
| \% Lights | 90.6 | 0.0 | - | 87.9 | - | 64.9 | - | 64.9 | 0.0 | 100.0 | - | 33.3 | 74.0 |
| Mediums | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| \% Mediums | 3.1 | 0.0 | - | 3.0 | - | 5.4 | - | 5.4 | 0.0 | 0.0 | - | 0.0 | 4.1 |
| Articulated Trucks | 2 | 1 | 0 | 3 | 0 | 11 | 0 | 11 | 2 | 0 | 0 | 2 | 16 |
| \% Articulated Trucks | 6.3 | 100.0 | - | 9.1 | - | 29.7 | - | 29.7 | 100.0 | 0.0 | - | 66.7 | 21.9 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp north access \#3, winter
Site Code: 20
Start Date: 2015/01/21
Page No: 5


Turning Movement Peak Hour Data Plot (06:30 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp north access \#3, winter
Site Code: 20
Start Date: 2015/01/21
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Buckinghorse Camp north access \#3 Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 11:00 AM | 5 | 0 | 0 | 5 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 11 |
| 11:15 AM | 7 | 1 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 16 |
| 11:30 AM | 8 | 3 | 0 | 11 | 0 | 5 | 0 | 5 | 1 | 0 | 0 | 1 | 17 |
| 11:45 AM | 4 | 2 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 1 | 0 | 1 | 13 |
| Total | 24 | 6 | 0 | 30 | 0 | 25 | 0 | 25 | 1 | 1 | 0 | 2 | 57 |
| Approach \% | 80.0 | 20.0 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | 50.0 | 50.0 | 0.0 | - | - |
| Total \% | 42.1 | 10.5 | 0.0 | 52.6 | 0.0 | 43.9 | 0.0 | 43.9 | 1.8 | 1.8 | 0.0 | 3.5 | - |
| PHF | 0.750 | 0.500 | 0.000 | 0.682 | 0.000 | 0.781 | 0.000 | 0.781 | 0.250 | 0.250 | 0.000 | 0.500 | 0.838 |
| Lights | 9 | 4 | 0 | 13 | 0 | 15 | 0 | 15 | 1 | 1 | 0 | 2 | 30 |
| \% Lights | 37.5 | 66.7 | - | 43.3 | - | 60.0 | - | 60.0 | 100.0 | 100.0 | - | 100.0 | 52.6 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| \% Mediums | 0.0 | 0.0 | - | 0.0 | - | 8.0 | - | 8.0 | 0.0 | 0.0 | - | 0.0 | 3.5 |
| Articulated Trucks | 15 | 2 | 0 | 17 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 25 |
| \% Articulated Trucks | 62.5 | 33.3 | - | 56.7 | - | 32.0 | - | 32.0 | 0.0 | 0.0 | - | 0.0 | 43.9 |

## PeaK Traffic Technology Ltd.

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Count Name: Buckinghorse Camp north access \#3, winter
Site Code: 20
Start Date: 2015/01/21
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp north access \#3, winter
Site Code: 20
Start Date: 2015/01/21
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Buckinghorse Camp north access \#3 Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 12:00 PM | 6 | 2 | 0 | 8 | 0 | 7 | 0 | 7 | 1 | 0 | 0 | 1 | 16 |
| 12:15 PM | 4 | 0 | 0 | 4 | 0 | 10 | 0 | 10 | 1 | 0 | 0 | 1 | 15 |
| 12:30 PM | 12 | 0 | 0 | 12 | 0 | 10 | 0 | 10 | 4 | 0 | 0 | 4 | 26 |
| 12:45 PM | 7 | 0 | 0 | 7 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 11 |
| Total | 29 | 2 | 0 | 31 | 0 | 31 | 0 | 31 | 6 | 0 | 0 | 6 | 68 |
| Approach \% | 93.5 | 6.5 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | 100.0 | 0.0 | 0.0 | - | - |
| Total \% | 42.6 | 2.9 | 0.0 | 45.6 | 0.0 | 45.6 | 0.0 | 45.6 | 8.8 | 0.0 | 0.0 | 8.8 | - |
| PHF | 0.604 | 0.250 | 0.000 | 0.646 | 0.000 | 0.775 | 0.000 | 0.775 | 0.375 | 0.000 | 0.000 | 0.375 | 0.654 |
| Lights | 17 | 2 | 0 | 19 | 0 | 17 | 0 | 17 | 5 | 0 | 0 | 5 | 41 |
| \% Lights | 58.6 | 100.0 | - | 61.3 | - | 54.8 | - | 54.8 | 83.3 | - | - | 83.3 | 60.3 |
| Mediums | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| \% Mediums | 6.9 | 0.0 | - | 6.5 | - | 3.2 | - | 3.2 | 0.0 | - | - | 0.0 | 4.4 |
| Articulated Trucks | 10 | 0 | 0 | 10 | 0 | 13 | 0 | 13 | 1 | 0 | 0 | 1 | 24 |
| \% Articulated Trucks | 34.5 | 0.0 | - | 32.3 | - | 41.9 | - | 41.9 | 16.7 | - | - | 16.7 | 35.3 |

## PeaK Traffic Technology Ltd.

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Count Name: Buckinghorse Camp north access \#3, winter
Site Code: 20
Start Date: 2015/01/21
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

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Count Name: Buckinghorse Camp north access \#3, winter
Site Code: 20
Start Date: 2015/01/21
Page No: 10

Turning Movement Peak Hour Data (05:15 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Buckinghorse Camp north access \#3 Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 05:15 PM | 7 | 3 | 0 | 10 | 1 | 13 | 0 | 14 | 1 | 0 | 0 | 1 | 25 |
| 05:30 PM | 13 | 3 | 1 | 17 | 0 | 11 | 0 | 11 |  | 0 | 0 | 1 | 29 |
| 05:45 PM | 8 | 0 | 0 | 8 | 0 | 11 | 0 | 11 |  | 0 | 0 | 1 | 20 |
| 06:00 PM | 13 | 0 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 2 | 0 | 2 | 28 |
| Total | 41 | 6 | 1 | 48 | 1 | 48 | 0 | 49 | 3 | 2 | 0 | 5 | 102 |
| Approach \% | 85.4 | 12.5 | 2.1 | - | 2.0 | 98.0 | 0.0 | - | 60.0 | 40.0 | 0.0 | - | - |
| Total \% | 40.2 | 5.9 | 1.0 | 47.1 | 1.0 | 47.1 | 0.0 | 48.0 | 2.9 | 2.0 | 0.0 | 4.9 | - |
| PHF | 0.788 | 0.500 | 0.250 | 0.706 | 0.250 | 0.923 | 0.000 | 0.875 | 0.750 | 0.250 | 0.000 | 0.625 | 0.879 |
| Lights | 21 | 0 | 1 | 22 | 0 | 38 | 0 | 38 | 3 | 1 | 0 | 4 | 64 |
| \% Lights | 51.2 | 0.0 | 100.0 | 45.8 | 0.0 | 79.2 | - | 77.6 | 100.0 | 50.0 | - | 80.0 | 62.7 |
| Mediums | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| \% Mediums | 4.9 | 16.7 | 0.0 | 6.3 | 0.0 | 2.1 | - | 2.0 | 0.0 | 0.0 | - | 0.0 | 3.9 |
| Articulated Trucks | 18 | 5 | 0 | 23 | 1 | 9 | 0 | 10 | 0 | 1 | 0 | 1 | 34 |
| \% Articulated Trucks | 43.9 | 83.3 | 0.0 | 47.9 | 100.0 | 18.8 | - | 20.4 | 0.0 | 50.0 | - | 20.0 | 33.3 |

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Buckinghorse Camp north access \#3, winter
Site Code: 20
Start Date: 2015/01/21
Page No: 11


Turning Movement Peak Hour Data Plot (05:15 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4
250-819-2527 paul@peaktraffic.ca
Count Name: 187 Cypress Creek Road, winter Site Code: 11
Start Date: 2015/01/23

Turning Movement Data

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | 187 Cypress Creek Rd Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 05:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 05:15 AM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:30 AM | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 8 |
| 05:45 AM | 5 | 0 | 0 | 5 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | 12 |
| Hourly Total | 14 | 0 | 0 | 14 | 0 | 16 | 0 | 16 | 1 | 0 | 0 | 1 | 31 |
| 06:00 AM | 10 | 0 | 0 | 10 | 0 | 4 | 0 | 4 | 1 | 0 | 0 | 1 | 15 |
| 06:15 AM | 7 | 0 | 0 | 7 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 16 |
| 06:30 AM | 15 | 0 | 0 | 15 | 0 | 14 | 0 | 14 | 0 | 1 | 0 | 1 | 30 |
| 06:45 AM | 16 | 0 | 0 | 16 | 0 | 12 | 0 | 12 | 1 | 0 | 0 | 1 | 29 |
| Hourly Total | 48 | 0 | 0 | 48 | 0 | 39 | 0 | 39 | 2 | 1 | 0 | 3 | 90 |
| 07:00 AM | 32 | 1 | 0 | 33 | 1 | 12 | 0 | 13 | 0 | 1 | 0 | 1 | 47 |
| 07:15 AM | 17 | 1 | 0 | 18 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 26 |
| 07:30 AM | 14 | 0 | 0 | 14 | 0 | 9 | 0 | 9 | 1 | 0 | 0 | 1 | 24 |
| 07:45 AM | 9 | 0 | 0 | 9 | 1 | 2 | 0 | 3 | 1 | 0 | 0 | 1 | 13 |
| Hourly Total | 72 | 2 | 0 | 74 | 2 | 31 | 0 | 33 | 2 | 1 | 0 | 3 | 110 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 5 | 1 | 1 | 0 | 2 | 12 |
| 11:15 AM | 22 | 0 | 0 | 22 | 0 | 19 | 0 | 19 | 0 | 1 | 0 | 1 | 42 |
| 11:30 AM | 17 | 0 | 0 | 17 | 0 | 13 | 0 | 13 | 0 | 1 | 0 | 1 | 31 |
| 11:45 AM | 11 | 0 | 0 | 11 | 1 | 11 | 0 | 12 | 1 | 0 | 0 | 1 | 24 |
| Hourly Total | 55 | 0 | 0 | 55 | 1 | 48 | 0 | 49 | 2 | 3 | 0 | 5 | 109 |
| 12:00 PM | 12 | 0 | 0 | 12 | 1 | 16 | 0 | 17 | 0 | 0 | 0 | 0 | 29 |
| 12:15 PM | 15 | 1 | 0 | 16 | 1 | 16 | 0 | 17 | 1 | 0 | 0 | 1 | 34 |
| 12:30 PM | 20 | 0 | 0 | 20 | 0 | 16 | 0 | 16 | 0 | 1 | 0 | 1 | 37 |
| 12:45 PM | 21 | 1 | 0 | 22 | 0 | 12 | 0 | 12 | 0 | 1 | 0 | 1 | 35 |
| Hourly Total | 68 | 2 | 0 | 70 | 2 | 60 | 0 | 62 | 1 | 2 | 0 | 3 | 135 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 04:00 PM | 22 | 0 | 0 | 22 | 1 | 16 | 0 | 17 | 0 | 1 | 0 | 1 | 40 |
| 04:15 PM | 17 | 0 | 0 | 17 | 1 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 26 |
| 04:30 PM | 15 | 1 | 0 | 16 | 1 | 8 | 0 | 9 | 0 | 2 | 0 | 2 | 27 |
| 04:45 PM | 13 | 0 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 26 |
| Hourly Total | 67 |  | 0 | 68 | 3 | 45 | 0 | 48 | 0 | 3 | 0 | 3 | 119 |
| 05:00 PM | 17 | 0 | 0 | 17 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 24 |
| 05:15 PM | 5 | 0 | 0 | 5 | 0 | 10 | 0 | 10 | 0 | 1 | 0 | 1 | 16 |
| 05:30 PM | 18 | 1 | 0 | 19 | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 44 |
| 05:45 PM | 18 | 0 | 0 | 18 | 0 | 41 | 0 | 41 | 0 | 0 | 0 | 0 | 59 |
| Hourly Total | 58 | 1 | 0 | 59 | 0 | 83 | 0 | 83 | 0 | 1 | 0 | 1 | 143 |
| 06:00 PM | 13 | 2 | 0 | 15 | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 40 |


| 06:15 PM | 13 | 0 | 0 | 13 | 0 | 20 | 0 | 20 | 1 | 0 | 0 | 1 | 34 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:30 PM | 21 | 0 | 0 | 21 | 0 | 29 | 0 | 29 | 1 | 0 | 0 | 1 | 51 |
| 06:45 PM | 15 | 0 | 0 | 15 | 1 | 10 | 0 | 11 | 0 | 0 | 0 | 0 | 26 |
| Hourly Total | 62 | 2 | 0 | 64 | 1 | 84 | 0 | 85 | 2 | 0 | 0 | 2 | 151 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 444 | 8 | 0 | 452 | 9 | 407 | 0 | 416 | 10 | 11 | 0 | 21 | 889 |
| Approach \% | 98.2 | 1.8 | 0.0 | - | 2.2 | 97.8 | 0.0 | - | 47.6 | 52.4 | 0.0 | - | - |
| Total \% | 49.9 | 0.9 | 0.0 | 50.8 | 1.0 | 45.8 | 0.0 | 46.8 | 1.1 | 1.2 | 0.0 | 2.4 | - |
| Lights | 296 | 6 | 0 | 302 | 7 | 269 | 0 | 276 | 8 | 8 | 0 | 16 | 594 |
| \% Lights | 66.7 | 75.0 | - | 66.8 | 77.8 | 66.1 | - | 66.3 | 80.0 | 72.7 | - | 76.2 | 66.8 |
| Mediums | 37 | 1 | 0 | 38 | 0 | 37 | 0 | 37 | 1 | 0 | 0 | 1 | 76 |
| \% Mediums | 8.3 | 12.5 | - | 8.4 | 0.0 | 9.1 | - | 8.9 | 10.0 | 0.0 | - | 4.8 | 8.5 |
| Articulated Trucks | 111 | 1 | 0 | 112 | 2 | 101 | 0 | 103 | 1 | 3 | 0 | 4 | 219 |
| \% Articulated Trucks | 25.0 | 12.5 | - | 24.8 | 22.2 | 24.8 | - | 24.8 | 10.0 | 27.3 | - | 19.0 | 24.6 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
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Count Name: 187 Cypress Creek Road, winter Site Code: 11
Start Date: 2015/01/23
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 187 Cypress Creek Road, winter Site Code: 1

2015/01/23
250-819-2527 paul@peaktraffic.ca
Page No: 4

Turning Movement Peak Hour Data (06:30 AM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | 187 Cypress Creek Rd Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 06:30 AM | 15 | 0 | 0 | 15 | 0 | 14 | 0 | 14 | 0 | 1 | 0 | 1 | 30 |
| 06:45 AM | 16 | 0 | 0 | 16 | 0 | 12 | 0 | 12 | 1 | 0 | 0 | 1 | 29 |
| 07:00 AM | 32 | 1 | 0 | 33 | 1 | 12 | 0 | 13 | 0 | 1 | 0 | 1 | 47 |
| 07:15 AM | 17 | 1 | 0 | 18 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 26 |
| Total | 80 | 2 | 0 | 82 | 1 | 46 | 0 | 47 | 1 | 2 | 0 | 3 | 132 |
| Approach \% | 97.6 | 2.4 | 0.0 | - | 2.1 | 97.9 | 0.0 | - | 33.3 | 66.7 | 0.0 | - | - |
| Total \% | 60.6 | 1.5 | 0.0 | 62.1 | 0.8 | 34.8 | 0.0 | 35.6 | 0.8 | 1.5 | 0.0 | 2.3 | $\checkmark$ |
| PHF | 0.625 | 0.500 | 0.000 | 0.621 | 0.250 | 0.821 | 0.000 | 0.839 | 0.250 | 0.500 | 0.000 | 0.750 | 0.702 |
| Lights | 71 | 2 | 0 | 73 | 0 | 33 | 0 | 33 | 1 | 2 | 0 | 3 | 109 |
| \% Lights | 88.8 | 100.0 | - | 89.0 | 0.0 | 71.7 | - | 70.2 | 100.0 | 100.0 | - | 100.0 | 82.6 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| \% Mediums | 0.0 | 0.0 | - | 0.0 | 0.0 | 6.5 | - | 6.4 | 0.0 | 0.0 | - | 0.0 | 2.3 |
| Articulated Trucks | 9 | 0 | 0 | 9 | 1 | 10 | 0 | 11 | 0 | 0 | 0 | 0 | 20 |
| \% Articulated Trucks | 11.3 | 0.0 | - | 11.0 | 100.0 | 21.7 | - | 23.4 | 0.0 | 0.0 | - | 0.0 | 15.2 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 187 Cypress Creek Road, winter Site Code: 11
Start Date: 2015/01/23
Page No: 5


Turning Movement Peak Hour Data Plot (06:30 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 187 Cypress Creek Road, winter Site Code: 1
Start Date: 2015/01/23
250-819-2527 paul@peaktraffic.ca
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Turning Movement Peak Hour Data (11:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | 187 Cypress Creek Rd Eastbound |  |  |  | Int. Total |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 11:00 AM | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 5 | 1 | 1 | 0 | 2 | 12 |
| 11:15 AM | 22 | 0 | 0 | 22 | 0 | 19 | 0 | 19 | 0 | 1 | 0 | 1 | 42 |
| 11:30 AM | 17 | 0 | 0 | 17 | 0 | 13 | 0 | 13 | 0 | 1 | 0 | 1 | 31 |
| 11:45 AM | 11 | 0 | 0 | 11 | 1 | 11 | 0 | 12 | 1 | 0 | 0 | 1 | 24 |
| Total | 55 | 0 | 0 | 55 | 1 | 48 | 0 | 49 | 2 | 3 | 0 | 5 | 109 |
| Approach \% | 100.0 | 0.0 | 0.0 | - | 2.0 | 98.0 | 0.0 | - | 40.0 | 60.0 | 0.0 | - | - |
| Total \% | 50.5 | 0.0 | 0.0 | 50.5 | 0.9 | 44.0 | 0.0 | 45.0 | 1.8 | 2.8 | 0.0 | 4.6 | - |
| PHF | 0.625 | 0.000 | 0.000 | 0.625 | 0.250 | 0.632 | 0.000 | 0.645 | 0.500 | 0.750 | 0.000 | 0.625 | 0.649 |
| Lights | 23 | 0 | 0 | 23 | 1 | 18 | 0 | 19 | 1 | 3 | 0 | 4 | 46 |
| \% Lights | 41.8 | - | - | 41.8 | 100.0 | 37.5 | - | 38.8 | 50.0 | 100.0 | - | 80.0 | 42.2 |
| Mediums | 4 | 0 | 0 | 4 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 15 |
| \% Mediums | 7.3 | - | - | 7.3 | 0.0 | 22.9 | - | 22.4 | 0.0 | 0.0 | - | 0.0 | 13.8 |
| Articulated Trucks | 28 | 0 | 0 | 28 | 0 | 19 | 0 | 19 | 1 | 0 | 0 | 1 | 48 |
| \% Articulated Trucks | 50.9 | - | - | 50.9 | 0.0 | 39.6 | - | 38.8 | 50.0 | 0.0 | - | 20.0 | 44.0 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 187 Cypress Creek Road, winter Site Code: 11
Start Date: 2015/01/23
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 187 Cypress Creek Road, winter Site Code: 1
Start Date: 2015/01/23
250-819-2527 paul@peaktraffic.ca
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | 187 Cypress Creek Rd Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 12:00 PM | 12 | 0 | 0 | 12 | 1 | 16 | 0 | 17 | 0 | 0 | 0 | 0 | 29 |
| 12:15 PM | 15 | 1 | 0 | 16 | 1 | 16 | 0 | 17 | 1 | 0 | 0 | 1 | 34 |
| 12:30 PM | 20 | 0 | 0 | 20 | 0 | 16 | 0 | 16 | 0 | 1 | 0 | 1 | 37 |
| 12:45 PM | 21 | 1 | 0 | 22 | 0 | 12 | 0 | 12 | 0 | 1 | 0 | 1 | 35 |
| Total | 68 | 2 | 0 | 70 | 2 | 60 | 0 | 62 | 1 | 2 | 0 | 3 | 135 |
| Approach \% | 97.1 | 2.9 | 0.0 | - | 3.2 | 96.8 | 0.0 | - | 33.3 | 66.7 | 0.0 | - | - |
| Total \% | 50.4 | 1.5 | 0.0 | 51.9 | 1.5 | 44.4 | 0.0 | 45.9 | 0.7 | 1.5 | 0.0 | 2.2 | - |
| PHF | 0.810 | 0.500 | 0.000 | 0.795 | 0.500 | 0.938 | 0.000 | 0.912 | 0.250 | 0.500 | 0.000 | 0.750 | 0.912 |
| Lights | 49 | 0 | 0 | 49 | 1 | 34 | 0 | 35 | 0 | 1 | 0 | 1 | 85 |
| \% Lights | 72.1 | 0.0 | - | 70.0 | 50.0 | 56.7 | - | 56.5 | 0.0 | 50.0 | - | 33.3 | 63.0 |
| Mediums | 3 | 1 | 0 | 4 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 1 | 11 |
| \% Mediums | 4.4 | 50.0 | - | 5.7 | 0.0 | 10.0 | - | 9.7 | 100.0 | 0.0 | - | 33.3 | 8.1 |
| Articulated Trucks | 16 | 1 | 0 | 17 | 1 | 20 | 0 | 21 | 0 | 1 | 0 | 1 | 39 |
| \% Articulated Trucks | 23.5 | 50.0 | - | 24.3 | 50.0 | 33.3 | - | 33.9 | 0.0 | 50.0 | - | 33.3 | 28.9 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 187 Cypress Creek Road, winter Site Code: 11
Start Date: 2015/01/23
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 187 Cypress Creek Road, winter Site Code: 1
Start Date: 2015/01/23
250-819-2527 paul@peaktraffic.ca
Page No: 10

Turning Movement Peak Hour Data (05:45 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | 187 Cypress Creek Rd Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 05:45 PM | 18 | 0 | 0 | 18 | 0 | 41 | 0 | 41 | 0 | 0 | 0 | 0 | 59 |
| 06:00 PM | 13 | 2 | 0 | 15 | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 40 |
| 06:15 PM | 13 | 0 | 0 | 13 | 0 | 20 | 0 | 20 | 1 | 0 | 0 | 1 | 34 |
| 06:30 PM | 21 | 0 | 0 | 21 | 0 | 29 | 0 | 29 | 1 | 0 | 0 | 1 | 51 |
| Total | 65 | 2 | 0 | 67 | 0 | 115 | 0 | 115 | 2 | 0 | 0 | 2 | 184 |
| Approach \% | 97.0 | 3.0 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | 100.0 | 0.0 | 0.0 | - | - |
| Total \% | 35.3 | 1.1 | 0.0 | 36.4 | 0.0 | 62.5 | 0.0 | 62.5 | 1.1 | 0.0 | 0.0 | 1.1 | $\checkmark$ |
| PHF | 0.774 | 0.250 | 0.000 | 0.798 | 0.000 | 0.701 | 0.000 | 0.701 | 0.500 | 0.000 | 0.000 | 0.500 | 0.780 |
| Lights | 38 | 2 | 0 | 40 | 0 | 97 | 0 | 97 | 2 | 0 | 0 | 2 | 139 |
| \% Lights | 58.5 | 100.0 | - | 59.7 | - | 84.3 | - | 84.3 | 100.0 | - | - | 100.0 | 75.5 |
| Mediums | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 8 |
| \% Mediums | 4.6 | 0.0 | - | 4.5 | - | 4.3 | - | 4.3 | 0.0 | - | - | 0.0 | 4.3 |
| Articulated Trucks | 24 | 0 | 0 | 24 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 37 |
| \% Articulated Trucks | 36.9 | 0.0 | - | 35.8 | - | 11.3 | - | 11.3 | 0.0 | - | - | 0.0 | 20.1 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 187 Cypress Creek Road, winter Site Code: 11
Start Date: 2015/01/23
Page No: 11


Turning Movement Peak Hour Data Plot (05:45 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 97N at 29N and Charlie Lk Prov Pk access, winter
Site Code: 1
Start Date: 2015/01/21
250-819-2527 paul@peaktraffic.ca
Page No: 1


| 06:15 PM | 2 | 65 | 0 | 0 | 67 | 3 | 1 | 2 | 0 | 6 | 28 | 29 | 3 | 0 | 60 | 0 | 2 | 18 | 0 | 20 | 153 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:30 PM | 0 | 52 | 2 | 0 | 54 | 1 | 0 | 1 | 0 | 2 | 16 | 20 | 2 | 1 | 39 | 0 | 0 | 18 | 0 | 18 | 113 |
| 06:45 PM | 1 | 48 | 4 | 0 | 53 | 2 | 1 | 1 | 0 | 4 | 26 | 28 | 4 | 0 | 58 | 2 | 0 | 10 | 0 | 12 | 127 |
| Hourly Total | 5 | 231 | 8 | 0 | 244 | 6 | 2 | 4 | 0 | 12 | 90 | 115 | 10 | 1 | 216 | 3 | 3 | 56 | 0 | 62 | 534 |
| Grand Total | 15 | 1224 | 51 | 0 | 1290 | 55 | 53 | 239 | 0 | 347 | 580 | 966 | 58 | 1 | 1605 | 39 | 5 | 612 | 0 | 656 | 3898 |
| Approach \% | 1.2 | 94.9 | 4.0 | 0.0 | - | 15.9 | 15.3 | 68.9 | 0.0 | - | 36.1 | 60.2 | 3.6 | 0.1 | - | 5.9 | 0.8 | 93.3 | 0.0 | - | - |
| Total \% | 0.4 | 31.4 | 1.3 | 0.0 | 33.1 | 1.4 | 1.4 | 6.1 | 0.0 | 8.9 | 14.9 | 24.8 | 1.5 | 0.0 | 41.2 | 1.0 | 0.1 | 15.7 | 0.0 | 16.8 | - |
| Lights | 12 | 918 | 42 | 0 | 972 | 50 | 12 | 42 | 0 | 104 | 542 | 888 | 58 | 1 | 1489 | 27 | 3 | 552 | 0 | 582 | 3147 |
| \% Lights | 80.0 | 75.0 | 82.4 | - | 75.3 | 90.9 | 22.6 | 17.6 | - | 30.0 | 93.4 | 91.9 | 100.0 | 100.0 | 92.8 | 69.2 | 60.0 | 90.2 | - | 88.7 | 80.7 |
| Mediums | 2 | 76 | 2 | 0 | 80 | 4 | 10 | 30 | 0 | 44 | 22 | 46 | 0 | 0 | 68 | 5 | 2 | 16 | 0 | 23 | 215 |
| \% Mediums | 13.3 | 6.2 | 3.9 | - | 6.2 | 7.3 | 18.9 | 12.6 | - | 12.7 | 3.8 | 4.8 | 0.0 | 0.0 | 4.2 | 12.8 | 40.0 | 2.6 | - | 3.5 | 5.5 |
| Articulated Trucks | 1 | 230 | 7 | 0 | 238 | 1 | 31 | 167 | 0 | 199 | 16 | 32 | 0 | 0 | 48 | 7 | 0 | 44 | 0 | 51 | 536 |
| \% Articulated Trucks | 6.7 | 18.8 | 13.7 | - | 18.4 | 1.8 | 58.5 | 69.9 | - | 57.3 | 2.8 | 3.3 | 0.0 | 0.0 | 3.0 | 17.9 | 0.0 | 7.2 | - | 7.8 | 13.8 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 97 N at 29 N and Charlie Lk Prov Pk access, winter
Site Code: 1
Start Date: 2015/01/21
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: 97 N
Pk access, winter
Site Code: 1
Site Code: 1
Start Date: 2015/01/21
Page No: 4
$\underset{\text { Scale, Park and frntrd access }}{\text { Turning Movement Peak Hour Data (07:00 AM) }} \underset{\text { Alaska Hwy } 97}{(0)}$

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Scale, Park and frrt rd accessWestbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Hwy 29 <br> Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 07:00 AM | 0 | 29 | 1 | 0 | 30 | 1 | 7 | 19 | 0 | 27 | 15 | 42 | 0 | 0 | 57 | 3 | 0 | 26 | 0 | 29 | 143 |
| 07:15 AM | 0 | 37 | 1 | 0 | 38 | 3 | 3 | 13 | 0 | 19 | 12 | 56 | 0 | 0 | 68 | 4 | 0 | 17 | 0 | 21 | 146 |
| 07:30 AM | 0 | 47 | 0 | 0 | 47 | 3 | 3 | 13 | 0 | 19 | 16 | 46 | 0 | 0 | 62 | 5 | 0 | 53 | 0 | 58 | 186 |
| 07:45 AM | 1 | 28 | 5 | 0 | 34 | 1 | 1 | 16 | 0 | 18 | 33 | 49 | 0 | 0 | 82 | 1 | 0 | 30 | 0 | 31 | 165 |
| Total | 1 | 141 | 7 | 0 | 149 | 8 | 14 | 61 | 0 | 83 | 76 | 193 | 0 | 0 | 269 | 13 | 0 | 126 | 0 | 139 | 640 |
| Approach \% | 0.7 | 94.6 | 4.7 | 0.0 | - | 9.6 | 16.9 | 73.5 | 0.0 | - | 28.3 | 71.7 | 0.0 | 0.0 | - | 9.4 | 0.0 | 90.6 | 0.0 | - | - |
| Total \% | 0.2 | 22.0 | 1.1 | 0.0 | 23.3 | 1.3 | 2.2 | 9.5 | 0.0 | 13.0 | 11.9 | 30.2 | 0.0 | 0.0 | 42.0 | 2.0 | 0.0 | 19.7 | 0.0 | 21.7 |  |
| PHF | 0.250 | 0.750 | 0.350 | 0.000 | 0.793 | 0.667 | 0.500 | 0.803 | 0.000 | 0.769 | 0.576 | 0.862 | 0.000 | 0.000 | 0.820 | 0.650 | 0.000 | 0.594 | 0.000 | 0.599 | 0.860 |
| Lights | 1 | 110 | 6 | 0 | 117 | 8 | 5 | 9 | 0 | 22 | 72 | 176 | 0 | 0 | 248 | 9 | 0 | 113 | 0 | 122 | 509 |
| \% Lights | 100.0 | 78.0 | 85.7 | - | 78.5 | 100.0 | 35.7 | 14.8 | - | 26.5 | 94.7 | 91.2 | - | - | 92.2 | 69.2 | - | 89.7 | - | 87.8 | 79.5 |
| Mediums | 0 | 9 | 0 | 0 | 9 | 0 | 2 | 8 | 0 | 10 | 4 | 15 | 0 | 0 | 19 | 2 | 0 | 6 | 0 | 8 | 46 |
| \% Mediums | 0.0 | 6.4 | 0.0 | - | 6.0 | 0.0 | 14.3 | 13.1 | - | 12.0 | 5.3 | 7.8 | - | - | 7.1 | 15.4 | - | 4.8 | - | 5.8 | 7.2 |
| Articulated Trucks | 0 | 22 | 1 | 0 | 23 | 0 | 7 | 44 | 0 | 51 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 7 | 0 | 9 | 85 |
| \% Articulated Trucks | 0.0 | 15.6 | 14.3 | - | 15.4 | 0.0 | 50.0 | 72.1 | - | 61.4 | 0.0 | 1.0 | - | - | 0.7 | 15.4 | - | 5.6 | - | 6.5 | 13.3 |

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 97 N at 29 N and Charlie Lk Prov Pk access, winter
Site Code: 1
Start Date: 2015/01/21
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 97 N at 29 N and Charlie Lk Prov Pk access, winter
Site Code: 1
Start Date: 2015/01/21
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Scale, Park and frrt rd accessWestbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Hwy 29 <br> Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 11:00 AM | 0 | 30 | 0 | 0 | 30 | 3 | 4 | 14 | 0 | 21 | 16 | 22 | 1 | 0 | 39 | 3 | 0 | 23 | 0 | 26 | 116 |
| 11:15 AM | 1 | 23 | 1 | 0 | 25 | 0 | 2 | 12 | 0 | 14 | 12 | 25 | 1 | 0 | 38 | 0 | 0 | 28 | 0 | 28 | 105 |
| 11:30 AM | 0 | 38 | 0 | 0 | 38 | 3 | 2 | 15 | 0 | 20 | 15 | 17 | 0 | 0 | 32 | 1 | 0 | 26 | 0 | 27 | 117 |
| 11:45 AM | 0 | 35 | 2 | 0 | 37 | 3 | 1 | 11 | 0 | 15 | 12 | 14 | 2 | 0 | 28 | 1 | 0 | 24 | 0 | 25 | 105 |
| Total | 1 | 126 | 3 | 0 | 130 | 9 | 9 | 52 | 0 | 70 | 55 | 78 | 4 | 0 | 137 | 5 | 0 | 101 | 0 | 106 | 443 |
| Approach \% | 0.8 | 96.9 | 2.3 | 0.0 | - | 12.9 | 12.9 | 74.3 | 0.0 | - | 40.1 | 56.9 | 2.9 | 0.0 | - | 4.7 | 0.0 | 95.3 | 0.0 | - | - |
| Total \% | 0.2 | 28.4 | 0.7 | 0.0 | 29.3 | 2.0 | 2.0 | 11.7 | 0.0 | 15.8 | 12.4 | 17.6 | 0.9 | 0.0 | 30.9 | 1.1 | 0.0 | 22.8 | 0.0 | 23.9 | - |
| PHF | 0.250 | 0.829 | 0.375 | 0.000 | 0.855 | 0.750 | 0.563 | 0.867 | 0.000 | 0.833 | 0.859 | 0.780 | 0.500 | 0.000 | 0.878 | 0.417 | 0.000 | 0.902 | 0.000 | 0.946 | 0.947 |
| Lights | 1 | 85 | 3 | 0 | 89 | 8 | 2 | 17 | 0 | 27 | 55 | 76 | 4 | 0 | 135 | 2 | 0 | 92 | 0 | 94 | 345 |
| \% Lights | 100.0 | 67.5 | 100.0 | - | 68.5 | 88.9 | 22.2 | 32.7 | - | 38.6 | 100.0 | 97.4 | 100.0 | - | 98.5 | 40.0 | - | 91.1 | - | 88.7 | 77.9 |
| Mediums | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 17 |
| \% Mediums | 0.0 | 8.7 | 0.0 | - | 8.5 | 11.1 | 0.0 | 3.8 | - | 4.3 | 0.0 | 2.6 | 0.0 | - | 1.5 | 0.0 | - | 1.0 | - | 0.9 | 3.8 |
| Articulated Trucks | 0 | 30 | 0 | 0 | 30 | 0 | 7 | 33 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 11 | 81 |
| \% Articulated Trucks | 0.0 | 23.8 | 0.0 | - | 23.1 | 0.0 | 77.8 | 63.5 | - | 57.1 | 0.0 | 0.0 | 0.0 | - | 0.0 | 60.0 | - | 7.9 | - | 10.4 | 18.3 |

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 97 N at 29 N and Charlie Lk Prov Pk access, winter
Site Code: 1
Start Date: 2015/01/21
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: 97 N
Pk access, winter
Site Code: 1
Site Code: 1
Start Date: 2015/01/21
Page No: 8

## Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  | Scale, Park and frrt rd accessWestbound |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Hwy 29 |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left |  | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 12:00 PM | 2 | 30 | 1 | 0 | 33 | 0 | 3 | 11 | 0 | 14 | 17 | 30 | 3 | 0 | 50 | 0 | 0 | 13 | 0 | 13 | 110 |
| 12:15 PM | 0 | 41 | 1 | 0 | 42 | 0 | 0 | 9 | 0 | 9 | 18 | 28 | 0 | 0 | 46 | 0 | 0 | 13 | 0 | 13 | 110 |
| 12:30 PM | 0 | 34 | 1 | 0 | 35 | 4 | 4 | 12 | 0 | 20 | 16 | 19 | 1 | 0 | 36 | 0 | 0 | 12 | 0 | 12 | 103 |
| 12:45 PM | 1 | 29 | 1 | 0 | 31 | 5 | 0 | 6 | 0 | 11 | 14 | 20 | 1 | 0 | 35 | 0 | 0 | 20 | 0 | 20 | 97 |
| Total | 3 | 134 | 4 | 0 | 141 | 9 | 7 | 38 | 0 | 54 | 65 | 97 | 5 | 0 | 167 | 0 | 0 | 58 | 0 | 58 | 420 |
| Approach \% | 2.1 | 95.0 | 2.8 | 0.0 | - | 16.7 | 13.0 | 70.4 | 0.0 | - | 38.9 | 58.1 | 3.0 | 0.0 | - | 0.0 | 0.0 | 100.0 | 0.0 | - | - |
| Total \% | 0.7 | 31.9 | 1.0 | 0.0 | 33.6 | 2.1 | 1.7 | 9.0 | 0.0 | 12.9 | 15.5 | 23.1 | 1.2 | 0.0 | 39.8 | 0.0 | 0.0 | 13.8 | 0.0 | 13.8 | - |
| PHF | 0.375 | 0.817 | 1.000 | 0.000 | 0.839 | 0.450 | 0.438 | 0.792 | 0.000 | 0.675 | 0.903 | 0.808 | 0.417 | 0.000 | 0.835 | 0.000 | 0.000 | 0.725 | 0.000 | 0.725 | 0.955 |
| Lights | 3 | 91 | 4 | 0 | 98 | 6 | 1 | 7 | 0 | 14 | 63 | 88 | 5 | 0 | 156 | 0 | 0 | 51 | 0 | 51 | 319 |
| \% Lights | 100.0 | 67.9 | 100.0 | - | 69.5 | 66.7 | 14.3 | 18.4 | - | 25.9 | 96.9 | 90.7 | 100.0 | - | 93.4 | - | - | 87.9 | - | 87.9 | 76.0 |
| Mediums | 0 | 8 | 0 | 0 | 8 | 3 | 1 | 4 | 0 | 8 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 21 |
| \% Mediums | 0.0 | 6.0 | 0.0 | - | 5.7 | 33.3 | 14.3 | 10.5 | - | 14.8 | 1.5 | 4.1 | 0.0 | - | 3.0 | - | - | 0.0 | - | 0.0 | 5.0 |
| Articulated Trucks | 0 | 35 | 0 | 0 | 35 | 0 | 5 | 27 | 0 | 32 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 7 | 0 | 7 | 80 |
| \% Articulated Trucks | 0.0 | 26.1 | 0.0 | - | 24.8 | 0.0 | 71.4 | 71.1 | - | 59.3 | 1.5 | 5.2 | 0.0 | - | 3.6 | - | - | 12.1 | - | 12.1 | 19.0 |

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 97 N at 29 N and Charlie Lk Prov Pk access, winter
Site Code: 1
Start Date: 2015/01/21
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 97 N at 29 N and Charlie Lk Prov Pk access, winter
Site Code: 1
2015/01/21
Page No: 10

## Turning Movement Peak Hour Data (05:00 PM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  | Scale, Park and frnt rd accessWestbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Hwy 29 <br> Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 05:00 PM | 1 | 66 | 2 | 0 | 69 | 3 | 0 | 3 | 0 | 6 | 42 | 38 | 9 | 0 | 89 | 2 | 0 | 36 | 0 | 38 | 202 |
| 05:15 PM | 1 | 47 | 0 | 0 | 48 | 3 | 0 | 4 | 0 | 7 | 37 | 50 | 5 | 0 | 92 | 0 | 1 | 24 | 0 | 25 | 172 |
| 05:30 PM | 0 | 64 | 3 | 0 | 67 | 2 | 3 | 0 | 0 | 5 | 32 | 29 | 4 | 0 | 65 | 4 | 0 | 17 | 0 | 21 | 158 |
| 05:45 PM | 1 | 66 | 0 | 0 | 67 | 1 | 1 | 5 | 0 | 7 | 23 | 39 | 4 | 0 | 66 | 0 | 0 | 14 | 0 | 14 | 154 |
| Total | 3 | 243 | 5 | 0 | 251 | 9 | 4 | 12 | 0 | 25 | 134 | 156 | 22 | 0 | 312 | 6 | 1 | 91 | 0 | 98 | 686 |
| Approach \% | 1.2 | 96.8 | 2.0 | 0.0 | - | 36.0 | 16.0 | 48.0 | 0.0 | - | 42.9 | 50.0 | 7.1 | 0.0 | - | 6.1 | 1.0 | 92.9 | 0.0 | - | - |
| Total \% | 0.4 | 35.4 | 0.7 | 0.0 | 36.6 | 1.3 | 0.6 | 1.7 | 0.0 | 3.6 | 19.5 | 22.7 | 3.2 | 0.0 | 45.5 | 0.9 | 0.1 | 13.3 | 0.0 | 14.3 | - |
| PHF | 0.750 | 0.920 | 0.417 | 0.000 | 0.909 | 0.750 | 0.333 | 0.600 | 0.000 | 0.893 | 0.798 | 0.780 | 0.611 | 0.000 | 0.848 | 0.375 | 0.250 | 0.632 | 0.000 | 0.645 | 0.849 |
| Lights | 1 | 181 | 4 | 0 | 186 | 8 | 1 | 1 | 0 | 10 | 129 | 146 | 22 | 0 | 297 | 5 | 1 | 84 | 0 | 90 | 583 |
| \% Lights | 33.3 | 74.5 | 80.0 | - | 74.1 | 88.9 | 25.0 | 8.3 | - | 40.0 | 96.3 | 93.6 | 100.0 | - | 95.2 | 83.3 | 100.0 | 92.3 | - | 91.8 | 85.0 |
| Mediums | 2 | 14 | 0 | 0 | 16 | 0 | 2 | 6 | 0 | 8 | 4 | 5 | 0 | 0 | 9 | 0 | 0 | 5 | 0 | 5 | 38 |
| \% Mediums | 66.7 | 5.8 | 0.0 | - | 6.4 | 0.0 | 50.0 | 50.0 | - | 32.0 | 3.0 | 3.2 | 0.0 | - | 2.9 | 0.0 | 0.0 | 5.5 | - | 5.1 | 5.5 |
| Articulated Trucks | 0 | 48 | 1 | 0 | 49 | 1 | 1 | 5 | 0 | 7 | 1 | 5 | 0 | 0 | 6 | 1 | 0 | 2 | 0 | 3 | 65 |
| \% Articulated Trucks | 0.0 | 19.8 | 20.0 | - | 19.5 | 11.1 | 25.0 | 41.7 | - | 28.0 | 0.7 | 3.2 | 0.0 | - | 1.9 | 16.7 | 0.0 | 2.2 | - | 3.1 | 9.5 |

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 97 N at 29 N and Charlie Lk Prov Pk access, winter
Site Code: 1
Start Date: 2015/01/21
Page No: 11


Turning Movement Peak Hour Data Plot (05:00 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4
250-819-2527 paul@peaktraffic.ca
Count Name: 116 Lower Cache, winter Site Code: 6
Start Date: 2015/01/26
Page No:

Turning Movement Data

| Start Time | Turning Movement Data |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97Northbound |  |  |  | 116 Lower Cache Rd Eastbound |  |  |  | Int. Total |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 05:00 AM | 4 | 0 | 0 | 4 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 21 |
| 05:15 AM | 2 | 0 | 0 | 2 | 0 | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 26 |
| 05:30 AM | 6 | 0 | 0 | 6 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 21 |
| 05:45 AM | 5 | 0 | 0 | 5 | 0 | 23 | 0 | 23 | 0 | 0 | 0 | 0 | 28 |
| Hourly Total | 17 | 0 | 0 | 17 | 0 | 79 | 0 | 79 | 0 | 0 | 0 | 0 | 96 |
| 06:00 AM | 7 | 0 | 0 | 7 | 0 | 37 | 0 | 37 | 0 | 0 | 0 | 0 | 44 |
| 06:15 AM | 17 | 0 | 0 | 17 | 0 | 53 | 0 | 53 | 0 | 0 | 0 | 0 | 70 |
| 06:30 AM | 8 | 0 | 0 | 8 | 0 | 47 | 0 | 47 | 0 | 1 | 0 | 1 | 56 |
| 06:45 AM | 17 | 0 | 0 | 17 | 0 | 34 | 0 | 34 | 0 | 2 | 0 | 2 | 53 |
| Hourly Total | 49 | 0 | 0 | 49 | 0 | 171 | 0 | 171 | 0 | 3 | 0 | 3 | 223 |
| 07:00 AM | 14 | 0 | 0 | 14 | 0 | 45 | 0 | 45 | 0 | 1 | 0 | 1 | 60 |
| 07:15 AM | 20 | 0 | 0 | 20 | 0 | 68 | 0 | 68 | 0 | 0 | 0 | 0 | 88 |
| 07:30 AM | 7 | 0 | 0 | 7 | 0 | 70 | 0 | 70 | 0 | 0 | 0 | 0 | 77 |
| 07:45 AM | 10 | 0 | 0 | 10 | 1 | 50 | 0 | 51 | 0 | 0 | 0 | 0 | 61 |
| Hourly Total | 51 | 0 | 0 | 51 | 1 | 233 | 0 | 234 | 0 | 1 | 0 | 1 | 286 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | 23 | 0 | 0 | 23 | 0 | 32 | 0 | 32 | 0 | 0 | 0 | 0 | 55 |
| 11:15 AM | 24 | 0 | 0 | 24 | 0 | 32 | 0 | 32 | 0 | 1 | 0 | 1 | 57 |
| 11:30 AM | 31 | 0 | 0 | 31 | 0 | 36 | 0 | 36 | 1 | 1 | 0 | 2 | 69 |
| 11:45 AM | 33 | 0 | 0 | 33 | 1 | 26 | 0 | 27 | 0 | 0 | 0 | 0 | 60 |
| Hourly Total | 111 | 0 | 0 | 111 | 1 | 126 | 0 | 127 | 1 | 2 | 0 | 3 | 241 |
| 12:00 PM | 30 | 0 | 0 | 30 | 0 | 22 | 0 | 22 | 0 | 1 | 0 | 1 | 53 |
| 12:15 PM | 21 | 0 | 0 | 21 | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 41 |
| 12:30 PM | 35 | 0 | 0 | 35 | 0 | 25 | 0 | 25 | 0 | 1 | 0 | 1 | 61 |
| 12:45 PM | 32 | 0 | 0 | 32 | 0 | 19 | 0 | 19 | 0 | 0 | 0 | 0 | 51 |
| Hourly Total | 118 | 0 | 0 | 118 | 0 | 86 | 0 | 86 | 0 | 2 | 0 | 2 | 206 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 04:00 PM | 43 | 0 | 0 | 43 | 1 | 16 | 0 | 17 | 0 | 2 | 0 | 2 | 62 |
| 04:15 PM | 45 | 0 | 0 | 45 | 0 | 41 | 0 | 41 | 0 | 2 | 0 | 2 | 88 |
| 04:30 PM | 51 | 0 | 0 | 51 | 0 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 69 |
| 04:45 PM | 44 | 0 | 0 | 44 | 1 | 25 | 0 | 26 | 0 | 1 | 0 | 1 | 71 |
| Hourly Total | 183 | 0 | 0 | 183 | 2 | 100 | 0 | 102 | 0 | 5 | 0 | 5 | 290 |
| 05:00 PM | 40 | 0 | 0 | 40 | 0 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 58 |
| 05:15 PM | 39 | 0 | 0 | 39 | 1 | 24 | 0 | 25 | 0 | 0 | 0 | 0 | 64 |
| 05:30 PM | 60 | 0 | 0 | 60 | 1 | 22 | 0 | 23 | 0 | 0 | 0 | 0 | 83 |
| 05:45 PM | 61 | 1 | 0 | 62 | 2 | 19 | 0 | 21 | 0 | 0 | 0 | 0 | 83 |
| Hourly Total | 200 | 1 | 0 | 201 | 4 | 83 | 0 | 87 | 0 | 0 | 0 | 0 | 288 |
| 06:00 PM | 67 | 0 | 0 | 67 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 84 |


| 06:15 PM | 43 | 1 | 0 | 44 | 1 | 25 | 0 | 26 | 0 | 0 | 0 | 0 | 70 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:30 PM | 38 | 0 | 0 | 38 | 0 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 56 |
| 06:45 PM | 40 | 0 | 0 | 40 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 53 |
| Hourly Total | 188 | 1 | 0 | 189 | 1 | 73 | 0 | 74 | 0 | 0 | 0 | 0 | 263 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 917 | 2 | 0 | 919 | 9 | 951 | 0 | 960 | 1 | 13 | 0 | 14 | 1893 |
| Approach \% | 99.8 | 0.2 | 0.0 | - | 0.9 | 99.1 | 0.0 | - | 7.1 | 92.9 | 0.0 | - | - |
| Total \% | 48.4 | 0.1 | 0.0 | 48.5 | 0.5 | 50.2 | 0.0 | 50.7 | 0.1 | 0.7 | 0.0 | 0.7 | - |
| Lights | 629 | 1 | 0 | 630 | 9 | 653 | 0 | 662 | 0 | 11 | 0 | 11 | 1303 |
| \% Lights | 68.6 | 50.0 | - | 68.6 | 100.0 | 68.7 | - | 69.0 | 0.0 | 84.6 | - | 78.6 | 68.8 |
| Mediums | 78 | 0 | 0 | 78 | 0 | 85 | 0 | 85 | 0 | 1 | 0 | 1 | 164 |
| \% Mediums | 8.5 | 0.0 | - | 8.5 | 0.0 | 8.9 | - | 8.9 | 0.0 | 7.7 | - | 7.1 | 8.7 |
| Articulated Trucks | 210 | 1 | 0 | 211 | 0 | 213 | 0 | 213 | 1 | 1 | 0 | 2 | 426 |
| \% Articulated Trucks | 22.9 | 50.0 | - | 23.0 | 0.0 | 22.4 | - | 22.2 | 100.0 | 7.7 | - | 14.3 | 22.5 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 116 Lower Cache, winter Site Code: 6
Start Date: 2015/01/26
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 116 Lower Cache, winter Site Code: 6
Start Date: 2015/01/26
250-819-2527 paul@peaktraffic.ca
Page No: 4

Turning Movement Peak Hour Data (07:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 Northbound |  |  |  | 116 Lower Cache Rd Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 07:00 AM | 14 | 0 | 0 | 14 | 0 | 45 | 0 | 45 | 0 | 1 | 0 | 1 | 60 |
| 07:15 AM | 20 | 0 | 0 | 20 | 0 | 68 | 0 | 68 | 0 | 0 | 0 | 0 | 88 |
| 07:30 AM | 7 | 0 | 0 | 7 | 0 | 70 | 0 | 70 | 0 | 0 | 0 | 0 | 77 |
| 07:45 AM | 10 | 0 | 0 | 10 | 1 | 50 | 0 | 51 | 0 | 0 | 0 | 0 | 61 |
| Total | 51 | 0 | 0 | 51 | 1 | 233 | 0 | 234 | 0 | 1 | 0 | 1 | 286 |
| Approach \% | 100.0 | 0.0 | 0.0 | - | 0.4 | 99.6 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | - |
| Total \% | 17.8 | 0.0 | 0.0 | 17.8 | 0.3 | 81.5 | 0.0 | 81.8 | 0.0 | 0.3 | 0.0 | 0.3 | - |
| PHF | 0.638 | 0.000 | 0.000 | 0.638 | 0.250 | 0.832 | 0.000 | 0.836 | 0.000 | 0.250 | 0.000 | 0.250 | 0.813 |
| Lights | 38 | 0 | 0 | 38 | 1 | 194 | 0 | 195 | 0 | 1 | 0 | 1 | 234 |
| \% Lights | 74.5 | - | - | 74.5 | 100.0 | 83.3 | - | 83.3 | - | 100.0 | - | 100.0 | 81.8 |
| Mediums | 6 | 0 | 0 | 6 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 13 |
| \% Mediums | 11.8 | - | - | 11.8 | 0.0 | 3.0 | - | 3.0 | - | 0.0 | - | 0.0 | 4.5 |
| Articulated Trucks | 7 | 0 | 0 | 7 | 0 | 32 | 0 | 32 | 0 | 0 | 0 | 0 | 39 |
| \% Articulated Trucks | 13.7 | - | - | 13.7 | 0.0 | 13.7 | - | 13.7 | - | 0.0 | - | 0.0 | 13.6 |

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Count Name: 116 Lower Cache, winter Site Code: 6
Start Date: 2015/01/26
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 116 Lower Cache, winter Site Code: 6
Start Date: 2015/01/26
250-819-2527 paul@peaktraffic.ca
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Turning Movement Peak Hour Data (11:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  | Alaska Hwy 97 Northbound |  |  |  | 116 Lower Cache Rd Eastbound |  |  |  | Int. Total |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 11:00 AM | 23 | 0 | 0 | 23 | 0 | 32 | 0 | 32 | 0 | 0 | 0 | 0 | 55 |
| 11:15 AM | 24 | 0 | 0 | 24 | 0 | 32 | 0 | 32 | 0 | 1 | 0 | 1 | 57 |
| 11:30 AM | 31 | 0 | 0 | 31 | 0 | 36 | 0 | 36 | , | 1 | 0 | 2 | 69 |
| 11:45 AM | 33 | 0 | 0 | 33 | 1 | 26 | 0 | 27 | 0 | 0 | 0 | 0 | 60 |
| Total | 111 | 0 | 0 | 111 | 1 | 126 | 0 | 127 | 1 | 2 | 0 | 3 | 241 |
| Approach \% | 100.0 | 0.0 | 0.0 | - | 0.8 | 99.2 | 0.0 | - | 33.3 | 66.7 | 0.0 | - | - |
| Total \% | 46.1 | 0.0 | 0.0 | 46.1 | 0.4 | 52.3 | 0.0 | 52.7 | 0.4 | 0.8 | 0.0 | 1.2 | - |
| PHF | 0.841 | 0.000 | 0.000 | 0.841 | 0.250 | 0.875 | 0.000 | 0.882 | 0.250 | 0.500 | 0.000 | 0.375 | 0.873 |
| Lights | 50 | 0 | 0 | 50 | 1 | 66 | 0 | 67 | 0 | 1 | 0 | 1 | 118 |
| \% Lights | 45.0 | - | - | 45.0 | 100.0 | 52.4 | - | 52.8 | 0.0 | 50.0 | - | 33.3 | 49.0 |
| Mediums | 15 | 0 | 0 | 15 | 0 | 9 | 0 | 9 | 0 | 1 | 0 | 1 | 25 |
| \% Mediums | 13.5 | - | - | 13.5 | 0.0 | 7.1 | - | 7.1 | 0.0 | 50.0 | - | 33.3 | 10.4 |
| Articulated Trucks | 46 | 0 | 0 | 46 | 0 | 51 | 0 | 51 | 1 | 0 | 0 | 1 | 98 |
| \% Articulated Trucks | 41.4 | - | - | 41.4 | 0.0 | 40.5 | - | 40.2 | 100.0 | 0.0 | - | 33.3 | 40.7 |

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Count Name: 116 Lower Cache, winter Site Code: 6
Start Date: 2015/01/26
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 116 Lower Cache, winter Site Code: 6
Start Date: 2015/01/26
250-819-2527 paul@peaktraffic.ca
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | 116 Lower Cache Rd Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 12:00 PM | 30 | 0 | 0 | 30 | 0 | 22 | 0 | 22 | 0 | 1 | 0 | 1 | 53 |
| 12:15 PM | 21 | 0 | 0 | 21 | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 41 |
| 12:30 PM | 35 | 0 | 0 | 35 | 0 | 25 | 0 | 25 | 0 | 1 | 0 | 1 | 61 |
| 12:45 PM | 32 | 0 | 0 | 32 | 0 | 19 | 0 | 19 | 0 | 0 | 0 | 0 | 51 |
| Total | 118 | 0 | 0 | 118 | 0 | 86 | 0 | 86 | 0 | 2 | 0 | 2 | 206 |
| Approach \% | 100.0 | 0.0 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | - |
| Total \% | 57.3 | 0.0 | 0.0 | 57.3 | 0.0 | 41.7 | 0.0 | 41.7 | 0.0 | 1.0 | 0.0 | 1.0 | - |
| PHF | 0.843 | 0.000 | 0.000 | 0.843 | 0.000 | 0.860 | 0.000 | 0.860 | 0.000 | 0.500 | 0.000 | 0.500 | 0.844 |
| Lights | 65 | 0 | 0 | 65 | 0 | 48 | 0 | 48 | 0 | 1 | 0 | 1 | 114 |
| \% Lights | 55.1 | - | - | 55.1 | - | 55.8 | - | 55.8 | - | 50.0 | - | 50.0 | 55.3 |
| Mediums | 10 | 0 | 0 | 10 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 18 |
| \% Mediums | 8.5 | - | - | 8.5 | - | 9.3 | - | 9.3 | - | 0.0 | - | 0.0 | 8.7 |
| Articulated Trucks | 43 | 0 | 0 | 43 | 0 | 30 | 0 | 30 | 0 | 1 | 0 | 1 | 74 |
| \% Articulated Trucks | 36.4 | - | - | 36.4 | - | 34.9 | - | 34.9 | - | 50.0 | - | 50.0 | 35.9 |

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Count Name: 116 Lower Cache, winter Site Code: 6
Start Date: 2015/01/26
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4
Count Name: 116 Lower Cache, winter Site Code: 6
Start Date: 2015/01/26
250-819-2527 paul@peaktraffic.ca
Page No: 10

Turning Movement Peak Hour Data (05:30 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | 116 Lower Cache Rd Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 05:30 PM | 60 | 0 | 0 | 60 | 1 | 22 | 0 | 23 | 0 | 0 | 0 | 0 | 83 |
| 05:45 PM | 61 | 1 | 0 | 62 | 2 | 19 | 0 | 21 | 0 | 0 | 0 | 0 | 83 |
| 06:00 PM | 67 | 0 | 0 | 67 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 84 |
| 06:15 PM | 43 | 1 | 0 | 44 | 1 | 25 | 0 | 26 | 0 | 0 | 0 | 0 | 70 |
| Total | 231 | 2 | 0 | 233 | 4 | 83 | 0 | 87 | 0 | 0 | 0 | 0 | 320 |
| Approach \% | 99.1 | 0.9 | 0.0 | - | 4.6 | 95.4 | 0.0 | - | NaN | NaN | NaN | - | - |
| Total \% | 72.2 | 0.6 | 0.0 | 72.8 | 1.3 | 25.9 | 0.0 | 27.2 | 0.0 | 0.0 | 0.0 | 0.0 | - |
| PHF | 0.862 | 0.500 | 0.000 | 0.869 | 0.500 | 0.830 | 0.000 | 0.837 | 0.000 | 0.000 | 0.000 | 0.000 | 0.952 |
| Lights | 184 | 1 | 0 | 185 | 4 | 53 | 0 | 57 | 0 | 0 | 0 | 0 | 242 |
| \% Lights | 79.7 | 50.0 | - | 79.4 | 100.0 | 63.9 | - | 65.5 | - | - | - | - | 75.6 |
| Mediums | 11 | 0 | 0 | 11 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 21 |
| \% Mediums | 4.8 | 0.0 | - | 4.7 | 0.0 | 12.0 | - | 11.5 | - | - | - | - | 6.6 |
| Articulated Trucks | 36 | 1 | 0 | 37 | 0 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 57 |
| \% Articulated Trucks | 15.6 | 50.0 | - | 15.9 | 0.0 | 24.1 | - | 23.0 | - | - | - | - | 17.8 |

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: 116 Lower Cache, winter Site Code: 6
Start Date: 2015/01/26
Page No: 11


Turning Movement Peak Hour Data Plot (05:30 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4

Count Name: 114 Montney Hwy, winter Site Code: 4
Start Date: 2015/01/28
Page No: 1

| Start Time | Turning Movement Data |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | 114 Montney Hwy Westbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Access <br> Eastbound |  |  |  |  | Int. Total |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 05:00 AM | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 16 |
| 05:15 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 19 |
| 05:30 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 20 |
| 05:45 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 25 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 32 |
| Hourly Total | 0 | 13 | 0 | 0 | 13 | 3 | 0 | 2 | 0 | 5 | 0 | 68 | 1 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 87 |
| 06:00 AM | 0 | 16 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 43 |
| 06:15 AM | 0 | 13 | 0 | 0 | 13 | 2 | 0 | 2 | 0 | 4 | 0 | 44 | 2 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 63 |
| 06:30 AM | 0 | 13 | 0 | 0 | 13 | 4 | 0 | 3 | 0 | 7 | 0 | 27 | 1 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 48 |
| 06:45 AM | 0 | 12 | 0 | 0 | 12 | 2 | 0 | 2 | 0 | 4 | 0 | 29 | 2 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 47 |
| Hourly Total | 0 | 54 | 0 | 0 | 54 | 9 | 0 | 7 | 0 | 16 | 0 | 126 | 5 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 201 |
| 07:00 AM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 2 | 0 | 2 | 0 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 56 |
| 07:15 AM | 0 | 23 | 0 | 0 | 23 | 4 | 0 | 3 | 0 | 7 | 0 | 57 | 0 | 0 | 57 | 0 | 0 | 1 | 0 | 1 | 88 |
| 07:30 AM | 0 | 16 | 0 | 0 | 16 | 3 | 0 | 4 | 0 | 7 | 0 | 72 | 1 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 96 |
| 07:45 AM | 1 | 18 | 0 | 0 | 19 | 3 | 0 | 4 | 0 | 7 | 0 | 47 | 1 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 74 |
| Hourly Total | 1 | 68 | 0 | 0 | 69 | 10 | 0 | 13 | 0 | 23 | 0 | 219 | 2 | 0 | 221 | 0 | 0 | 1 | 0 | 1 | 314 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | 1 | 19 | 0 | 0 | 20 | 0 | 0 | 1 | 0 | 1 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:15 AM | 1 | 15 | 0 | 0 | 16 | 3 | 0 | 2 | 0 | 5 | 0 | 36 | 1 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 58 |
| 11:30 AM | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 1 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:45 AM | 1 | 25 | 0 | 0 | 26 | 0 | 0 | 1 | 0 | 1 | 0 | 27 | 1 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 55 |
| Hourly Total | 3 | 80 | 0 | 0 | 83 | 3 | 0 | 4 | 0 | 7 | 1 | 120 | 3 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 214 |
| 12:00 PM | 2 | 36 | 0 | 0 | 38 | 0 | 0 | 1 | 0 | 1 | 0 | 27 | 1 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 67 |
| 12:15 PM | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 51 |
| 12:30 PM | 0 | 27 | 0 | 0 | 27 | 2 | 0 | 2 | 0 | 4 | 0 | 27 | 1 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 59 |
| 12:45 PM | 0 | 36 | 0 | 0 | 36 | 1 | 0 | 1 | 0 | 2 | 0 | 18 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 57 |
| Hourly Total | 2 | 127 | 0 | 0 | 129 | 3 | 0 | 4 | 0 | 7 | 0 | 94 | 4 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 234 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 04:00 PM | 3 | 49 | 0 | 0 | 52 | 1 | 0 | 0 | 0 | 1 | 0 | 32 | 2 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 87 |
| 04:15 PM | 0 | 46 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 3 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 78 |
| 04:30 PM | 2 | 48 | 0 | 0 | 50 | 2 | 0 | 1 | 0 | 3 | 0 | 22 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 76 |
| 04:45 PM | 2 | 43 | 0 | 0 | 45 | 0 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 64 |
| Hourly Total | 7 | 186 | 0 | 0 | 193 | 3 | 0 | 2 | 0 | 5 | 0 | 101 | 6 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 305 |
| 05:00 PM | 2 | 41 | 0 | 0 | 43 | 1 | 0 | 0 | 0 | 1 | 0 | 30 | 1 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 75 |
| 05:15 PM | 1 | 57 | 0 | 0 | 58 | 1 | 0 | 0 | 0 | 1 | 1 | 29 | 3 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 92 |
| 05:30 PM | 1 | 48 | 0 | 0 | 49 | 1 | 0 | 0 | 0 | 1 | 0 | 15 | 5 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 70 |
| 05:45 PM | 1 | 42 | 0 | 0 | 43 | 1 | 0 | 1 | 1 | 3 | 0 | 22 | 3 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 71 |
| Hourly Total | 5 | 188 | 0 | 0 | 193 | 4 | 0 | 1 | 1 | 6 | 1 | 96 | 12 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 308 |
| 06:00 PM | 2 | 69 | 0 | 0 | 71 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 4 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 87 |


| 06:15 PM | 0 | 72 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 96 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:30 PM | 0 | 58 | 0 | 0 | 58 | 1 | 0 | 1 | 0 | 2 | 0 | 21 | 4 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 85 |
| 06:45 PM | 3 | 29 | 0 | 0 | 32 | 2 | 0 | 1 | 0 | 3 | 0 | 18 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 54 |
| Hourly Total | 5 | 228 | 0 | 0 | 233 | 3 | 0 | 3 | 0 | 6 | 0 | 72 | 11 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 322 |
| Grand Total | 23 | 944 | 0 | 0 | 967 | 38 | 0 | 36 | 1 | 75 | 2 | 896 | 44 | 0 | 942 | 0 | 0 | 1 | 0 | 1 | 1985 |
| Approach \% | 2.4 | 97.6 | 0.0 | 0.0 | - | 50.7 | 0.0 | 48.0 | 1.3 | - | 0.2 | 95.1 | 4.7 | 0.0 | - | 0.0 | 0.0 | 100.0 | 0.0 | - | - |
| Total \% | 1.2 | 47.6 | 0.0 | 0.0 | 48.7 | 1.9 | 0.0 | 1.8 | 0.1 | 3.8 | 0.1 | 45.1 | 2.2 | 0.0 | 47.5 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | - |
| Lights | 12 | 632 | 0 | 0 | 644 | 32 | 0 | 16 | 1 | 49 | 2 | 628 | 35 | 0 | 665 | 0 | 0 | 0 | 0 | 0 | 1358 |
| \% Lights | 52.2 | 66.9 | - | - | 66.6 | 84.2 | - | 44.4 | 100.0 | 65.3 | 100.0 | 70.1 | 79.5 | - | 70.6 | - | - | 0.0 | - | 0.0 | 68.4 |
| Mediums | 4 | 109 | 0 | 0 | 113 | 3 | 0 | 9 | 0 | 12 | 0 | 74 | 5 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 204 |
| \% Mediums | 17.4 | 11.5 | - | - | 11.7 | 7.9 | - | 25.0 | 0.0 | 16.0 | 0.0 | 8.3 | 11.4 | - | 8.4 | - | - | 0.0 | - | 0.0 | 10.3 |
| Articulated Trucks | 7 | 203 | 0 | 0 | 210 | 3 | 0 | 11 | 0 | 14 | 0 | 194 | 4 | 0 | 198 | 0 | 0 | 1 | 0 | 1 | 423 |
| \% Articulated Trucks | 30.4 | 21.5 | - | - | 21.7 | 7.9 | - | 30.6 | 0.0 | 18.7 | 0.0 | 21.7 | 9.1 | - | 21.0 | - | - | 100.0 | - | 100.0 | 21.3 |

## PeaK Traffic Technology Ltd.

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Count Name: 114 Montney Hwy, winter Site Code: 4
Start Date: 2015/01/28
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4

Count Name: 114 Montney Hwy, winter Site Code: 4
Start Date: 2015/01/28
Page No: 4

Turning Movement Peak Hour Data (07:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | 114 Montney Hwy Westbound |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  | Access Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 07:00 AM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 2 | 0 | 2 | 0 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 56 |
| 07:15 AM | 0 | 23 | 0 | 0 | 23 | 4 | 0 | 3 | 0 | 7 | 0 | 57 | 0 | 0 | 57 | 0 | 0 | 1 | 0 | 1 | 88 |
| 07:30 AM | 0 | 16 | 0 | 0 | 16 | 3 | 0 | 4 | 0 | 7 | 0 | 72 | 1 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 96 |
| 07:45 AM | 1 | 18 | 0 | 0 | 19 | 3 | 0 | 4 | 0 | 7 | 0 | 47 | 1 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 74 |
| Total | 1 | 68 | 0 | 0 | 69 | 10 | 0 | 13 | 0 | 23 | 0 | 219 | 2 | 0 | 221 | 0 | 0 | 1 | 0 | 1 | 314 |
| Approach \% | 1.4 | 98.6 | 0.0 | 0.0 | - | 43.5 | 0.0 | 56.5 | 0.0 | - | 0.0 | 99.1 | 0.9 | 0.0 | - | 0.0 | 0.0 | 100.0 | 0.0 | - | . |
| Total \% | 0.3 | 21.7 | 0.0 | 0.0 | 22.0 | 3.2 | 0.0 | 4.1 | 0.0 | 7.3 | 0.0 | 69.7 | 0.6 | 0.0 | 70.4 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 |  |
| PHF | 0.250 | 0.739 | 0.000 | 0.000 | 0.750 | 0.625 | 0.000 | 0.813 | 0.000 | 0.821 | 0.000 | 0.760 | 0.500 | 0.000 | 0.757 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.818 |
| Lights | 1 | 43 | 0 | 0 | 44 | 9 | 0 | 6 | 0 | 15 | 0 | 172 | 1 | 0 | 173 | 0 | 0 | 0 | 0 | 0 | 232 |
| \% Lights | 100.0 | 63.2 | - | - | 63.8 | 90.0 | - | 46.2 | - | 65.2 | - | 78.5 | 50.0 | - | 78.3 | - | - | 0.0 | - | 0.0 | 73.9 |
| Mediums | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 5 | 0 | 15 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 24 |
| \% Mediums | 0.0 | 4.4 | - | - | 4.3 | 10.0 | - | 30.8 | - | 21.7 | - | 6.8 | 50.0 | - | 7.2 | - | - | 0.0 | - | 0.0 | 7.6 |
| Articulated Trucks | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 3 | 0 | 3 | 0 | 32 | 0 | 0 | 32 | 0 | 0 | 1 | 0 | 1 | 58 |
| \% Articulated Trucks | 0.0 | 32.4 | - | - | 31.9 | 0.0 | - | 23.1 | - | 13.0 | - | 14.6 | 0.0 | - | 14.5 | - | - | 100.0 | - | 100.0 | 18.5 |

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Count Name: 114 Montney Hwy, winter Site Code: 4
Start Date: 2015/01/28
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4

Count Name: 114 Montney Hwy, winter Site Code: 4
Start Date: 2015/01/28
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | 114 Montney Hwy Westbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Access <br> Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 11:00 AM | 1 | 19 | 0 | 0 | 20 | 0 | 0 | 1 | 0 | 1 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:15 AM | 1 | 15 | 0 | 0 | 16 | 3 | 0 | 2 | 0 | 5 | 0 | 36 | 1 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 58 |
| 11:30 AM | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 1 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:45 AM | 1 | 25 | 0 | 0 | 26 | 0 | 0 | 1 | 0 | 1 | 0 | 27 | 1 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 55 |
| Total | 3 | 80 | 0 | 0 | 83 | 3 | 0 | 4 | 0 | 7 | 1 | 120 | 3 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 214 |
| Approach \% | 3.6 | 96.4 | 0.0 | 0.0 | - | 42.9 | 0.0 | 57.1 | 0.0 | - | 0.8 | 96.8 | 2.4 | 0.0 | - | NaN | NaN | NaN | NaN | - | - |
| Total \% | 1.4 | 37.4 | 0.0 | 0.0 | 38.8 | 1.4 | 0.0 | 1.9 | 0.0 | 3.3 | 0.5 | 56.1 | 1.4 | 0.0 | 57.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - |
| PHF | 0.750 | 0.800 | 0.000 | 0.000 | 0.798 | 0.250 | 0.000 | 0.500 | 0.000 | 0.350 | 0.250 | 0.833 | 0.750 | 0.000 | 0.838 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.922 |
| Lights | 1 | 40 | 0 | 0 | 41 | 2 | 0 | 1 | 0 | 3 | 1 | 67 | 3 | 0 | 71 | 0 | 0 | 0 | , | 0 | 115 |
| \% Lights | 33.3 | 50.0 | - | - | 49.4 | 66.7 | - | 25.0 | - | 42.9 | 100.0 | 55.8 | 100.0 | - | 57.3 | - | - | - | - | - | 53.7 |
| Mediums | 1 | 21 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 34 |
| \% Mediums | 33.3 | 26.3 | - | - | 26.5 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 10.0 | 0.0 | - | 9.7 | - | - | - | - | - | 15.9 |
| Articulated Trucks | 1 | 19 | 0 | 0 | 20 | 1 | 0 | 3 | 0 | 4 | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 65 |
| \% Articulated Trucks | 33.3 | 23.8 | - | - | 24.1 | 33.3 | - | 75.0 | - | 57.1 | 0.0 | 34.2 | 0.0 | - | 33.1 | - | - | - | - | - | 30.4 |

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Count Name: 114 Montney Hwy, winter Site Code: 4
Start Date: 2015/01/28
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4

Count Name: 114 Montney Hwy, winter Site Code: 4
Start Date: 2015/01/28
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | 114 Montney Hwy Westbound |  |  |  |  | Alaska Hwy 97Northbound |  |  |  |  | Access |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 12:00 PM | 2 | 36 | 0 | 0 | 38 | 0 | 0 | 1 | 0 | 1 | 0 | 27 | 1 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 67 |
| 12:15 PM | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 51 |
| 12:30 PM | 0 | 27 | 0 | 0 | 27 | 2 | 0 | 2 | 0 | 4 | 0 | 27 | 1 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 59 |
| 12:45 PM | 0 | 36 | 0 | 0 | 36 | 1 | 0 | 1 | 0 | 2 | 0 | 18 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 57 |
| Total | 2 | 127 | 0 | 0 | 129 | 3 | 0 | 4 | 0 | 7 | 0 | 94 | 4 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 234 |
| Approach \% | 1.6 | 98.4 | 0.0 | 0.0 | - | 42.9 | 0.0 | 57.1 | 0.0 | - | 0.0 | 95.9 | 4.1 | 0.0 | - | NaN | NaN | NaN | NaN | - | - |
| Total \% | 0.9 | 54.3 | 0.0 | 0.0 | 55.1 | 1.3 | 0.0 | 1.7 | 0.0 | 3.0 | 0.0 | 40.2 | 1.7 | 0.0 | 41.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - |
| PHF | 0.250 | 0.882 | 0.000 | 0.000 | 0.849 | 0.375 | 0.000 | 0.500 | 0.000 | 0.438 | 0.000 | 0.870 | 1.000 | 0.000 | 0.875 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.873 |
| Lights | 2 | 66 | 0 | 0 | 68 | 3 | 0 | 1 | 0 | 4 | 0 | 58 | 3 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 133 |
| \% Lights | 100.0 | 52.0 | - | - | 52.7 | 100.0 | - | 25.0 | - | 57.1 | - | 61.7 | 75.0 | - | 62.2 | - | - | - | - | - | 56.8 |
| Mediums | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 25 |
| \% Mediums | 0.0 | 11.0 | - | - | 10.9 | 0.0 | - | 25.0 | - | 14.3 | - | 10.6 | 0.0 | - | 10.2 | - | - | - | - | - | 10.7 |
| Articulated Trucks | 0 | 47 | 0 | 0 | 47 | 0 | 0 | 2 | 0 | 2 | 0 | 26 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 76 |
| \% Articulated Trucks | 0.0 | 37.0 | - | - | 36.4 | 0.0 | - | 50.0 | - | 28.6 | - | 27.7 | 25.0 | - | 27.6 | - | - | - | - | - | 32.5 |

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Count Name: 114 Montney Hwy, winter Site Code: 4
Start Date: 2015/01/28
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Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4
Count Name: 114 Montney Hwy, winter Site Code: 4
Start Date: 2015/01/28
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Page No: 10

## Turning Movement Peak Hour Data (05:45 PM)

| Start Time | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:45 PM | 1 | 42 | 0 | 0 | 43 | 1 | 0 | 1 | 1 | 3 | 0 | 22 | 3 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 71 |
| 06:00 PM | 2 | 69 | 0 | 0 | 71 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 4 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 87 |
| 06:15 PM | 0 | 72 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 96 |
| 06:30 PM | 0 | 58 | 0 | 0 | 58 | 1 | 0 | 1 | 0 | 2 | 0 | 21 | 4 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 85 |
| Total | 3 | 241 | 0 | 0 | 244 | 2 | 0 | 3 | 1 | 6 | 0 | 76 | 13 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 339 |
| Approach \% | 1.2 | 98.8 | 0.0 | 0.0 | - | 33.3 | 0.0 | 50.0 | 16.7 | - | 0.0 | 85.4 | 14.6 | 0.0 | - | NaN | NaN | NaN | NaN | - | - |
| Total \% | 0.9 | 71.1 | 0.0 | 0.0 | 72.0 | 0.6 | 0.0 | 0.9 | 0.3 | 1.8 | 0.0 | 22.4 | 3.8 | 0.0 | 26.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - |
| PHF | 0.375 | 0.837 | 0.000 | 0.000 | 0.847 | 0.500 | 0.000 | 0.750 | 0.250 | 0.500 | 0.000 | 0.864 | 0.813 | 0.000 | 0.890 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.883 |
| Lights | 3 | 192 | 0 | 0 | 195 | 1 | 0 | 2 | 1 | 4 | 0 | 59 | 8 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 266 |
| \% Lights | 100.0 | 79.7 | - | - | 79.9 | 50.0 | - | 66.7 | 100.0 | 66.7 | - | 77.6 | 61.5 | - | 75.3 | - | - | - | - | - | 78.5 |
| Mediums | 0 | 20 | 0 | 0 | 20 | 1 | 0 | 1 | 0 | 2 | 0 | 7 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 31 |
| \% Mediums | 0.0 | 8.3 | - | - | 8.2 | 50.0 | - | 33.3 | 0.0 | 33.3 | - | 9.2 | 15.4 | - | 10.1 | - | - | - | - | - | 9.1 |
| Articulated Trucks | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 42 |
| \% Articulated Trucks | 0.0 | 12.0 | - | - | 11.9 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 13.2 | 23.1 | - | 14.6 | - | - | - | - | - | 12.4 |

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Count Name: 114 Montney Hwy, winter Site Code: 4
Start Date: 2015/01/28
Page No: 11


Turning Movement Peak Hour Data Plot (05:45 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Pink Mountain \#1, winte Site Code: 12
Start Date: 2015/01/23
Page No: 1


| 05:30 PM | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 42 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:45 PM | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 3 | 38 | 1 | 0 | 42 | 0 | 1 | 0 | 0 | 1 | 62 |
| Hourly Total | 0 | 59 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 1 | 0 | 84 | 0 | 1 | 0 | 0 | 1 | 144 |
| 06:00 PM | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 40 |
| 06:15 PM | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 35 |
| 06:30 PM | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 50 |
| 06:45 PM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 25 |
| Hourly Total | 0 | 62 | 1 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 3 | 79 | 4 | 0 | 86 | 0 | 0 | 1 | 0 | 1 | 150 |
| 07:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 1 | 451 | 1 | 0 | 453 | 1 | 1 | 2 | 0 | 4 | 7 | 404 | 6 | 0 | 417 | 0 | 1 | 2 | 0 | 3 | 877 |
| Approach \% | 0.2 | 99.6 | 0.2 | 0.0 | - | 25.0 | 25.0 | 50.0 | 0.0 | - | 1.7 | 96.9 | 1.4 | 0.0 | - | 0.0 | 33.3 | 66.7 | 0.0 | - | - |
| Total \% | 0.1 | 51.4 | 0.1 | 0.0 | 51.7 | 0.1 | 0.1 | 0.2 | 0.0 | 0.5 | 0.8 | 46.1 | 0.7 | 0.0 | 47.5 | 0.0 | 0.1 | 0.2 | 0.0 | 0.3 | - |
| Lights | 0 | 296 | 1 | 0 | 297 | 1 | 0 | 1 | 0 | 2 | 5 | 249 | 6 | 0 | 260 | 0 | 1 | 2 | 0 | 3 | 562 |
| \% Lights | 0.0 | 65.6 | 100.0 | - | 65.6 | 100.0 | 0.0 | 50.0 | - | 50.0 | 71.4 | 61.6 | 100.0 | - | 62.4 | - | 100.0 | 100.0 | - | 100.0 | 64.1 |
| Mediums | 0 | 35 | 0 | 0 | 35 | 0 | 1 | 1 | 0 | 2 | 2 | 34 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 73 |
| \% Mediums | 0.0 | 7.8 | 0.0 | - | 7.7 | 0.0 | 100.0 | 50.0 | - | 50.0 | 28.6 | 8.4 | 0.0 | - | 8.6 | - | 0.0 | 0.0 | - | 0.0 | 8.3 |
| Articulated Trucks | 1 | 120 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 242 |
| \% Articulated Trucks | 100.0 | 26.6 | 0.0 | - | 26.7 | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 30.0 | 0.0 | - | 29.0 | - | 0.0 | 0.0 | - | 0.0 | 27.6 |

## PeaK Traffic Technology Ltd.

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Count Name: Pink Mountain \#1, winter Site Code: 12
Start Date: 2015/01/23
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

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Count Name: Pink Mountain \#1, winter Site Code: 12

2015/01/23
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Page No: 4

Turning Movement Peak Hour Data (06:30 AM)

| Start Time | Alaska Hwy 97Southbound |  |  |  |  | Pink Mountain \#1 accessWestbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Pink Mountain \#1 access |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | $\begin{aligned} & \text { outhbour } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { lestboun } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { orthbour } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total | Left |  | $\begin{aligned} & \text { Eastboun } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total |  |
| 06:30 AM | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 29 |
| 06:45 AM | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 29 |
| 07:00 AM | 0 | 33 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 46 |
| 07:15 AM | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 25 |
| Total | 0 | 84 | 0 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 1 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 129 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | NaN | NaN | NaN | NaN | - | 0.0 | 97.8 | 2.2 | 0.0 | - | NaN | NaN | NaN | NaN | - | - |
| Total \% | 0.0 | 65.1 | 0.0 | 0.0 | 65.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 34.1 | 0.8 | 0.0 | 34.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - |
| PHF | 0.000 | 0.636 | 0.000 | 0.000 | 0.636 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.846 | 0.250 | 0.000 | 0.865 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.701 |
| Lights | 0 | 77 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 98 |
| \% Lights | - | 91.7 | - | - | 91.7 | - | - | - | - | - | - | 45.5 | 100.0 | - | 46.7 | - | - | - | - | - | 76.0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| \% Mediums | - | 0.0 | - | - | 0.0 | - | - | - | - | - | - | 4.5 | 0.0 | - | 4.4 | - | - | - | - | - | 1.6 |
| Articulated Trucks | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 29 |
| \% Articulated Trucks | - | 8.3 | - | - | 8.3 | - | - | - | - | - | - | 50.0 | 0.0 | - | 48.9 | - | - | - | - | - | 22.5 |

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Count Name: Pink Mountain \#1, winter Site Code: 12
Start Date: 2015/01/23
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Turning Movement Peak Hour Data Plot (06:30 AM)

## PeaK Traffic Technology Ltd.

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Count Name: Pink Mountain \#1, winter Site Code: 12
: 2015/01/23
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Page No: 6

## Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Pink Mountain \#1 access Westbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Pink Mountain \#1 access Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 11:00 AM | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:15 AM | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 41 |
| 11:30 AM | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 31 |
| 11:45 AM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 24 |
| Total | 0 | 55 | 0 | 0 | 55 | 1 | 0 | 0 | 0 | 1 | 1 | 50 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 107 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | 100.0 | 0.0 | 0.0 | 0.0 | - | 2.0 | 98.0 | 0.0 | 0.0 | - | NaN | NaN | NaN | NaN | - | - |
| Total \% | 0.0 | 51.4 | 0.0 | 0.0 | 51.4 | 0.9 | 0.0 | 0.0 | 0.0 | 0.9 | 0.9 | 46.7 | 0.0 | 0.0 | 47.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | $\checkmark$ |
| PHF | 0.000 | 0.655 | 0.000 | 0.000 | 0.655 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.625 | 0.000 | 0.000 | 0.638 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.652 |
| Lights | 0 | 23 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 1 | 15 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 40 |
| \% Lights | - | 41.8 | - | - | 41.8 | 100.0 | - | - | - | 100.0 | 100.0 | 30.0 | - | - | 31.4 | - | - | - | - | - | 37.4 |
| Mediums | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 10 |
| \% Mediums | - | 5.5 | - | - | 5.5 | 0.0 | - | - | - | 0.0 | 0.0 | 14.0 | - | - | 13.7 | - | - | - | - | - | 9.3 |
| Articulated Trucks | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 57 |
| \% Articulated Trucks | - | 52.7 | - | - | 52.7 | 0.0 | - | - | - | 0.0 | 0.0 | 56.0 | - | - | 54.9 | - | - | - | - | - | 53.3 |

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Count Name: Pink Mountain \#1, winter Site Code: 12
Start Date: 2015/01/23
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Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4
Count Name: Pink Mountain \#1, winter Site Code: 12
Start Date: 2015/01/23
250-819-2527 paul@peaktraffic.ca
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97Southbound |  |  |  |  | Pink Mountain \#1 accessWestbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Pink Mountain \#1 access |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | $\begin{gathered} \text { outhbour } \\ \text { Right } \\ \hline \end{gathered}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { lestboun } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { orthbour } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total | Left |  | $\begin{aligned} & \text { Eastboun } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total |  |
| 12:00 PM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 28 |
| 12:15 PM | 1 | 15 | 0 | 0 | 16 | 0 | 1 | 1 | 0 | 2 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:30 PM | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:45 PM | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 32 |
| Total | 1 | 69 | 0 | 0 | 70 | 0 | 1 | 1 | 0 | 2 | 0 | 60 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 132 |
| Approach \% | 1.4 | 98.6 | 0.0 | 0.0 | - | 0.0 | 50.0 | 50.0 | 0.0 | - | 0.0 | 100.0 | 0.0 | 0.0 | - | NaN | NaN | NaN | NaN | - | - |
| Total \% | 0.8 | 52.3 | 0.0 | 0.0 | 53.0 | 0.0 | 0.8 | 0.8 | 0.0 | 1.5 | 0.0 | 45.5 | 0.0 | 0.0 | 45.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - |
| PHF | 0.250 | 0.821 | 0.000 | 0.000 | 0.833 | 0.000 | 0.250 | 0.250 | 0.000 | 0.250 | 0.000 | 0.882 | 0.000 | 0.000 | 0.882 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.892 |
| Lights | 0 | 47 | 0 | 0 | 47 | 0 | 0 | 1 | 0 | 1 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 78 |
| \% Lights | 0.0 | 68.1 | - | - | 67.1 | - | 0.0 | 100.0 | - | 50.0 | - | 50.0 | - | - | 50.0 | - | - | - | - | - | 59.1 |
| Mediums | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 15 |
| \% Mediums | 0.0 | 7.2 | - | - | 7.1 | - | 100.0 | 0.0 | - | 50.0 | - | 15.0 | - | - | 15.0 | - | - | - | - | - | 11.4 |
| Articulated Trucks | 1 | 17 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 39 |
| \% Articulated Trucks | 100.0 | 24.6 | - | - | 25.7 | - | 0.0 | 0.0 | - | 0.0 | - | 35.0 | - | - | 35.0 | - | - | - | - | - | 29.5 |

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Count Name: Pink Mountain \#1, winter Site Code: 12
Start Date: 2015/01/23
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4
Count Name: Pink Mountain \#1, winter Site Code: 12
Start Date: 2015/01/23
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Turning Movement Peak Hour Data (05:45 PM)

| Start Time | Alaska Hwy 97Southbound |  |  |  |  | Pink Mountain \#1 accessWestbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Pink Mountain \#1 access |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | $\begin{gathered} \text { outhbour } \\ \text { Right } \\ \hline \end{gathered}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { lestboun } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { orthbour } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{array}{r} \text { Eastboun } \\ \text { Right } \\ \hline \end{array}$ | U-Turn | App. Total |  |
| 05:45 PM | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 3 | 38 | 1 | 0 | 42 | 0 | 1 | 0 | 0 | 1 | 62 |
| 06:00 PM | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 2 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 40 |
| 06:15 PM | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 35 |
| 06:30 PM | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 50 |
| Total | 0 | 68 | 1 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 6 | 106 | 5 | 0 | 117 | 0 | 1 | 0 | 0 | 1 | 187 |
| Approach \% | 0.0 | 98.6 | 1.4 | 0.0 | - | NaN | NaN | NaN | NaN | - | 5.1 | 90.6 | 4.3 | 0.0 | - | 0.0 | 100.0 | 0.0 | 0.0 | - | - |
| Total \% | 0.0 | 36.4 | 0.5 | 0.0 | 36.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 56.7 | 2.7 | 0.0 | 62.6 | 0.0 | 0.5 | 0.0 | 0.0 | 0.5 | - |
| PHF | 0.000 | 0.810 | 0.250 | 0.000 | 0.821 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.697 | 0.625 | 0.000 | 0.696 | 0.000 | 0.250 | 0.000 | 0.000 | 0.250 | 0.754 |
| Lights | 0 | 45 | 1 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 4 | 91 | 5 | 0 | 100 | 0 | 1 | 0 | 0 | 1 | 147 |
| \% Lights | - | 66.2 | 100.0 | - | 66.7 | - | - | - | - | - | 66.7 | 85.8 | 100.0 | - | 85.5 | - | 100.0 | - | - | 100.0 | 78.6 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| \% Mediums | - | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | 33.3 | 2.8 | 0.0 | - | 4.3 | - | 0.0 | - | - | 0.0 | 2.7 |
| Articulated Trucks | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 35 |
| \% Articulated Trucks | - | 33.8 | 0.0 | - | 33.3 | - | - | - | - | - | 0.0 | 11.3 | 0.0 | - | 10.3 | - | 0.0 | - | - | 0.0 | 18.7 |

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Count Name: Pink Mountain \#1, winter Site Code: 12
Start Date: 2015/01/23
Page No: 11


Turning Movement Peak Hour Data Plot (05:45 PM)

## Report Summary

| Time Period | Southbound |  |  |  |  |  |  |  |  | Westbound |  |  |  |  | Northbound |  |  |  |  |  |  |  |  | Eastbound |  |  |  |  | Southeastbound |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Class. | L | T | R | HR | U | I | 0 | L | T | BR | R | U | 1 | 0 | L | BL | T | R | U | 1 | 0 | HL | L | T | R | U | 1 | 0 | HL | BL | BR | HR | U | 1 | 0 | Total |
| Peak 1 | Lights | 0 | 60 | 6 | 10 | 0 | 76 | 41 | 8 | 1 | 0 | 0 | 0 | 9 | 1 | 1 | 0 | 26 | 0 | 0 | 27 | 78 | 0 | 1 | 1 | 9 | 0 | 11 | 8 | 14 | 0 | 1 | 0 | 0 | 15 | 10 | 138 |
| Specified Period | \% | 0\% | 90\% | 100\% | 100\% | 0\% | 92\% | 68\% | 100\% | 100\% | \% | \% | 0\% | 100\% | 100\% | 100\% | \% | 58\% | \% | \% | 59\% | 92\% | \% | 100\% | 100\% | 100\% | 0\% | 100\% | 100\% | 100\% | 0\% | 100\% | \% | \% | 100\% | 100\% | 84\% |
| 05:00 AM - 08:15 AM | Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| One Hour Peak | \% | 0\% | \% | \% | \% | 0\% | 0\% | 7\% | 0\% | \% | \% | \% | 0\% | \% | \% | \% | \% | 9\% | \% | \%\% | 9\% | \% | \%\% | 0\% | \% | 0\% | 0\% | 0\% | \% | \% | \% | \% | 0\% | 0\% | \% | \% | ${ }^{2 \%}$ |
| 06:30 AM - 07:30 AM | ticulated Truc | 0 | 7 | 0 | 0 | 0 | 7 | 15 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 7 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
|  | \% | 0\% | 10\% | \% | \% | 0\% | $8 \%$ | 25\% | 0\% | \% | 0\% | \% | 0\% | \% | \% | \% | \% | 33\% | \% | \% | 33\% | $8 \%$ | 0\% | \% | \% | \% | \% | \% | \% | \% | \% | \% | 0\% | \% | \% | \% | 13\% |
|  | Total | 0 | 67 | 6 | 10 | 0 | 83 | 60 | 8 | 1 | 0 | 0 | 0 | 9 | 1 | 1 | 0 | 45 | 0 | 0 | 46 | 85 | 0 | 1 | 1 | 9 | 0 | 11 | 8 | 14 | 0 | 1 | 0 | 0 | 15 | 10 | 164 |
|  | PHF | 0 | 0.6 | 0.38 | 0.5 | 0 | 0.72 | 0.83 | 0.5 | 0.25 | 0 | 0 | 0 | 0.45 | 0.25 | 0.25 | 0 | 0.87 | 0 | 0 | 0.88 | 0.64 | 0 | 0.25 | 0.25 | 0.56 | 0 | 0.55 | 0.5 | 0.7 | 0 | 0.25 | 0 | 0 | 0.75 | 0.5 | 0.82 |
|  | Approach \% |  |  |  |  |  | 51\% | 37\% |  |  |  |  |  | 5\% | 1\% |  |  |  |  |  | 28\% | 52\% |  |  |  |  |  | 7\% | 5\% |  |  |  |  |  | 9\% | 6\% |  |
| Peak 2 | Lights | 1 | 21 | 0 | 3 | 0 | 25 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 15 | 2 | 0 | 18 | 28 | 0 | 0 | 1 | 6 | 0 | 7 | 2 | 2 | 0 | 1 | 0 | 0 | 3 | 3 | 54 |
| Specified Period | \% | 100\% | 46\% | \% | 100\% | 0\% | 50\% | 35\% | 0\% | 100\% | \% | \% | 0\% | 50\% | 100\% | 50\% | \% | 33\% | 100\% | \% | 37\% | 51\% | 0\% | \% | 100\% | 100\% | \% | 88\% | 67\% | 100\% | \% | 50\% | 0\% | 0\% | 75\% | 100\% | 48\% |
| 11:00 AM - 12:00 PM | Mediums | 0 | 10 | 0 | 0 | 0 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 10 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| One Hour Peak | \% | \% | 22\% | \% | \% | 0\% | 20\% | 17\% | 0\% | \% | \% | \% | \% | \% | \% | \% | \% | 16\% | \% | 0\% | 14\% | 18\% | \% | 100\% | \% | \% | \% | 13\% | \% | \% | \% | \% | 0\% | \% | \% | \% | 16\% |
| 11:00 AM - 12:00 PM | ticulated Truc | 0 | 15 | 0 | 0 | 0 | 15 | 23 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 23 | 0 | 0 | 24 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 41 |
|  | \% | 0\% | 33\% | \% | \% | 0\% | 30\% | 48\% | 100\% | \% | 0\% | \% | 0\% | 50\% | \% | 50\% | \% | 51\% | \% | 0\% | 49\% | 31\% | 0\% | \% | \% | \% | 0\% | 0\% | 33\% | \% | \% | 50\% | 0\% | \% | 25\% | \% | 36\% |
|  | Total | 1 | 46 | 0 | 3 | 0 | 50 | 48 | 1 | 1 | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 45 | 2 | 0 | 49 | 55 | 0 | 1 | 1 | 6 | 0 | 8 | 3 | 2 | 0 | 2 | 0 | 0 | 4 | 3 | 113 |
|  | PHF | 0.25 | 0.57 | 0 | 0.38 | 0 | 0.62 | 0.57 | 0.25 | 0.25 | 0 | 0 | 0 | 0.5 | 0.5 | 0.25 | 0 | 0.56 | 0.5 | 0 | 0.61 | 0.62 | 0 | 0.25 | 0.25 | 0.5 | 0 | 0.67 | 0.38 | 0.5 | 0 | 0.5 | 0 | 0 | 0.5 | 0.38 | 0.66 |
|  | Approach \% |  |  |  |  |  | 44\% | 42\% |  |  |  |  |  | 2\% | 4\% |  |  |  |  |  | 43\% | 49\% |  |  |  |  |  | 7\% | 3\% |  |  |  |  |  | 4\% | 3\% |  |
| Peak 3 | Lights | 1 | 36 | 0 | 11 | 0 | 48 | 27 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 9 | 1 | 22 | 2 | 0 | 34 | 46 | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 5 | 0 | 0 | 0 | 0 | 5 | 12 | 98 |
| Specified Period | \% | 100\% | 67\% | \%\% | 92\% | 0\% | ${ }^{72 \%}$ | 48\% | 0\% | 100\% | 0\% | 0\% | 0\% | 100\% | 75\% | 100\% | 100\% | 45\% | 67\% | 0\% | 55\% | 68\% | 0\% | 0\% | \% | 71\% | 0\% | 67\% | 100\% | 83\% | 0\% | \% | 0\% | \% | 83\% | 92\% | 65\% |
| 12:00 PM - 01:15 PM | Mediums | 0 | 2 | 0 | 0 | 0 | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 4 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | - | 0 | 0 | 1 | 0 | 19 |
| One Hour Peak | \% | 0\% | 4\% | \% | \% | 0\% | 3\% | 27\% | 0\% | \% | \% | \% | 0\% | \% | \% | \% | \% | 27\% | \% | \%\% | 21\% | 6\% | 0\% | 100\% | 0\% | 14\% | 0\% | 20\% | 0\% | 17\% | \% | \% | 0\% | 0\% | 17\% | 0\% | 13\% |
| 12:00 PM - 01:00 PM | ticulated Truc | 0 | 16 | 0 | 1 | 0 | 17 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 14 | 1 | 0 | 15 | 18 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 34 |
|  | \% | 0\% | 30\% | \% | 8\% | 0\% | 25\% | 25\% | 0\% | \% | \%\% | \% | 0\% | \% | 25\% | \% | \% | 29\% | 33\% | \% | 24\% | 26\% | 0\% | \% | \% | ${ }^{14 \%}$ | \% | 13\% | 0\% | \% | 0\% | \% | 0\% | 0\% | \% | ${ }^{8 \%}$ | 23\% |
|  | Total | 1 | 54 | 0 | 12 | 0 | 67 | 56 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 9 | 1 | 49 | 3 | 0 | 62 | 68 | 0 | 1 | 0 | 14 | 0 | 15 | 10 | 6 | 0 | 0 | 0 | 0 | 6 | 13 | 151 |
|  | PHF | 0.25 | 0.71 | 0 | 0.6 | 0 | 0.76 | 0.74 | 0 | 0.25 | 0 | 0 | 0 | 0.25 | 0.5 | 0.75 | 0.25 | 0.77 | 0.38 | 0 | 0.82 | 0.81 | 0 | 0.25 | 0 | 0.58 | 0 | 0.62 | 0.62 | 0.75 | 0 | 0 | 0 | 0 | 0.75 | 0.54 | 0.84 |
|  | Approach \% |  |  |  |  |  | 44\% | 37\% |  |  |  |  |  | 1\% | 3\% |  |  |  |  |  | $41 \%$ | 45\% |  |  |  |  |  | 10\% | 7\% |  |  |  |  |  | 4\% | \% |  |
| Peak 4 | Lights | 9 | 28 | 0 | 19 | 0 | 56 | 78 | 3 | 5 | 0 | 0 | 0 | 8 | 23 | 24 | 0 | 59 | 8 | 0 | 91 | 44 | 0 | 5 | 5 | 7 | 0 | 17 | 29 | 14 | 1 | 6 | 0 | 0 | 21 | 19 | 193 |
| Specified Period | \% | 100\% | 54\% | \% | 95\% | 0\% | 69\% | 83\% | 100\% | 100\% | \% | \% | \% | 80\% | 96\% | 96\% | 0\% | ${ }^{82 \%}$ | 100\% | 0\% | ${ }^{87 \%}$ | ${ }^{64 \%}$ | 0\% | 100\% | 100\% | 88\% | 0\% | 94\% | 97\% | 93\% | 50\% | 100\% | 0\% | \% | 91\% | 95\% | ${ }^{81 \%}$ |
| 04:00 PM - 07:15 PM | Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | , | 0 | 0 |  | 0 | 3 |
| One Hour Peak | \% | 0\% | \% | \% | \% | 0\% | 0\% | 1\% | 0\% | \% | \% | 0\% | 0\% | \% | 4\% | 4\% | \% | \% | 0\% | \% | 1\% | \% | \% | \% | 0\% | \% | 0\% | 0\% | 3\% | 7\% | 50\% | \% | 0\% | 0\% | 9\% | \% | 1\% |
| 05:45 PM - 06:45 PM | ticulated Truc | 0 | 24 | 0 | 1 | 0 | 25 | 15 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 25 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 41 |
|  | \% | 0\% | 46\% | \% | 5\% | \% | 31\% | 16\% | 0\% | \% | \%\% | 100\% | 0\% | 20\% | 0\% | \%\% | \% | 18\% | \% | 0\% | 12\% | 36\% | 0\% | 0\% | \% | 13\% | 0\% | 6\% | 0\% | \% | \% | \% | 0\% | 0\% | 0\% | 5\% | 17\% |
|  | Total | 9 | 52 | 0 | 20 | 0 | 81 | 94 | 3 | 5 | 0 | 2 | 0 | 10 | 24 | 25 | 0 | 72 | 8 | 0 | 105 | 69 | 0 | 5 |  | 8 | 0 | 18 | 30 | 15 | 2 | 6 | 0 | 0 | 23 | 20 | 237 |
|  | PHF | 0.45 | 0.87 | 0 | 0.62 | 0 | 0.88 | 0.76 | 0.25 | 0.62 | 0 | 0.5 | 0 | 0.5 | 0.6 | 0.57 | 0 | 0.69 | 0.4 | 0 | 0.69 | 0.82 | 0 | 0.62 | 0.62 | 0.67 | 0 | 0.75 | 0.58 | 0.75 | 0.25 | 0.5 | 0 | 0 | 0.57 | 0.62 | 0.8 |
|  | Approach \% |  |  |  |  |  |  | 40\% |  |  |  |  |  |  | 10\% |  |  |  |  |  |  | 29\% |  |  |  |  |  | 8\% | 13\% |  |  |  |  |  | 10\% | 8\% |  |

# PeaK Traffic Technology Ltd. 

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Mile 63.5 (Red Creek) Road winter
Site Code: 3
Date: 2015/01/28
Page No: 1

Turning Movement Data

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Mile 63.5 (Red Creek) Road Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 05:00 AM | 5 | 0 | 0 | 5 | 0 | 11 | 0 | 11 | 0 | 1 | 0 | 1 | 17 |
| 05:15 AM | 2 | 0 | 0 | 2 | 0 | 16 | 0 | 16 | 0 | 2 | 0 | 2 | 20 |
| 05:30 AM | 3 | 0 | 0 | 3 | 0 | 15 | 0 | 15 | 0 | 1 | 0 | 1 | 19 |
| 05:45 AM | 6 | 0 | 0 | 6 | 0 | 26 | 0 | 26 | 0 | 3 | 0 | 3 | 35 |
| Hourly Total | 16 | 0 | 0 | 16 | 0 | 68 | 0 | 68 | 0 | 7 | 0 | 7 | 91 |
| 06:00 AM | 15 | 0 | 0 | 15 | 1 | 28 | 0 | 29 | 0 | 1 | 0 | 1 | 45 |
| 06:15 AM | 17 | 0 | 0 | 17 | 0 | 44 | 0 | 44 | 0 | 3 | 0 | 3 | 64 |
| 06:30 AM | 17 | 0 | 0 | 17 | 0 | 26 | 0 | 26 | 1 | 3 | 0 | 4 | 47 |
| 06:45 AM | 14 | 1 | 0 | 15 | 1 | 28 | 0 | 29 | 0 | 1 | 0 | 1 | 45 |
| Hourly Total | 63 | 1 | 0 | 64 | 2 | 126 | 0 | 128 | 1 | 8 | 0 | 9 | 201 |
| 07:00 AM | 11 | 0 | 0 | 11 | 0 | 39 | 0 | 39 | 2 | 4 | 0 | 6 | 56 |
| 07:15 AM | 26 | 0 | 0 | 26 | 1 | 59 | 0 | 60 | 2 | 2 | 0 | 4 | 90 |
| 07:30 AM | 19 | 0 | 0 | 19 | 0 | 68 | 0 | 68 | 1 | 3 | 0 | 4 | 91 |
| 07:45 AM | 21 | 0 | 0 | 21 | 0 | 48 | 0 | 48 | 0 | 1 | 0 | 1 | 70 |
| Hourly Total | 77 | 0 | 0 | 77 | 1 | 214 | 0 | 215 | 5 | 10 | 0 | 15 | 307 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | 17 | 0 | 0 | 17 | 0 | 28 | 0 | 28 | 0 | 0 | 0 | 0 | 45 |
| 11:15 AM | 17 | 0 | 0 | 17 | 0 | 36 | 0 | 36 | 0 | 0 | 0 | 0 | 53 |
| 11:30 AM | 24 | 0 | 0 | 24 | 1 | 30 | 0 | 31 | 1 | 1 | 0 | 2 | 57 |
| 11:45 AM | 23 | 0 | 0 | 23 | 0 | 28 | 0 | 28 | 0 | 1 | 0 | 1 | 52 |
| Hourly Total | 81 | 0 | 0 | 81 | 1 | 122 | 0 | 123 | 1 | 2 | 0 | 3 | 207 |
| 12:00 PM | 36 | 0 | 0 | 36 | 0 | 30 | 0 | 30 | 0 | 0 | 0 | 0 | 66 |
| 12:15 PM | 30 | 0 | 0 | 30 | 0 | 25 | 0 | 25 | 0 | 2 | 0 | 2 | 57 |
| 12:30 PM | 22 | 0 | 0 | 22 | 0 | 25 | 0 | 25 | 0 | 2 | 0 | 2 | 49 |
| 12:45 PM | 42 | 0 | 0 | 42 | 0 | 20 | 0 | 20 | 0 | 2 | 0 | 2 | 64 |
| Hourly Total | 130 | 0 | 0 | 130 | 0 | 100 | 0 | 100 | 0 | 6 | 0 | 6 | 236 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 43 | 1 | 0 | 44 | 3 | 34 | 0 | 37 | 0 | 2 | 0 | 2 | 83 |
| 04:15 PM | 48 | 0 | 0 | 48 | 0 | 32 | 0 | 32 | 0 | 0 | 0 | 0 | 80 |
| 04:30 PM | 51 | 1 | 0 | 52 | 0 | 23 | 0 | 23 | 0 | 1 | 0 | 1 | 76 |
| 04:45 PM | 36 | 2 | 0 | 38 | 2 | 19 | 0 | 21 | 0 | 1 | 0 | 1 | 60 |
| Hourly Total | 178 | 4 | 0 | 182 | 5 | 108 | 0 | 113 | 0 | 4 | 0 | 4 | 299 |
| 05:00 PM | 39 | 0 | 0 | 39 | 2 | 31 | 0 | 33 | 0 | 0 | 0 | 0 | 72 |
| 05:15 PM | 69 | 0 | 0 | 69 | 2 | 33 | 0 | 35 | 0 | 0 | 0 | 0 | 104 |
| 05:30 PM | 44 | 2 | 0 | 46 | 6 | 22 | 0 | 28 | 0 | 1 | 0 | 1 | 75 |
| 05:45 PM | 44 | 2 | 0 | 46 | 4 | 24 | 0 | 28 | 0 | 3 | 0 | 3 | 77 |


| Hourly Total | 196 | 4 | 0 | 200 | 14 | 110 | 0 | 124 | 0 | 4 | 0 | 4 | 328 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:00 PM | 61 | 2 | 0 | 63 | 3 | 15 | 0 | 18 | 0 | 5 | 0 | 5 | 86 |
| 06:15 PM | 76 | 1 | 0 | 77 | 2 | 21 | 0 | 23 |  | 1 | 0 | 2 | 102 |
| 06:30 PM | 59 | 0 | 0 | 59 | 2 | 24 | 0 | 26 | 0 | 2 | 0 | 2 | 87 |
| 06:45 PM | 33 | 0 | 0 | 33 | 3 | 17 | 0 | 20 | 0 | 2 | 0 | 2 | 55 |
| Hourly Total | 229 | 3 | 0 | 232 | 10 | 77 | 0 | 87 | 1 | 10 | 0 | 11 | 330 |
| Grand Total | 970 | 12 | 0 | 982 | 33 | 925 | 0 | 958 | 8 | 51 | 0 | 59 | 1999 |
| Approach \% | 98.8 | 1.2 | 0.0 | - | 3.4 | 96.6 | 0.0 | - | 13.6 | 86.4 | 0.0 | - | - |
| Total \% | 48.5 | 0.6 | 0.0 | 49.1 | 1.7 | 46.3 | 0.0 | 47.9 | 0.4 | 2.6 | 0.0 | 3.0 | - |
| Lights | 656 | 11 | 0 | 667 | 30 | 689 | 0 | 719 | 8 | 49 | 0 | 57 | 1443 |
| \% Lights | 67.6 | 91.7 | - | 67.9 | 90.9 | 74.5 | - | 75.1 | 100.0 | 96.1 | - | 96.6 | 72.2 |
| Mediums | 75 | 1 | 0 | 76 | 2 | 80 | 0 | 82 | 0 | 2 | 0 | 2 | 160 |
| \% Mediums | 7.7 | 8.3 | - | 7.7 | 6.1 | 8.6 | - | 8.6 | 0.0 | 3.9 | - | 3.4 | 8.0 |
| Articulated Trucks | 239 | 0 | 0 | 239 | 1 | 156 | 0 | 157 | 0 | 0 | 0 | 0 | 396 |
| \% Articulated Trucks | 24.6 | 0.0 | - | 24.3 | 3.0 | 16.9 | - | 16.4 | 0.0 | 0.0 | - | 0.0 | 19.8 |

## PeaK Traffic Technology Ltd.

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Count Name: Mile 63.5 (Red Creek) Road, winter
Site Code: 3
Start Date: 2015/01/28
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Mile 63.5 (Red Creek) Road winter
Site Code: 3
Start Date: 2015/01/28
Page No: 4

Turning Movement Peak Hour Data (07:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Mile 63.5 (Red Creek) Road Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 07:00 AM | 11 | 0 | 0 | 11 | 0 | 39 | 0 | 39 | 2 | 4 | 0 | 6 | 56 |
| 07:15 AM | 26 | 0 | 0 | 26 | 1 | 59 | 0 | 60 | 2 | 2 | 0 | 4 | 90 |
| 07:30 AM | 19 | 0 | 0 | 19 | 0 | 68 | 0 | 68 | 1 | 3 | 0 | 4 | 91 |
| 07:45 AM | 21 | 0 | 0 | 21 | 0 | 48 | 0 | 48 | 0 | 1 | 0 | 1 | 70 |
| Total | 77 | 0 | 0 | 77 | 1 | 214 | 0 | 215 | 5 | 10 | 0 | 15 | 307 |
| Approach \% | 100.0 | 0.0 | 0.0 | - | 0.5 | 99.5 | 0.0 | - | 33.3 | 66.7 | 0.0 | - | - |
| Total \% | 25.1 | 0.0 | 0.0 | 25.1 | 0.3 | 69.7 | 0.0 | 70.0 | 1.6 | 3.3 | 0.0 | 4.9 | - |
| PHF | 0.740 | 0.000 | 0.000 | 0.740 | 0.250 | 0.787 | 0.000 | 0.790 | 0.625 | 0.625 | 0.000 | 0.625 | 0.843 |
| Lights | 50 | 0 | 0 | 50 | 0 | 172 | 0 | 172 | 5 | 9 | 0 | 14 | 236 |
| \% Lights | 64.9 | - | - | 64.9 | 0.0 | 80.4 | - | 80.0 | 100.0 | 90.0 | - | 93.3 | 76.9 |
| Mediums | 5 | 0 | 0 | 5 | 1 | 24 | 0 | 25 | 0 | 1 | 0 | 1 | 31 |
| \% Mediums | 6.5 | - | - | 6.5 | 100.0 | 11.2 | - | 11.6 | 0.0 | 10.0 | - | 6.7 | 10.1 |
| Articulated Trucks | 22 | 0 | 0 | 22 | 0 | 18 | 0 | 18 | 0 | 0 | 0 | 0 | 40 |
| \% Articulated Trucks | 28.6 | - | - | 28.6 | 0.0 | 8.4 | - | 8.4 | 0.0 | 0.0 | - | 0.0 | 13.0 |

## PeaK Traffic Technology Ltd.

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Count Name: Mile 63.5 (Red Creek) Road, winter
Site Code: 3
Start Date: 2015/01/28
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Mile 63.5 (Red Creek) Road winter
Site Code: 3
Start Date: 2015/01/28
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Mile 63.5 (Red Creek) Road Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 11:00 AM | 17 | 0 | 0 | 17 | 0 | 28 | 0 | 28 | 0 | 0 | 0 | 0 | 45 |
| 11:15 AM | 17 | 0 | 0 | 17 | 0 | 36 | 0 | 36 | 0 | 0 | 0 | 0 | 53 |
| 11:30 AM | 24 | 0 | 0 | 24 | 1 | 30 | 0 | 31 | 1 | 1 | 0 | 2 | 57 |
| 11:45 AM | 23 | 0 | 0 | 23 | 0 | 28 | 0 | 28 | 0 | 1 | 0 | 1 | 52 |
| Total | 81 | 0 | 0 | 81 | 1 | 122 | 0 | 123 | 1 | 2 | 0 | 3 | 207 |
| Approach \% | 100.0 | 0.0 | 0.0 | - | 0.8 | 99.2 | 0.0 | - | 33.3 | 66.7 | 0.0 | - | - |
| Total \% | 39.1 | 0.0 | 0.0 | 39.1 | 0.5 | 58.9 | 0.0 | 59.4 | 0.5 | 1.0 | 0.0 | 1.4 | - |
| PHF | 0.844 | 0.000 | 0.000 | 0.844 | 0.250 | 0.847 | 0.000 | 0.854 | 0.250 | 0.500 | 0.000 | 0.375 | 0.908 |
| Lights | 39 | 0 | 0 | 39 | 1 | 75 | 0 | 76 | 1 | 2 | 0 | 3 | 118 |
| \% Lights | 48.1 | - | - | 48.1 | 100.0 | 61.5 | - | 61.8 | 100.0 | 100.0 | - | 100.0 | 57.0 |
| Mediums | 12 | 0 | 0 | 12 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 20 |
| \% Mediums | 14.8 | - | - | 14.8 | 0.0 | 6.6 | - | 6.5 | 0.0 | 0.0 | - | 0.0 | 9.7 |
| Articulated Trucks | 30 | 0 | 0 | 30 | 0 | 39 | 0 | 39 | 0 | 0 | 0 | 0 | 69 |
| \% Articulated Trucks | 37.0 | - | - | 37.0 | 0.0 | 32.0 | - | 31.7 | 0.0 | 0.0 | - | 0.0 | 33.3 |

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Count Name: Mile 63.5 (Red Creek) Road, winter
Site Code: 3
Start Date: 2015/01/28
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Mile 63.5 (Red Creek) Road winter
Site Code: 3
Start Date: 2015/01/28
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Mile 63.5 (Red Creek) Road Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 12:00 PM | 36 | 0 | 0 | 36 | 0 | 30 | 0 | 30 | 0 | 0 | 0 | 0 | 66 |
| 12:15 PM | 30 | 0 | 0 | 30 | 0 | 25 | 0 | 25 | 0 | 2 | 0 | 2 | 57 |
| 12:30 PM | 22 | 0 | 0 | 22 | 0 | 25 | 0 | 25 | 0 | 2 | 0 | 2 | 49 |
| 12:45 PM | 42 | 0 | 0 | 42 | 0 | 20 | 0 | 20 | 0 | 2 | 0 | 2 | 64 |
| Total | 130 | 0 | 0 | 130 | 0 | 100 | 0 | 100 | 0 | 6 | 0 | 6 | 236 |
| Approach \% | 100.0 | 0.0 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | - |
| Total \% | 55.1 | 0.0 | 0.0 | 55.1 | 0.0 | 42.4 | 0.0 | 42.4 | 0.0 | 2.5 | 0.0 | 2.5 | - |
| PHF | 0.774 | 0.000 | 0.000 | 0.774 | 0.000 | 0.833 | 0.000 | 0.833 | 0.000 | 0.750 | 0.000 | 0.750 | 0.894 |
| Lights | 72 | 0 | 0 | 72 | 0 | 64 | 0 | 64 | 0 | 6 | 0 | 6 | 142 |
| \% Lights | 55.4 | - | - | 55.4 | - | 64.0 | - | 64.0 | - | 100.0 | - | 100.0 | 60.2 |
| Mediums | 7 | 0 | 0 | 7 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 18 |
| \% Mediums | 5.4 | - | - | 5.4 | - | 11.0 | - | 11.0 | - | 0.0 | - | 0.0 | 7.6 |
| Articulated Trucks | 51 | 0 | 0 | 51 | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 76 |
| \% Articulated Trucks | 39.2 | - | - | 39.2 | - | 25.0 | - | 25.0 | - | 0.0 | - | 0.0 | 32.2 |

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Count Name: Mile 63.5 (Red Creek) Road, winter
Site Code: 3
Start Date: 2015/01/28
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 winter
Winter Code:
Start Date: 2015/01/28
Page No: 10

Turning Movement Peak Hour Data (05:45 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Mile 63.5 (Red Creek) Road Eastbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total |  |
| 05:45 PM | 44 | 2 | 0 | 46 | 4 | 24 | 0 | 28 | 0 | 3 | 0 | 3 | 77 |
| 06:00 PM | 61 | 2 | 0 | 63 | 3 | 15 | 0 | 18 | 0 | 5 | 0 | 5 | 86 |
| 06:15 PM | 76 | 1 | 0 | 77 | 2 | 21 | 0 | 23 | , | 1 | 0 | 2 | 102 |
| 06:30 PM | 59 | 0 | 0 | 59 | 2 | 24 | 0 | 26 | 0 | 2 | 0 | 2 | 87 |
| Total | 240 | 5 | 0 | 245 | 11 | 84 | 0 | 95 | 1 | 11 | 0 | 12 | 352 |
| Approach \% | 98.0 | 2.0 | 0.0 | - | 11.6 | 88.4 | 0.0 | - | 8.3 | 91.7 | 0.0 | - | - |
| Total \% | 68.2 | 1.4 | 0.0 | 69.6 | 3.1 | 23.9 | 0.0 | 27.0 | 0.3 | 3.1 | 0.0 | 3.4 | - |
| PHF | 0.789 | 0.625 | 0.000 | 0.795 | 0.688 | 0.875 | 0.000 | 0.848 | 0.250 | 0.550 | 0.000 | 0.600 | 0.863 |
| Lights | 196 | 5 | 0 | 201 | 11 | 64 | 0 | 75 | 1 | 11 | 0 | 12 | 288 |
| \% Lights | 81.7 | 100.0 | - | 82.0 | 100.0 | 76.2 | - | 78.9 | 100.0 | 100.0 | - | 100.0 | 81.8 |
| Mediums | 12 | 0 | 0 | 12 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 20 |
| \% Mediums | 5.0 | 0.0 | - | 4.9 | 0.0 | 9.5 | - | 8.4 | 0.0 | 0.0 | - | 0.0 | 5.7 |
| Articulated Trucks | 32 | 0 | 0 | 32 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 44 |
| \% Articulated Trucks | 13.3 | 0.0 | - | 13.1 | 0.0 | 14.3 | - | 12.6 | 0.0 | 0.0 | - | 0.0 | 12.5 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Mile 63.5 (Red Creek) Road, winter
Site Code: 3
Start Date: 2015/01/28
Page No: 11


Turning Movement Peak Hour Data Plot (05:45 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd
Count Name: Sasquatch Crossing access \#1 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca winter
Site Code: 1
Start Date: 2015/01/19
Page No: 1

Turning Movement Data

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Sasquatch Crossing access \#1 Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:00 AM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 5 | 0 | 0 | 5 | 7 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 5 |
| 05:30 AM | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 11 | 0 | 1 | 12 | 15 |
| 05:45 AM | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 4 | 15 | 0 | 0 | 15 | 20 |
| Hourly Total | 0 | 3 | 0 | 3 | 6 | 1 | 0 | 7 | 36 | 0 | 1 | 37 | 47 |
| 06:00 AM | 0 | 6 | 0 | 6 | 3 | 0 | 0 | 3 | 19 | 2 | 0 | 21 | 30 |
| 06:15 AM | 0 | 7 | 0 | 7 | 5 | 1 | 0 | 6 | 23 | 2 | 0 | 25 | 38 |
| 06:30 AM | 0 | 9 | 0 | 9 | 0 | 1 | 0 | 1 | 20 | 3 | 0 | 23 | 33 |
| 06:45 AM | 0 | 15 | 0 | 15 | 5 | 2 | 0 | 7 | 32 | 1 | 0 | 33 | 55 |
| Hourly Total | 0 | 37 | 0 | 37 | 13 | 4 | 0 | 17 | 94 | 8 | 0 | 102 | 156 |
| 07:00 AM | 0 | 10 | 0 | 10 | 3 | 2 | 0 | 5 | 16 | 2 | 0 | 18 | 33 |
| 07:15 AM | 0 | 7 | 0 | 7 | 3 | 2 | 0 | 5 | 8 | 0 | 0 | 8 | 20 |
| 07:30 AM | 0 | 9 | 0 | 9 | 2 | 2 | 0 | 4 | 4 | 1 | 1 | 6 | 19 |
| 07:45 AM | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 10 | 1 | 0 | 11 | 15 |
| Hourly Total | 0 | 29 | 0 | 29 | 9 | 6 | 0 | 15 | 38 | 4 | 1 | 43 | 87 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 8 | 0 | 8 | 2 | 0 | 0 | 2 | 16 | 0 | 0 | 16 | 26 |
| 11:15 AM | 0 | 10 | 0 | 10 | 3 | 0 | 0 | 3 | 3 | 1 | 0 | 4 | 17 |
| 11:30 AM | 0 | 10 | 0 | 10 | 3 | 0 | 0 | 3 | 9 | 0 | 0 | 9 | 22 |
| 11:45 AM | 0 | 9 | 0 | 9 | 1 | 0 | 0 | 1 | 13 | 1 | 0 | 14 | 24 |
| Hourly Total | 0 | 37 | 0 | 37 | 9 | 0 | 0 | 9 | 41 | 2 | 0 | 43 | 89 |
| 12:00 PM | 0 | 7 | 0 | 7 | 4 | 1 | 0 | 5 | 12 | 2 | 0 | 14 | 26 |
| 12:15 PM | 0 | 15 | 0 | 15 | 1 | 0 | 0 | 1 | 11 | 0 | 0 | 11 | 27 |
| 12:30 PM | 0 | 10 | 0 | 10 | 1 | 0 | 0 | 1 | 14 | 1 | 0 | 15 | 26 |
| 12:45 PM | 0 | 10 | 0 | 10 | 1 | 0 | 0 | 1 | 14 | 0 | 0 | 14 | 25 |
| Hourly Total | 0 | 42 | 0 | 42 | 7 | 1 | 0 | 8 | 51 | 3 | 0 | 54 | 104 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 15 | 0 | 15 | 2 | 0 | 0 | 2 | 13 | 1 | 0 | 14 | 31 |
| 04:15 PM | 0 | 14 | 0 | 14 | 1 | 0 | 0 | 1 | 7 | 0 | 0 | 7 | 22 |
| 04:30 PM | 0 | 14 | 0 | 14 | 1 | 0 | 0 | 1 | 10 | 1 | 0 | 11 | 26 |
| 04:45 PM | 0 | 10 | 0 | 10 | 2 | 1 | 0 | 3 | 10 | 2 | 0 | 12 | 25 |
| Hourly Total | 0 | 53 | 0 | 53 | 6 | 1 | 0 | 7 | 40 | 4 | 0 | 44 | 104 |
| 05:00 PM | 0 | 8 | 0 | 8 | 2 | 0 | 0 | 2 | 3 | 1 | 0 | 4 | 14 |
| 05:15 PM | 0 | 12 | 0 | 12 | 2 | 0 | 0 | 2 | 21 | 2 | 0 | 23 | 37 |


| 05:30 PM | 1 | 20 | 0 | 21 | 1 | 0 | 0 | 1 | 23 | 3 | 0 | 26 | 48 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:45 PM | 0 | 21 | 0 | 21 | 4 | 0 | 0 | 4 | 17 | 3 | 0 | 20 | 45 |
| Hourly Total | 1 | 61 | 0 | 62 | 9 | 0 | 0 | 9 | 64 | 9 | 0 | 73 | 144 |
| 06:00 PM | 0 | 21 | 0 | 21 | 4 | 1 | 0 | 5 | 9 | 6 | 0 | 15 | 41 |
| 06:15 PM | 0 | 22 | 0 | 22 | 4 | 1 | 0 | 5 | 18 | 4 | 0 | 22 | 49 |
| 06:30 PM | 0 | 24 | 0 | 24 | 4 | 2 | 0 | 6 | 4 | 3 | 0 | 7 | 37 |
| 06:45 PM | 0 | 19 | 0 | 19 | 7 | 1 | 0 | 8 | 5 | 5 | 0 | 10 | 37 |
| Hourly Total | 0 | 86 | 0 | 86 | 19 | 5 | 0 | 24 | 36 | 18 | 0 | 54 | 164 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 1 | 348 | 0 | 349 | 78 | 18 | 0 | 96 | 400 | 48 | 2 | 450 | 895 |
| Approach \% | 0.3 | 99.7 | 0.0 | - | 81.3 | 18.8 | 0.0 | - | 88.9 | 10.7 | 0.4 | - | - |
| Total \% | 0.1 | 38.9 | 0.0 | 39.0 | 8.7 | 2.0 | 0.0 | 10.7 | 44.7 | 5.4 | 0.2 | 50.3 | - |
| Lights | 1 | 265 | 0 | 266 | 69 | 12 | 0 | 81 | 297 | 42 | 2 | 341 | 688 |
| \% Lights | 100.0 | 76.1 | - | 76.2 | 88.5 | 66.7 | - | 84.4 | 74.3 | 87.5 | 100.0 | 75.8 | 76.9 |
| Mediums | 0 | 51 | 0 | 51 | 2 | 2 | 0 | 4 | 29 | 1 | 0 | 30 | 85 |
| \% Mediums | 0.0 | 14.7 | - | 14.6 | 2.6 | 11.1 | - | 4.2 | 7.3 | 2.1 | 0.0 | 6.7 | 9.5 |
| Articulated Trucks | 0 | 32 | 0 | 32 | 7 | 4 | 0 | 11 | 74 | 5 | 0 | 79 | 122 |
| \% Articulated Trucks | 0.0 | 9.2 | - | 9.2 | 9.0 | 22.2 | - | 11.5 | 18.5 | 10.4 | 0.0 | 17.6 | 13.6 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing access \#1, winter
Site Code: 14
Start Date: 2015/01/19
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing access \#1 winter
Site Code: 14
Start Date: 2015/01/19
Page No: 4

Turning Movement Peak Hour Data (06:15 AM)

| Start Time | Turning Movement Peak Hour Data (06:15 AM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  | Sasquatch Crossing access \#1 Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 06:15 AM | 0 | 7 | 0 | 7 | 5 | 1 | 0 | 6 | 23 | 2 | 0 | 25 | 38 |
| 06:30 AM | 0 | 9 | 0 | 9 | 0 | 1 | 0 | 1 | 20 | 3 | 0 | 23 | 33 |
| 06:45 AM | 0 | 15 | 0 | 15 | 5 | 2 | 0 | 7 | 32 | 1 | 0 | 33 | 55 |
| 07:00 AM | 0 | 10 | 0 | 10 | 3 | 2 | 0 | 5 | 16 | 2 | 0 | 18 | 33 |
| Total | 0 | 41 | 0 | 41 | 13 | 6 | 0 | 19 | 91 | 8 | 0 | 99 | 159 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | 68.4 | 31.6 | 0.0 | - | 91.9 | 8.1 | 0.0 | - | - |
| Total \% | 0.0 | 25.8 | 0.0 | 25.8 | 8.2 | 3.8 | 0.0 | 11.9 | 57.2 | 5.0 | 0.0 | 62.3 | - |
| PHF | 0.000 | 0.683 | 0.000 | 0.683 | 0.650 | 0.750 | 0.000 | 0.679 | 0.711 | 0.667 | 0.000 | 0.750 | 0.723 |
| Lights | 0 | 38 | 0 | 38 | 13 | 3 | 0 | 16 | 75 | 7 | 0 | 82 | 136 |
| \% Lights | - | 92.7 | - | 92.7 | 100.0 | 50.0 | - | 84.2 | 82.4 | 87.5 | - | 82.8 | 85.5 |
| Mediums | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| \% Mediums | - | 4.9 | - | 4.9 | 0.0 | 0.0 | - | 0.0 | 2.2 | 0.0 | - | 2.0 | 2.5 |
| Articulated Trucks | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 14 | 1 | 0 | 15 | 19 |
| \% Articulated Trucks | - | 2.4 | - | 2.4 | 0.0 | 50.0 | - | 15.8 | 15.4 | 12.5 | - | 15.2 | 11.9 |

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing access \#1 winter
Site Code: 14
Start Date: 2015/01/19
Page No: 5


Turning Movement Peak Hour Data Plot (06:15 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing access \#1 winter
Site Code: 14
Start Date: 2015/01/19
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Sasquatch Crossing access \#1 Westbound |  |  |  | Alaska Hwy 97 Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 11:00 AM | 0 | 8 | 0 | 8 | 2 | 0 | 0 | 2 | 16 | 0 | 0 | 16 | 26 |
| 11:15 AM | 0 | 10 | 0 | 10 | 3 | 0 | 0 | 3 | 3 | 1 | 0 | 4 | 17 |
| 11:30 AM | 0 | 10 | 0 | 10 | 3 | 0 | 0 | 3 | 9 | 0 | 0 | 9 | 22 |
| 11:45 AM | 0 | 9 | 0 | 9 | 1 | 0 | 0 | 1 | 13 | 1 | 0 | 14 | 24 |
| Total | 0 | 37 | 0 | 37 | 9 | 0 | 0 | 9 | 41 | 2 | 0 | 43 | 89 |
| Approach \% | 0.0 | 100.0 | 0.0 | $\checkmark$ | 100.0 | 0.0 | 0.0 | - | 95.3 | 4.7 | 0.0 | - | - |
| Total \% | 0.0 | 41.6 | 0.0 | 41.6 | 10.1 | 0.0 | 0.0 | 10.1 | 46.1 | 2.2 | 0.0 | 48.3 | - |
| PHF | 0.000 | 0.925 | 0.000 | 0.925 | 0.750 | 0.000 | 0.000 | 0.750 | 0.641 | 0.500 | 0.000 | 0.672 | 0.856 |
| Lights | 0 | 29 | 0 | 29 | 5 | 0 | 0 | 5 | 24 | 2 | 0 | 26 | 60 |
| \% Lights | - | 78.4 | - | 78.4 | 55.6 | - | - | 55.6 | 58.5 | 100.0 | - | 60.5 | 67.4 |
| Mediums | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 9 |
| \% Mediums | - | 8.1 | - | 8.1 | 0.0 | - | - | 0.0 | 14.6 | 0.0 | - | 14.0 | 10.1 |
| Articulated Trucks | 0 | 5 | 0 | 5 | 4 | 0 | 0 | 4 | 11 | 0 | 0 | 11 | 20 |
| \% Articulated Trucks | - | 13.5 | - | 13.5 | 44.4 | - | - | 44.4 | 26.8 | 0.0 | - | 25.6 | 22.5 |

## PeaK Traffic Technology Ltd.

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665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing access \#1 winter
Site Code: 14
Start Date: 2015/01/19
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing access \#1 winter
Site Code: 14
Start Date: 2015/01/19
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Sasquatch Crossing access \#1 Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 12:00 PM | 0 | 7 | 0 | 7 | 4 | 1 | 0 | 5 | 12 | 2 | 0 | 14 | 26 |
| 12:15 PM | 0 | 15 | 0 | 15 | 1 | 0 | 0 | 1 | 11 | 0 | 0 | 11 | 27 |
| 12:30 PM | 0 | 10 | 0 | 10 | 1 | 0 | 0 | 1 | 14 | 1 | 0 | 15 | 26 |
| 12:45 PM | 0 | 10 | 0 | 10 | 1 | 0 | 0 | 1 | 14 | 0 | 0 | 14 | 25 |
| Total | 0 | 42 | 0 | 42 | 7 | 1 | 0 | 8 | 51 | 3 | 0 | 54 | 104 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | 87.5 | 12.5 | 0.0 | - | 94.4 | 5.6 | 0.0 | - | - |
| Total \% | 0.0 | 40.4 | 0.0 | 40.4 | 6.7 | 1.0 | 0.0 | 7.7 | 49.0 | 2.9 | 0.0 | 51.9 | - |
| PHF | 0.000 | 0.700 | 0.000 | 0.700 | 0.438 | 0.250 | 0.000 | 0.400 | 0.911 | 0.375 | 0.000 | 0.900 | 0.963 |
| Lights | 0 | 25 | 0 | 25 | 5 | 1 | 0 | 6 | 32 | 2 | 0 | 34 | 65 |
| \% Lights | - | 59.5 | - | 59.5 | 71.4 | 100.0 | - | 75.0 | 62.7 | 66.7 | - | 63.0 | 62.5 |
| Mediums | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 19 |
| \% Mediums | - | 38.1 | - | 38.1 | 0.0 | 0.0 | - | 0.0 | 5.9 | 0.0 | - | 5.6 | 18.3 |
| Articulated Trucks | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 16 | 1 | 0 | 17 | 20 |
| \% Articulated Trucks | - | 2.4 | - | 2.4 | 28.6 | 0.0 | - | 25.0 | 31.4 | 33.3 | - | 31.5 | 19.2 |

## PeaK Traffic Technology Ltd.

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Count Name: Sasquatch Crossing access \#1 winter
Site Code: 14
Start Date: 2015/01/19
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing access \#1, winter
Site Code: 14
Start Date: 2015/01/19
250-819-2527 paul@peaktraffic.ca
Page No: 10

Turning Movement Peak Hour Data (05:30 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Sasquatch Crossing access \#1 Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:30 PM | 1 | 20 | 0 | 21 | 1 | 0 | 0 | 1 | 23 | 3 | 0 | 26 | 48 |
| 05:45 PM | 0 | 21 | 0 | 21 | 4 | 0 | 0 | 4 | 17 | 3 | 0 | 20 | 45 |
| 06:00 PM | 0 | 21 | 0 | 21 | 4 | 1 | 0 | 5 | 9 | 6 | 0 | 15 | 41 |
| 06:15 PM | 0 | 22 | 0 | 22 | 4 | 1 | 0 | 5 | 18 | 4 | 0 | 22 | 49 |
| Total | 1 | 84 | 0 | 85 | 13 | 2 | 0 | 15 | 67 | 16 | 0 | 83 | 183 |
| Approach \% | 1.2 | 98.8 | 0.0 | - | 86.7 | 13.3 | 0.0 | - | 80.7 | 19.3 | 0.0 | - | - |
| Total \% | 0.5 | 45.9 | 0.0 | 46.4 | 7.1 | 1.1 | 0.0 | 8.2 | 36.6 | 8.7 | 0.0 | 45.4 | - |
| PHF | 0.250 | 0.955 | 0.000 | 0.966 | 0.813 | 0.500 | 0.000 | 0.750 | 0.728 | 0.667 | 0.000 | 0.798 | 0.934 |
| Lights | 1 | 71 | 0 | 72 | 13 | 2 | 0 | 15 | 54 | 16 | 0 | 70 | 157 |
| \% Lights | 100.0 | 84.5 | - | 84.7 | 100.0 | 100.0 | - | 100.0 | 80.6 | 100.0 | - | 84.3 | 85.8 |
| Mediums | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 17 |
| \% Mediums | 0.0 | 14.3 | - | 14.1 | 0.0 | 0.0 | - | 0.0 | 7.5 | 0.0 | - | 6.0 | 9.3 |
| Articulated Trucks | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 9 |
| \% Articulated Trucks | 0.0 | 1.2 | - | 1.2 | 0.0 | 0.0 | - | 0.0 | 11.9 | 0.0 | - | 9.6 | 4.9 |

## PeaK Traffic Technology Ltd.

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Count Name: Sasquatch Crossing access \#1, winter
Site Code: 14
Start Date: 2015/01/19
Page No: 11


Turning Movement Peak Hour Data Plot (05:30 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing access \#2 winter
Site Code: 1
ate: 2015/01/19
Page No: 1

Turning Movement Data

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  | Sasquatch Crossing access \#2 Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:00 AM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 3 | 2 | 0 | 5 | 7 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | 2 | 0 | 5 | 7 |
| 05:30 AM | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 12 | 0 | 0 | 12 | 14 |
| 05:45 AM | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 10 | 5 | 0 | 15 | 20 |
| Hourly Total | 1 | 3 | 0 | 4 | 0 | 7 | 0 | 7 | 28 | 9 | 0 | 37 | 48 |
| 06:00 AM | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | 17 | 2 | 0 | 19 | 25 |
| 06:15 AM | 0 | 7 | 0 | 7 | 0 | 3 | 0 | 3 | 22 | 2 | 0 | 24 | 34 |
| 06:30 AM | 3 | 10 | 0 | 13 | 0 | 4 | 0 | 4 | 20 | 1 | 0 | 21 | 38 |
| 06:45 AM | 1 | 15 | 0 | 16 | 0 | 8 | 0 | 8 | 31 | 2 | 0 | 33 | 57 |
| Hourly Total | 4 | 37 | 0 | 41 | 0 | 16 | 0 | 16 | 90 | 7 | 0 | 97 | 154 |
| 07:00 AM | 2 | 7 | 0 | 9 | 2 | 2 | 0 | 4 | 18 | 0 | 0 | 18 | 31 |
| 07:15 AM | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 1 | 8 | 3 | 0 | 11 | 19 |
| 07:30 AM | 2 | 8 | 0 | 10 | 0 | 2 | 0 | 2 | 6 | 0 | 0 | 6 | 18 |
| 07:45 AM | 1 | 3 | 0 | 4 | 0 | 3 | 0 | 3 | 8 | 2 | 0 | 10 | 17 |
| Hourly Total | 5 | 25 | 0 | 30 | 2 | 8 | 0 | 10 | 40 | 5 | 0 | 45 | 85 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 4 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 16 | 28 |
| 11:15 AM | 1 | 10 | 0 | 11 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 15 |
| 11:30 AM | 4 | 11 | 0 | 15 | 0 | 1 | 0 | 1 | 9 | 0 | 0 | 9 | 25 |
| 11:45 AM | 1 | 7 | 0 | 8 | 1 | 0 | 0 | 1 | 13 | 0 | 0 | 13 | 22 |
| Hourly Total | 10 | 36 | 0 | 46 | 1 | 2 | 0 | 3 | 40 | 1 | 0 | 41 | 90 |
| 12:00 PM | 2 | 7 | 0 | 9 | 1 | 1 | 0 | 2 | 10 | 2 | 0 | 12 | 23 |
| 12:15 PM | 0 | 13 | 0 | 13 | 0 | 1 | 0 | 1 | 12 | 0 | 0 | 12 | 26 |
| 12:30 PM | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 25 |
| 12:45 PM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 23 |
| Hourly Total | 2 | 40 | 0 | 42 | 1 | 2 | 0 | 3 | 50 | 2 | 0 | 52 | 97 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 29 |
| 04:15 PM | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 20 |
| 04:30 PM | 1 | 14 | 0 | 15 | 1 | 0 | 0 | 1 | 9 | 0 | 0 | 9 | 25 |
| 04:45 PM | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 11 | 19 |
| Hourly Total | 1 | 51 | 0 | 52 | 1 | 0 | 0 | 1 | 37 | 3 | 0 | 40 | 93 |
| 05:00 PM | 1 | 9 | 0 | 10 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 14 |
| 05:15 PM | 3 | 14 | 0 | 17 | 0 | 3 | 0 | 3 | 22 | 0 | 0 | 22 | 42 |


| 05:30 PM | 6 | 22 | 0 | 28 | 0 | 2 | 0 | 2 | 22 | 2 | 0 | 24 | 54 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:45 PM | 4 | 21 | 0 | 25 | 0 | 1 | 0 | 1 | 16 | 2 | 0 | 18 | 44 |
| Hourly Total | 14 | 66 | 0 | 80 | 0 | 7 | 0 | 7 | 63 | 4 | 0 | 67 | 154 |
| 06:00 PM | 11 | 21 | 0 | 32 | 0 | 1 | 0 | 1 | 9 | 0 | 0 | 9 | 42 |
| 06:15 PM | 2 | 24 | 0 | 26 | 0 | 1 | 0 | 1 | 18 | 1 | 0 | 19 | 46 |
| 06:30 PM | 4 | 25 | 0 | 29 | 0 | 1 | 0 | 1 | 4 | 1 | 0 | 5 | 35 |
| 06:45 PM | 4 | 18 | 0 | 22 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 6 | 29 |
| Hourly Total | 21 | 88 | 0 | 109 | 0 | 4 | 0 | 4 | 37 | 2 | 0 | 39 | 152 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 58 | 346 | 0 | 404 | 5 | 46 | 0 | 51 | 385 | 33 | 0 | 418 | 873 |
| Approach \% | 14.4 | 85.6 | 0.0 | - | 9.8 | 90.2 | 0.0 | - | 92.1 | 7.9 | 0.0 | - | - |
| Total \% | 6.6 | 39.6 | 0.0 | 46.3 | 0.6 | 5.3 | 0.0 | 5.8 | 44.1 | 3.8 | 0.0 | 47.9 | - |
| Lights | 47 | 254 | 0 | 301 | 5 | 35 | 0 | 40 | 277 | 25 | 0 | 302 | 643 |
| \% Lights | 81.0 | 73.4 | - | 74.5 | 100.0 | 76.1 | - | 78.4 | 71.9 | 75.8 | - | 72.2 | 73.7 |
| Mediums | 5 | 31 | 0 | 36 | 0 | 2 | 0 | 2 | 24 | 3 | 0 | 27 | 65 |
| \% Mediums | 8.6 | 9.0 | - | 8.9 | 0.0 | 4.3 | - | 3.9 | 6.2 | 9.1 | $\cdot$ | 6.5 | 7.4 |
| Articulated Trucks | 6 | 61 | 0 | 67 | 0 | 9 | 0 | 9 | 84 | 5 | 0 | 89 | 165 |
| \% Articulated Trucks | 10.3 | 17.6 | - | 16.6 | 0.0 | 19.6 | - | 17.6 | 21.8 | 15.2 | - | 21.3 | 18.9 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing access \#2 winter
Site Code: 15
Start Date: 2015/01/19
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing access \#2, winter
Site Code: 15
Start Date: 2015/01/19
Page No: 4

Turning Movement Peak Hour Data (06:15 AM)

| Start Time | Turning Movement Peak Hour Data (06:15 AM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  | Sasquatch Crossing access \#2 Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 06:15 AM | 0 | 7 | 0 | 7 | 0 | 3 | 0 | 3 | 22 | 2 | 0 | 24 | 34 |
| 06:30 AM | 3 | 10 | 0 | 13 | 0 | 4 | 0 | 4 | 20 | 1 | 0 | 21 | 38 |
| 06:45 AM | 1 | 15 | 0 | 16 | 0 | 8 | 0 | 8 | 31 | 2 | 0 | 33 | 57 |
| 07:00 AM | 2 | 7 | 0 | 9 | 2 | 2 | 0 | 4 | 18 | 0 | 0 | 18 | 31 |
| Total | 6 | 39 | 0 | 45 | 2 | 17 | 0 | 19 | 91 | 5 | 0 | 96 | 160 |
| Approach \% | 13.3 | 86.7 | 0.0 | - | 10.5 | 89.5 | 0.0 | - | 94.8 | 5.2 | 0.0 | - | - |
| Total \% | 3.8 | 24.4 | 0.0 | 28.1 | 1.3 | 10.6 | 0.0 | 11.9 | 56.9 | 3.1 | 0.0 | 60.0 | - |
| PHF | 0.500 | 0.650 | 0.000 | 0.703 | 0.250 | 0.531 | 0.000 | 0.594 | 0.734 | 0.625 | 0.000 | 0.727 | 0.702 |
| Lights | 5 | 30 | 0 | 35 | 2 | 14 | 0 | 16 | 74 | 2 | 0 | 76 | 127 |
| \% Lights | 83.3 | 76.9 | - | 77.8 | 100.0 | 82.4 | - | 84.2 | 81.3 | 40.0 | - | 79.2 | 79.4 |
| Mediums | 1 | 9 | 0 | 10 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 14 |
| \% Mediums | 16.7 | 23.1 | - | 22.2 | 0.0 | 0.0 | - | 0.0 | 3.3 | 20.0 | - | 4.2 | 8.8 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 14 | 2 | 0 | 16 | 19 |
| \% Articulated Trucks | 0.0 | 0.0 | - | 0.0 | 0.0 | 17.6 | - | 15.8 | 15.4 | 40.0 | - | 16.7 | 11.9 |

## PeaK Traffic Technology Ltd.

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665 Brentwood Ave
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Count Name: Sasquatch Crossing access \#2 winter
Site Code: 15
Start Date: 2015/01/19
Page No: 5


Turning Movement Peak Hour Data Plot (06:15 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing access \#2, winter
Site Code: 15
Start Date: 2015/01/19
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Sasquatch Crossing access \#2 Westbound |  |  |  | Alaska Hwy 97 Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 11:00 AM | 4 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 16 | 28 |
| 11:15 AM | 1 | 10 | 0 | 11 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 3 | 15 |
| 11:30 AM | 4 | 11 | 0 | 15 | 0 | 1 | 0 | 1 | 9 | 0 | 0 | 9 | 25 |
| 11:45 AM | 1 | 7 | 0 | 8 | 1 | 0 | 0 | 1 | 13 | 0 | 0 | 13 | 22 |
| Total | 10 | 36 | 0 | 46 | 1 | 2 | 0 | 3 | 40 | 1 | 0 | 41 | 90 |
| Approach \% | 21.7 | 78.3 | 0.0 | - | 33.3 | 66.7 | 0.0 | - | 97.6 | 2.4 | 0.0 | - | - |
| Total \% | 11.1 | 40.0 | 0.0 | 51.1 | 1.1 | 2.2 | 0.0 | 3.3 | 44.4 | 1.1 | 0.0 | 45.6 | - |
| PHF | 0.625 | 0.818 | 0.000 | 0.767 | 0.250 | 0.500 | 0.000 | 0.750 | 0.667 | 0.250 | 0.000 | 0.641 | 0.804 |
| Lights | 5 | 29 | 0 | 34 | 1 | 2 | 0 | 3 | 19 | 1 | 0 | 20 | 57 |
| \% Lights | 50.0 | 80.6 | - | 73.9 | 100.0 | 100.0 | - | 100.0 | 47.5 | 100.0 | - | 48.8 | 63.3 |
| Mediums | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 11 |
| \% Mediums | 0.0 | 2.8 | - | 2.2 | 0.0 | 0.0 | - | 0.0 | 25.0 | 0.0 | - | 24.4 | 12.2 |
| Articulated Trucks | 5 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 22 |
| \% Articulated Trucks | 50.0 | 16.7 | - | 23.9 | 0.0 | 0.0 | - | 0.0 | 27.5 | 0.0 | - | 26.8 | 24.4 |

## PeaK Traffic Technology Ltd.

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Count Name: Sasquatch Crossing access \#2 winter
Site Code: 15
Start Date: 2015/01/19
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing access \#2, winter
Site Code: 15
Start Date: 2015/01/19
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Sasquatch Crossing access \#2 Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 12:00 PM | 2 | 7 | 0 | 9 | 1 | 1 | 0 | 2 | 10 | 2 | 0 | 12 | 23 |
| 12:15 PM | 0 | 13 | 0 | 13 | 0 | 1 | 0 | 1 | 12 | 0 | 0 | 12 | 26 |
| 12:30 PM | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 25 |
| 12:45 PM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 23 |
| Total | 2 | 40 | 0 | 42 | 1 | 2 | 0 | 3 | 50 | 2 | 0 | 52 | 97 |
| Approach \% | 4.8 | 95.2 | 0.0 | - | 33.3 | 66.7 | 0.0 | - | 96.2 | 3.8 | 0.0 | - | - |
| Total \% | 2.1 | 41.2 | 0.0 | 43.3 | 1.0 | 2.1 | 0.0 | 3.1 | 51.5 | 2.1 | 0.0 | 53.6 | - |
| PHF | 0.250 | 0.769 | 0.000 | 0.808 | 0.250 | 0.500 | 0.000 | 0.375 | 0.893 | 0.250 | 0.000 | 0.929 | 0.933 |
| Lights | 1 | 21 | 0 | 22 | 1 | 1 | 0 | 2 | 33 | 1 | 0 | 34 | 58 |
| \% Lights | 50.0 | 52.5 | - | 52.4 | 100.0 | 50.0 | - | 66.7 | 66.0 | 50.0 | - | 65.4 | 59.8 |
| Mediums | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 9 |
| \% Mediums | 0.0 | 15.0 | - | 14.3 | 0.0 | 0.0 | - | 0.0 | 6.0 | 0.0 | - | 5.8 | 9.3 |
| Articulated Trucks | 1 | 13 | 0 | 14 | 0 | 1 | 0 | 1 | 14 | 1 | 0 | 15 | 30 |
| \% Articulated Trucks | 50.0 | 32.5 | - | 33.3 | 0.0 | 50.0 | - | 33.3 | 28.0 | 50.0 | - | 28.8 | 30.9 |

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Count Name: Sasquatch Crossing access \#2 winter
Site Code: 15
Start Date: 2015/01/19
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing access \#2, winter
Site Code: 15
Start Date: 2015/01/19
250-819-2527 paul@peaktraffic.ca
Page No: 10

Turning Movement Peak Hour Data (05:30 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Sasquatch Crossing access \#2 Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:30 PM | 6 | 22 | 0 | 28 | 0 | 2 | 0 | 2 | 22 | 2 | 0 | 24 | 54 |
| 05:45 PM | 4 | 21 | 0 | 25 | 0 | 1 | 0 |  | 16 | 2 | 0 | 18 | 44 |
| 06:00 PM | 11 | 21 | 0 | 32 | 0 | 1 | 0 | 1 | 9 | 0 | 0 | 9 | 42 |
| 06:15 PM | 2 | 24 | 0 | 26 | 0 | 1 | 0 | 1 | 18 | 1 | 0 | 19 | 46 |
| Total | 23 | 88 | 0 | 111 | 0 | 5 | 0 | 5 | 65 | 5 | 0 | 70 | 186 |
| Approach \% | 20.7 | 79.3 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | 92.9 | 7.1 | 0.0 | - | - |
| Total \% | 12.4 | 47.3 | 0.0 | 59.7 | 0.0 | 2.7 | 0.0 | 2.7 | 34.9 | 2.7 | 0.0 | 37.6 | - |
| PHF | 0.523 | 0.917 | 0.000 | 0.867 | 0.000 | 0.625 | 0.000 | 0.625 | 0.739 | 0.625 | 0.000 | 0.729 | 0.861 |
| Lights | 23 | 73 | 0 | 96 | 0 | 5 | 0 | 5 | 49 | 4 | 0 | 53 | 154 |
| \% Lights | 100.0 | 83.0 | - | 86.5 | - | 100.0 | - | 100.0 | 75.4 | 80.0 | - | 75.7 | 82.8 |
| Mediums | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 7 |
| \% Mediums | 0.0 | 5.7 | - | 4.5 | - | 0.0 | - | 0.0 | 3.1 | 0.0 | - | 2.9 | 3.8 |
| Articulated Trucks | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 15 | 25 |
| \% Articulated Trucks | 0.0 | 11.4 | - | 9.0 | - | 0.0 | - | 0.0 | 21.5 | 20.0 | - | 21.4 | 13.4 |

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Count Name: Sasquatch Crossing access \#2 winter
Site Code: 15
Start Date: 2015/01/19
Page No: 11


Turning Movement Peak Hour Data Plot (05:30 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
Count Name: Sasquatch Crossing access \#3 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Site Code: 16
Start Date: 2015/01/19
Page No: 1

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  | Turning Movement Data  <br> Alaska Hwy 97  <br> Westbound Northbound |  |  |  |  |  |  |  |  |  | Pink Mountain Road Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 05:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 13 |
| 05:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 13 | 1 | 0 | 1 | 0 | 2 | 17 |
| Hourly Total | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 32 | 0 | 0 | 34 | 1 | 0 | 1 | 0 | 2 | 40 |
| 06:00 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 24 |
| 06:15 AM | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 2 | 22 | 0 | 0 | 24 | 2 | 0 | 2 | 0 | 4 | 32 |
| 06:30 AM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 0 | 0 | 26 | 6 | 0 | 6 | 0 | 12 | 45 |
| 06:45 AM | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 37 | 6 | 0 | 1 | 0 | 7 | 59 |
| Hourly Total | 0 | 31 | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 1 | 3 | 102 | 0 | 0 | 105 | 14 | 0 | 9 | 0 | 23 | 160 |
| 07:00 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 21 | 0 | 0 | 1 | 0 | 1 | 30 |
| 07:15 AM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 2 | 0 | 0 | 0 | 2 | 18 |
| 07:30 AM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 18 |
| 07:45 AM | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 17 |
| Hourly Total | 0 | 29 | 1 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 2 | 47 | 0 | 0 | 49 | 2 | 0 | 2 | 0 | 4 | 83 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 2 | 29 |
| 11:15 AM | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 3 | 16 |
| 11:30 AM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 2 | 0 | 2 | 25 |
| 11:45 AM | 1 | 6 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 2 | 2 | 10 | 1 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 23 |
| Hourly Total | 1 | 39 | 1 | 0 | 41 | 2 | 0 | 0 | 0 | 2 | 5 | 36 | 1 | 0 | 42 | 3 | 0 | 5 | 0 | 8 | 93 |
| 12:00 PM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:15 PM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 1 | 0 | 13 | 1 | 0 | 1 | 0 | 2 | 27 |
| 12:30 PM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 2 | 0 | 2 | 25 |
| 12:45 PM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 24 |
| Hourly Total | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 2 | 48 | 1 | 0 | 51 | 1 | 0 | 3 | 0 | 4 | 95 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - |  | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 17 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 30 |
| 04:15 PM | 0 | 13 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 2 | 0 | 1 | 0 | 3 | 26 |
| 04:30 PM | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 2 | 0 | 2 | 26 |
| 04:45 PM | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 16 |
| Hourly Total | 0 | 52 | 4 | 0 | 56 | 0 | 0 | 1 | 0 | 1 | 4 | 31 | 1 | 0 | 36 | 2 | 0 | 3 | 0 | 5 | 98 |
| 05:00 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:15 PM | 0 | 14 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 0 | 0 | 25 | 0 | 0 | 1 | 0 | 1 | 41 |


| 05:30 PM | 0 | 28 | 6 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 0 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 57 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:45 PM | 0 | 23 | 5 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 46 |
| Hourly Total | 0 | 76 | 12 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 8 | 60 | 0 | 0 | 68 | 0 | 0 | 3 | 0 | 3 | 159 |
| 06:00 PM | 0 | 34 | 1 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 47 |
| 06:15 PM | 0 | 23 | 1 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 0 | 0 | 19 | 1 | 0 | 2 | 0 | 3 | 46 |
| 06:30 PM | 0 | 25 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 3 | 0 | 4 | 35 |
| 06:45 PM | 0 | 20 | 2 | 0 | 22 | 2 | 0 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 31 |
| Hourly Total | 0 | 102 | 5 | 0 | 107 | 2 | 0 | 0 | 0 | 2 | 7 | 34 | 1 | 0 | 42 | 1 | 1 | 6 | 0 | 8 | 159 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 1 | 373 | 23 | 0 | 397 | 5 | 0 | 1 | 0 | 6 | 33 | 390 | 4 | 0 | 427 | 24 | 1 | 32 | 0 | 57 | 887 |
| Approach \% | 0.3 | 94.0 | 5.8 | 0.0 | - | 83.3 | 0.0 | 16.7 | 0.0 | - | 7.7 | 91.3 | 0.9 | 0.0 | - | 42.1 | 1.8 | 56.1 | 0.0 | - | - |
| Total \% | 0.1 | 42.1 | 2.6 | 0.0 | 44.8 | 0.6 | 0.0 | 0.1 | 0.0 | 0.7 | 3.7 | 44.0 | 0.5 | 0.0 | 48.1 | 2.7 | 0.1 | 3.6 | 0.0 | 6.4 | - |
| Lights | 1 | 288 | 11 | 0 | 300 | 3 | 0 | 1 | 0 | 4 | 28 | 278 | 3 | 0 | 309 | 14 | 0 | 28 | 0 | 42 | 655 |
| \% Lights | 100.0 | 77.2 | 47.8 | - | 75.6 | 60.0 | - | 100.0 | - | 66.7 | 84.8 | 71.3 | 75.0 | - | 72.4 | 58.3 | 0.0 | 87.5 | - | 73.7 | 73.8 |
| Mediums | 0 | 20 | 4 | 0 | 24 | 1 | 0 | 0 | 0 | 1 | 4 | 22 | 1 | 0 | 27 | 3 | 1 | 3 | 0 | 7 | 59 |
| \% Mediums | 0.0 | 5.4 | 17.4 | - | 6.0 | 20.0 | - | 0.0 | - | 16.7 | 12.1 | 5.6 | 25.0 | - | 6.3 | 12.5 | 100.0 | 9.4 | - | 12.3 | 6.7 |
| Articulated Trucks | 0 | 65 | 8 | 0 | 73 | 1 | 0 | 0 | 0 | 1 | 1 | 90 | 0 | 0 | 91 | 7 | 0 | 1 | 0 | 8 | 173 |
| \% Articulated Trucks | 0.0 | 17.4 | 34.8 | - | 18.4 | 20.0 | - | 0.0 | - | 16.7 | 3.0 | 23.1 | 0.0 | - | 21.3 | 29.2 | 0.0 | 3.1 | - | 14.0 | 19.5 |

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Count Name: Sasquatch Crossing access \#3, winter
Site Code: 16
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Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing access \#3 winter
Site Code: 16
Start Date: 2015/01/19
Page No: 4

Turning Movement Peak Hour Data (06:15 AM)

| Start Time | Alaska Hwy 97Southbound |  |  |  |  | Gunga-Din south accessWestbound |  |  |  |  | Alaska Hwy 97Northbound |  |  |  |  | Pink Mountain Road Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | outhbound <br> Right | U-Turn | pp. Total | Left | Thru | estbound Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru |  | U-Turn | App. Total |  |
| 06:15 AM | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 2 | 22 | 0 | 0 | 24 | 2 | 0 | 2 | 0 | 4 | 32 |
| 06:30 AM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 0 | 0 | 26 | 6 | 0 | 6 | 0 | 12 | 45 |
| 06:45 AM | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 37 | 6 | 0 | 1 | 0 | 7 | 59 |
| 07:00 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 21 | 0 | 0 | 1 | 0 | 1 | 30 |
| Total | 0 | 33 | 0 | 0 | 33 | 1 | 0 | 0 | 0 | 1 | 4 | 104 | 0 | 0 | 108 | 14 | 0 | 10 | 0 | 24 | 166 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | 100.0 | 0.0 | 0.0 | 0.0 | - | 3.7 | 96.3 | 0.0 | 0.0 | - | 58.3 | 0.0 | 41.7 | 0.0 | - | - |
| Total \% | 0.0 | 19.9 | 0.0 | 0.0 | 19.9 | 0.6 | 0.0 | 0.0 | 0.0 | 0.6 | 2.4 | 62.7 | 0.0 | 0.0 | 65.1 | 8.4 | 0.0 | 6.0 | 0.0 | 14.5 | - |
| PHF | 0.000 | 0.550 | 0.000 | 0.000 | 0.550 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.500 | 0.703 | 0.000 | 0.000 | 0.730 | 0.583 | 0.000 | 0.417 | 0.000 | 0.500 | 0.703 |
| Lights | 0 | 32 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 2 | 85 | 0 | 0 | 87 | 8 | 0 | 9 | 0 | 17 | 136 |
| \% Lights | - | 97.0 | - | - | 97.0 | 0.0 | - | - | - | 0.0 | 50.0 | 81.7 | - | - | 80.6 | 57.1 | - | 90.0 | - | 70.8 | 81.9 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 5 |
| \% Mediums | - | 0.0 | - | - | 0.0 | 0.0 | - | - | - | 0.0 | 25.0 | 2.9 | - | - | 3.7 | 0.0 | - | 10.0 | - | 4.2 | 3.0 |
| Articulated Trucks | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 16 | 0 | 0 | 17 | 6 | 0 | 0 | 0 | 6 | 25 |
| \% Articulated Trucks | - | 3.0 | - | - | 3.0 | 100.0 | - | - | - | 100.0 | 25.0 | 15.4 | - | - | 15.7 | 42.9 | - | 0.0 | - | 25.0 | 15.1 |

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Count Name: Sasquatch Crossing access \#3, winter
Site Code: 16
Start Date: 2015/01/19
Page No: 5


Turning Movement Peak Hour Data Plot (06:15 AM)

## PeaK Traffic Technology Ltd.

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Count Name: Sasquatch Crossing access \#3 winter
Site Code: 16
Start Date: 2015/01/19
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97Southbound |  |  |  |  | Gunga-Din south accessWestbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Pink Mountain Road |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | $\begin{aligned} & \text { buthboun } \\ & \text { Right } \end{aligned}$ | U-Turn | App. Total | Left | Thru | Restbound | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { orthbour } \\ & \text { Right } \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { Eastboun } \\ & \text { Right } \end{aligned}$ | U-Turn | App. Total |  |
| 11:00 AM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 2 | 29 |
| 11:15 AM | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 3 | 16 |
| 11:30 AM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 2 | 0 | 2 | 25 |
| 11:45 AM | 1 | 6 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 2 | 2 | 10 | 1 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 23 |
| Total | 1 | 39 | 1 | 0 | 41 | 2 | 0 | 0 | 0 | 2 | 5 | 36 | 1 | 0 | 42 | 3 | 0 | 5 | 0 | 8 | 93 |
| Approach \% | 2.4 | 95.1 | 2.4 | 0.0 | - | 100.0 | 0.0 | 0.0 | 0.0 | - | 11.9 | 85.7 | 2.4 | 0.0 | - | 37.5 | 0.0 | 62.5 | 0.0 | - | - |
| Total \% | 1.1 | 41.9 | 1.1 | 0.0 | 44.1 | 2.2 | 0.0 | 0.0 | 0.0 | 2.2 | 5.4 | 38.7 | 1.1 | 0.0 | 45.2 | 3.2 | 0.0 | 5.4 | 0.0 | 8.6 | - |
| PHF | 0.250 | 0.750 | 0.250 | 0.000 | 0.788 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.417 | 0.750 | 0.250 | 0.000 | 0.700 | 0.375 | 0.000 | 0.417 | 0.000 | 0.667 | 0.802 |
| Lights | 1 | 27 | 0 | 0 | 28 | 2 | 0 | 0 | 0 | 2 | 3 | 19 | 0 | 0 | 22 | 1 | 0 | 4 | 0 | 5 | 57 |
| \% Lights | 100.0 | 69.2 | 0.0 | - | 68.3 | 100.0 | - | - | - | 100.0 | 60.0 | 52.8 | 0.0 | - | 52.4 | 33.3 | - | 80.0 | - | 62.5 | 61.3 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 0 | 9 | 1 | 0 | 1 | 0 | 2 | 11 |
| \% Mediums | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | - | - | - | 0.0 | 40.0 | 16.7 | 100.0 | - | 21.4 | 33.3 | - | 20.0 | - | 25.0 | 11.8 |
| Articulated Trucks | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 1 | 25 |
| \% Articulated Trucks | 0.0 | 30.8 | 100.0 | - | 31.7 | 0.0 | - | - | - | 0.0 | 0.0 | 30.6 | 0.0 | - | 26.2 | 33.3 | - | 0.0 | - | 12.5 | 26.9 |

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Count Name: Sasquatch Crossing access \#3, winter
Site Code: 16
Start Date: 2015/01/19
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 winter winter
Site Code: 16
Start Date: 2015/01/19
Page No: 8

## Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  | Gunga-Din south access |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Pink Mountain Road Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 12:00 PM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 19 |
| 12:15 PM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 1 | 0 | 13 | 1 | 0 | 1 | 0 | 2 | 27 |
| 12:30 PM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 2 | 0 | 2 | 25 |
| 12:45 PM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 24 |
| Total | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 2 | 48 | 1 | 0 | 51 | 1 | 0 | 3 | 0 | 4 | 95 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | NaN | NaN | NaN | NaN | - | 3.9 | 94.1 | 2.0 | 0.0 | - | 25.0 | 0.0 | 75.0 | 0.0 | - | - |
| Total \% | 0.0 | 42.1 | 0.0 | 0.0 | 42.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 50.5 | 1.1 | 0.0 | 53.7 | 1.1 | 0.0 | 3.2 | 0.0 | 4.2 | - |
| PHF | 0.000 | 0.833 | 0.000 | 0.000 | 0.833 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.857 | 0.250 | 0.000 | 0.911 | 0.250 | 0.000 | 0.375 | 0.000 | 0.500 | 0.880 |
| Lights | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 2 | 30 | 1 | 0 | 33 | 1 | 0 | 2 | 0 | 3 | 57 |
| \% Lights | - | 52.5 | - | - | 52.5 | - | - | - | - | - | 100.0 | 62.5 | 100.0 | - | 64.7 | 100.0 | - | 66.7 | - | 75.0 | 60.0 |
| Mediums | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 10 |
| \% Mediums | - | 15.0 | - | - | 15.0 | - | - | - | - | - | 0.0 | 6.3 | 0.0 | - | 5.9 | 0.0 | - | 33.3 | - | 25.0 | 10.5 |
| Articulated Trucks | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 28 |
| \% Articulated Trucks | - | 32.5 | - | - | 32.5 | - | - | - | - | - | 0.0 | 31.3 | 0.0 | - | 29.4 | 0.0 | - | 0.0 | - | 0.0 | 29.5 |

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Turning Movement Peak Hour Data Plot (12:00 PM)

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Count Name: Sasquatch Crossing access \#3 winter
Site Code: 16
Start Date: 2015/01/19
Page No: 10

## Turning Movement Peak Hour Data (05:30 PM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  | Gunga-Din south access |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Pink Mountain Road Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 05:30 PM | 0 | 28 | 6 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 0 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 57 |
| 05:45 PM | 0 | 23 | 5 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 46 |
| 06:00 PM | 0 | 34 | 1 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 47 |
| 06:15 PM | 0 | 23 | 1 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 0 | 0 | 19 | 1 | 0 | 2 | 0 | 3 | 46 |
| Total | 0 | 108 | 13 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 12 | 57 | 0 | 0 | 69 | 1 | 0 | 5 | 0 | 6 | 196 |
| Approach \% | 0.0 | 89.3 | 10.7 | 0.0 | - | NaN | NaN | NaN | NaN | - | 17.4 | 82.6 | 0.0 | 0.0 | - | 16.7 | 0.0 | 83.3 | 0.0 | - | - |
| Total \% | 0.0 | 55.1 | 6.6 | 0.0 | 61.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 29.1 | 0.0 | 0.0 | 35.2 | 0.5 | 0.0 | 2.6 | 0.0 | 3.1 | - |
| PHF | 0.000 | 0.794 | 0.542 | 0.000 | 0.864 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.600 | 0.713 | 0.000 | 0.000 | 0.784 | 0.250 | 0.000 | 0.625 | 0.000 | 0.500 | 0.860 |
| Lights | 0 | 96 | 6 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 12 | 41 | 0 | 0 | 53 | 1 | 0 | 5 | 0 | 6 | 161 |
| \% Lights | - | 88.9 | 46.2 | - | 84.3 | - | - | - | - | - | 100.0 | 71.9 | - | - | 76.8 | 100.0 | - | 100.0 | - | 100.0 | 82.1 |
| Mediums | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| \% Mediums | - | 4.6 | 7.7 | - | 5.0 | - | - | - | - | - | 0.0 | 5.3 | - | - | 4.3 | 0.0 | - | 0.0 | - | 0.0 | 4.6 |
| Articulated Trucks | 0 | 7 | 6 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 26 |
| \% Articulated Trucks | - | 6.5 | 46.2 | - | 10.7 | - | - | - | - | - | 0.0 | 22.8 | - | - | 18.8 | 0.0 | - | 0.0 | - | 0.0 | 13.3 |

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Site Code: 16
Start Date: 2015/01/19
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Turning Movement Peak Hour Data Plot (05:30 PM)

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Count Name: Sasquatch Crossing access \#4, winter
Site Code: 17
Start Date: 2015/01/19
Page No: 1

Turning Movement Data

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  | urn | Over | Data <br> access |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:00 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 |
| 05:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 15 |
| 05:45 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 14 |
| Hourly Total | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 34 | 37 |
| 06:00 AM | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 22 |
| 06:15 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 26 | 30 |
| 06:30 AM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 36 |
| 06:45 AM | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 42 | 57 |
| Hourly Total | 0 | 32 | 0 | 32 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 113 | 145 |
| 07:00 AM | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 30 |
| 07:15 AM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 19 |
| 07:30 AM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 17 |
| 07:45 AM | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 15 |
| Hourly Total | 0 | 29 | 0 | 29 | 0 | 0 | 0 | 0 | 51 | 1 | 0 | 52 | 81 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 25 |
| 11:15 AM | 0 | 9 | 0 | 9 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 6 | 16 |
| 11:30 AM | 1 | 13 | 0 | 14 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 23 |
| 11:45 AM | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 1 | 12 | 0 | 0 | 12 | 20 |
| Hourly Total | 1 | 41 | 0 | 42 | 0 | 2 | 0 | 2 | 40 | 0 | 0 | 40 | 84 |
| 12:00 PM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 18 |
| 12:15 PM | 0 | 11 | 0 | 11 | 1 | 1 | 0 | 2 | 13 | 0 | 0 | 13 | 26 |
| 12:30 PM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 22 |
| 12:45 PM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 24 |
| Hourly Total | 0 | 38 | 0 | 38 | 1 | 1 | 0 | 2 | 50 | 0 | 0 | 50 | 90 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 04:00 PM | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 28 |
| 04:15 PM | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 26 |
| 04:30 PM | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 20 |
| 04:45 PM | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 14 |
| Hourly Total | 0 | 54 | 0 | 54 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 34 | 88 |
| 05:00 PM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 13 |
| 05:15 PM | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 36 |
| 05:30 PM | 0 | 33 | 0 | 33 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 55 |
| 05:45 PM | 0 | 29 | 0 | 29 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 44 |


| Hourly Total | 0 | 87 | 0 | 87 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 61 | 148 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:00 PM | 0 | 32 | 0 | 32 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 42 |
| 06:15 PM | 0 | 26 | 0 | 26 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 41 |
| 06:30 PM | 0 | 27 | 0 | 27 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 31 |
| 06:45 PM | 1 | 22 | 0 | 23 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 28 |
| Hourly Total | 1 | 107 | 0 | 108 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 34 | 142 |
| Grand Total | 2 | 391 | 0 | 393 | 1 | 3 | 0 | 4 | 417 | 1 | 0 | 418 | 815 |
| Approach \% | 0.5 | 99.5 | 0.0 | - | 25.0 | 75.0 | 0.0 | - | 99.8 | 0.2 | 0.0 | - | - |
| Total \% | 0.2 | 48.0 | 0.0 | 48.2 | 0.1 | 0.4 | 0.0 | 0.5 | 51.2 | 0.1 | 0.0 | 51.3 | - |
| Lights | 2 | 292 | 0 | 294 | 0 | 1 | 0 | 1 | 299 | 0 | 0 | 299 | 594 |
| \% Lights | 100.0 | 74.7 | - | 74.8 | 0.0 | 33.3 | - | 25.0 | 71.7 | 0.0 | - | 71.5 | 72.9 |
| Mediums | 0 | 20 | 0 | 20 | 0 | 1 | 0 | 1 | 41 | 1 | 0 | 42 | 63 |
| \% Mediums | 0.0 | 5.1 | - | 5.1 | 0.0 | 33.3 | - | 25.0 | 9.8 | 100.0 | - | 10.0 | 7.7 |
| Articulated Trucks | 0 | 79 | 0 | 79 | 1 | 1 | 0 | 2 | 77 | 0 | 0 | 77 | 158 |
| \% Articulated Trucks | 0.0 | 20.2 | - | 20.1 | 100.0 | 33.3 | - | 50.0 | 18.5 | 0.0 | - | 18.4 | 19.4 |

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Site Code: 17
Start Date: 2015/01/19
Page No: 3


Turning Movement Data Plot

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Count Name: Sasquatch Crossing access \#4, winter
Site Code: 17
Start Date: 2015/01/19
Page No: 4

Turning Movement Peak Hour Data (06:15 AM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  | Gunga-Din north access Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 06:15 AM | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 26 | 30 |
| 06:30 AM | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 36 |
| 06:45 AM | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 42 | 57 |
| 07:00 AM | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 30 |
| Total | 0 | 34 | 0 | 34 | 0 | 0 | 0 | 0 | 119 | 0 | 0 | 119 | 153 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | NaN | NaN | NaN | - | 100.0 | 0.0 | 0.0 | - | - |
| Total \% | 0.0 | 22.2 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 77.8 | 0.0 | 0.0 | 77.8 | - |
| PHF | 0.000 | 0.567 | 0.000 | 0.567 | 0.000 | 0.000 | 0.000 | 0.000 | 0.708 | 0.000 | 0.000 | 0.708 | 0.671 |
| Lights | 0 | 33 | 0 | 33 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 101 | 134 |
| \% Lights | - | 97.1 | - | 97.1 | - | - | - | - | 84.9 | - | - | 84.9 | 87.6 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 14 |
| \% Mediums | - | 0.0 | - | 0.0 | - | - | - | - | 11.8 | - | - | 11.8 | 9.2 |
| Articulated Trucks | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 5 |
| \% Articulated Trucks | - | 2.9 | - | 2.9 | - | - | - | - | 3.4 | - | - | 3.4 | 3.3 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing access \#4, winter
Site Code: 17
Start Date: 2015/01/19
Page No: 5


Turning Movement Peak Hour Data Plot (06:15 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing access \#4, winter
Site Code: 17
Start Date: 2015/01/19
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Gunga-Din north access Westbound |  |  |  | Alaska Hwy 97 Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 11:00 AM | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 25 |
| 11:15 AM | 0 | 9 | 0 | 9 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 6 | 16 |
| 11:30 AM | 1 | 13 | 0 | 14 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 23 |
| 11:45 AM | 0 | 7 | 0 | 7 | 0 | 1 | 0 | 1 | 12 | 0 | 0 | 12 | 20 |
| Total | 1 | 41 | 0 | 42 | 0 | 2 | 0 | 2 | 40 | 0 | 0 | 40 | 84 |
| Approach \% | 2.4 | 97.6 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | 100.0 | 0.0 | 0.0 | - | - |
| Total \% | 1.2 | 48.8 | 0.0 | 50.0 | 0.0 | 2.4 | 0.0 | 2.4 | 47.6 | 0.0 | 0.0 | 47.6 | $\checkmark$ |
| PHF | 0.250 | 0.788 | 0.000 | 0.750 | 0.000 | 0.500 | 0.000 | 0.500 | 0.769 | 0.000 | 0.000 | 0.769 | 0.840 |
| Lights | 1 | 27 | 0 | 28 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 45 |
| \% Lights | 100.0 | 65.9 | - | 66.7 | - | 0.0 | - | 0.0 | 42.5 | - | - | 42.5 | 53.6 |
| Mediums | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 10 | 0 | 0 | 10 | 12 |
| \% Mediums | 0.0 | 2.4 | - | 2.4 | - | 50.0 | - | 50.0 | 25.0 | - | - | 25.0 | 14.3 |
| Articulated Trucks | 0 | 13 | 0 | 13 | 0 | 1 | 0 | 1 | 13 | 0 | 0 | 13 | 27 |
| \% Articulated Trucks | 0.0 | 31.7 | - | 31.0 | - | 50.0 | - | 50.0 | 32.5 | - | - | 32.5 | 32.1 |

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing access \#4, winter
Site Code: 17
Start Date: 2015/01/19
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing access \#4, winter
Site Code: 17
Start Date: 2015/01/19
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Gunga-Din north access Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 12:00 PM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 18 |
| 12:15 PM | 0 | 11 | 0 | 11 | 1 | 1 | 0 | 2 | 13 | 0 | 0 | 13 | 26 |
| 12:30 PM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 22 |
| 12:45 PM | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 24 |
| Total | 0 | 38 | 0 | 38 | 1 | 1 | 0 | 2 | 50 | 0 | 0 | 50 | 90 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | 50.0 | 50.0 | 0.0 | - | 100.0 | 0.0 | 0.0 | - | - |
| Total \% | 0.0 | 42.2 | 0.0 | 42.2 | 1.1 | 1.1 | 0.0 | 2.2 | 55.6 | 0.0 | 0.0 | 55.6 | - |
| PHF | 0.000 | 0.864 | 0.000 | 0.864 | 0.250 | 0.250 | 0.000 | 0.250 | 0.833 | 0.000 | 0.000 | 0.833 | 0.865 |
| Lights | 0 | 20 | 0 | 20 | 0 | 1 | 0 | 1 | 31 | 0 | 0 | 31 | 52 |
| \% Lights | - | 52.6 | - | 52.6 | 0.0 | 100.0 | - | 50.0 | 62.0 | - | - | 62.0 | 57.8 |
| Mediums | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 8 |
| \% Mediums | - | 7.9 | - | 7.9 | 0.0 | 0.0 | - | 0.0 | 10.0 | - | - | 10.0 | 8.9 |
| Articulated Trucks | 0 | 15 | 0 | 15 | 1 | 0 | 0 | 1 | 14 | 0 | 0 | 14 | 30 |
| \% Articulated Trucks | - | 39.5 | - | 39.5 | 100.0 | 0.0 | - | 50.0 | 28.0 | - | - | 28.0 | 33.3 |

## PeaK Traffic Technology Ltd.

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665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing access \#4, winter
Site Code: 17
Start Date: 2015/01/19
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Sasquatch Crossing access \#4, winter
Site Code: 17
Start Date: 2015/01/19
250-819-2527 paul@peaktraffic.ca
Page No: 10

Turning Movement Peak Hour Data (05:30 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Gunga-Din north access Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:30 PM | 0 | 33 | 0 | 33 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 55 |
| 05:45 PM | 0 | 29 | 0 | 29 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 44 |
| 06:00 PM | 0 | 32 | 0 | 32 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 42 |
| 06:15 PM | 0 | 26 | 0 | 26 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 41 |
| Total | 0 | 120 | 0 | 120 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 62 | 182 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | NaN | NaN | NaN | - | 100.0 | 0.0 | 0.0 | - | - |
| Total \% | 0.0 | 65.9 | 0.0 | 65.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34.1 | 0.0 | 0.0 | 34.1 | - |
| PHF | 0.000 | 0.909 | 0.000 | 0.909 | 0.000 | 0.000 | 0.000 | 0.000 | 0.705 | 0.000 | 0.000 | 0.705 | 0.827 |
| Lights | 0 | 99 | 0 | 99 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 43 | 142 |
| \% Lights | - | 82.5 | - | 82.5 | - | - | - | - | 69.4 | - | - | 69.4 | 78.0 |
| Mediums | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 9 |
| \% Mediums | - | 4.2 | - | 4.2 | - | - | - | - | 6.5 | - | - | 6.5 | 4.9 |
| Articulated Trucks | 0 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 31 |
| \% Articulated Trucks | - | 13.3 | - | 13.3 | - | - | - | - | 24.2 | - | - | 24.2 | 17.0 |

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Sasquatch Crossing access \#4, winter
Site Code: 17
Start Date: 2015/01/19
Page No: 11


Turning Movement Peak Hour Data Plot (05:30 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.c

Count Name: Stoddart Rd, winter
Site Code: 2
Start Date: 2015/01/28
Page No: 1

Turning Movement Data

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Stoddart Rd. Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:00 AM | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 21 |
| 05:15 AM | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | 10 | 0 | 0 | 10 | 16 |
| 05:30 AM | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 19 | 0 | 0 | 19 | 22 |
| 05:45 AM | 0 | 9 | 0 | 9 | 1 | 0 | 0 | 1 | 26 | 0 | 0 | 26 | 36 |
| Hourly Total | 0 | 22 | 0 | 22 | 1 | 2 | 0 | 3 | 70 | 0 | 0 | 70 | 95 |
| 06:00 AM | 1 | 20 | 0 | 21 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 34 | 55 |
| 06:15 AM | 0 | 16 | 0 | 16 | 3 | 0 | 0 | 3 | 37 | 0 | 0 | 37 | 56 |
| 06:30 AM | 0 | 31 | 0 | 31 | 4 | 0 | 0 | 4 | 22 | 0 | 0 | 22 | 57 |
| 06:45 AM | 0 | 23 | 0 | 23 | 1 | 0 | 0 | 1 | 36 | 0 | 0 | 36 | 60 |
| Hourly Total | 1 | 90 | 0 | 91 | 8 | 0 | 0 | 8 | 129 | 0 | 0 | 129 | 228 |
| 07:00 AM | 0 | 19 | 0 | 19 | 2 | 0 | 0 | 2 | 46 | 1 | 0 | 47 | 68 |
| 07:15 AM | 0 | 23 | 0 | 23 | 9 | 0 | 0 | 9 | 63 | 0 | 0 | 63 | 95 |
| 07:30 AM | 0 | 33 | 0 | 33 | 4 | 0 | 0 | 4 | 66 | 1 | 0 | 67 | 104 |
| 07:45 AM | 0 | 31 | 0 | 31 | 3 | 0 | 0 | 3 | 44 | 1 | 0 | 45 | 79 |
| Hourly Total | 0 | 106 | 0 | 106 | 18 | 0 | 0 | 18 | 219 | 3 | 0 | 222 | 346 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | 2 | 20 | 0 | 22 | 1 | 0 | 0 | 1 | 32 | 3 | 0 | 35 | 58 |
| 11:15 AM | 0 | 17 | 0 | 17 | 2 | 0 | 0 | 2 | 33 | 2 | 0 | 35 | 54 |
| 11:30 AM | 0 | 27 | 0 | 27 | 2 | 0 | 0 | 2 | 36 | 1 | 0 | 37 | 66 |
| 11:45 AM | 0 | 21 | 0 | 21 | 3 | 0 | 0 | 3 | 29 | 1 | 0 | 30 | 54 |
| Hourly Total | 2 | 85 | 0 | 87 | 8 | 0 | 0 | 8 | 130 | 7 | 0 | 137 | 232 |
| 12:00 PM | 1 | 38 | 0 | 39 | 1 | 0 | 0 | 1 | 31 | 0 | 0 | 31 | 71 |
| 12:15 PM | 0 | 34 | 0 | 34 | 1 | 0 | 0 | 1 | 21 | 1 | 0 | 22 | 57 |
| 12:30 PM | 0 | 28 | 0 | 28 | 1 | 1 | 0 | 2 | 24 | 0 | 0 | 24 | 54 |
| 12:45 PM | 0 | 38 | 0 | 38 | 4 | 0 | 0 | 4 | 26 | 2 | 0 | 28 | 70 |
| Hourly Total | 1 | 138 | 0 | 139 | 7 | 1 | 0 | 8 | 102 | 3 | 0 | 105 | 252 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 PM | 0 | 42 | 0 | 42 | 1 | 0 | 0 | 1 | 28 | 2 | 0 | 30 | 73 |
| 04:15 PM | 0 | 48 | 1 | 49 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 32 | 81 |
| 04:30 PM | 0 | 54 | 0 | 54 | 1 | 0 | 0 | 1 | 33 | 2 | 0 | 35 | 90 |
| 04:45 PM | 0 | 53 | 0 | 53 | 1 | 0 | 0 | 1 | 21 | 6 | 0 | 27 | 81 |
| Hourly Total | 0 | 197 | 1 | 198 | 3 | 0 | 0 | 3 | 113 | 11 | 0 | 124 | 325 |
| 05:00 PM | 0 | 32 | 0 | 32 | 2 | 0 | 0 | 2 | 49 | 6 | 0 | 55 | 89 |
| 05:15 PM | 0 | 61 | 0 | 61 | 3 | 0 | 0 | 3 | 39 | 10 | 0 | 49 | 113 |
| 05:30 PM | 0 | 51 | 0 | 51 | 3 | 0 | 0 | 3 | 29 | 6 | 0 | 35 | 89 |
| 05:45 PM | 1 | 50 | 0 | 51 | 1 | 0 | 0 | 1 | 29 | 6 | 0 | 35 | 87 |


| Hourly Total | 1 | 194 | 0 | 195 | 9 | 0 | 0 | 9 | 146 | 28 | 0 | 174 | 378 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:00 PM | 0 | 67 | 0 | 67 | 0 | 0 | 0 | 0 | 25 | 4 | 0 | 29 | 96 |
| 06:15 PM | 0 | 78 | 0 | 78 | 2 | 0 | 0 | 2 | 26 | 5 | 0 | 31 | 111 |
| 06:30 PM | 0 | 47 | 0 | 47 | 1 | 0 | 0 | 1 | 27 | 2 | 0 | 29 | 77 |
| 06:45 PM | 0 | 45 | 0 | 45 | 0 | 0 | 0 | 0 | 23 | 7 | 0 | 30 | 75 |
| Hourly Total | 0 | 237 | 0 | 237 | 3 | 0 | 0 | 3 | 101 | 18 | 0 | 119 | 359 |
| Grand Total | 5 | 1069 | 1 | 1075 | 57 | 3 | 0 | 60 | 1010 | 70 | 0 | 1080 | 2215 |
| Approach \% | 0.5 | 99.4 | 0.1 | - | 95.0 | 5.0 | 0.0 | - | 93.5 | 6.5 | 0.0 | - | - |
| Total \% | 0.2 | 48.3 | 0.0 | 48.5 | 2.6 | 0.1 | 0.0 | 2.7 | 45.6 | 3.2 | 0.0 | 48.8 | - |
| Lights | 5 | 755 | 0 | 760 | 51 | 3 | 0 | 54 | 740 | 66 | 0 | 806 | 1620 |
| \% Lights | 100.0 | 70.6 | 0.0 | 70.7 | 89.5 | 100.0 | - | 90.0 | 73.3 | 94.3 | - | 74.6 | 73.1 |
| Mediums | 0 | 97 | 1 | 98 | 6 | 0 | 0 | 6 | 119 | 3 | 0 | 122 | 226 |
| \% Mediums | 0.0 | 9.1 | 100.0 | 9.1 | 10.5 | 0.0 | - | 10.0 | 11.8 | 4.3 | - | 11.3 | 10.2 |
| Articulated Trucks | 0 | 217 | 0 | 217 | 0 | 0 | 0 | 0 | 151 | 1 | 0 | 152 | 369 |
| \% Articulated Trucks | 0.0 | 20.3 | 0.0 | 20.2 | 0.0 | 0.0 | - | 0.0 | 15.0 | 1.4 | - | 14.1 | 16.7 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

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Count Name: Stoddart Rd, winter Site Code: 2
Start Date: 2015/01/28
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Stoddart Rd, winter Site Code: 2
Start Na: 2015/01/28
250-819-2527 paul@peaktraffic.ca
Page No: 4

Turning Movement Peak Hour Data (07:00 AM)

| Start Time | Turning Movement Peak Hour Data (07:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  | Stoddart Rd. <br> Westbound |  |  |  | Alaska Hwy 97 Northbound |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 07:00 AM | 0 | 19 | 0 | 19 | 2 | 0 | 0 | 2 | 46 | 1 | 0 | 47 | 68 |
| 07:15 AM | 0 | 23 | 0 | 23 | 9 | 0 | 0 | 9 | 63 | 0 | 0 | 63 | 95 |
| 07:30 AM | 0 | 33 | 0 | 33 | 4 | 0 | 0 | 4 | 66 | 1 | 0 | 67 | 104 |
| 07:45 AM | 0 | 31 | 0 | 31 | 3 | 0 | 0 | 3 | 44 | 1 | 0 | 45 | 79 |
| Total | 0 | 106 | 0 | 106 | 18 | 0 | 0 | 18 | 219 | 3 | 0 | 222 | 346 |
| Approach \% | 0.0 | 100.0 | 0.0 | - | 100.0 | 0.0 | 0.0 | - | 98.6 | 1.4 | 0.0 | - | - |
| Total \% | 0.0 | 30.6 | 0.0 | 30.6 | 5.2 | 0.0 | 0.0 | 5.2 | 63.3 | 0.9 | 0.0 | 64.2 | - |
| PHF | 0.000 | 0.803 | 0.000 | 0.803 | 0.500 | 0.000 | 0.000 | 0.500 | 0.830 | 0.750 | 0.000 | 0.828 | 0.832 |
| Lights | 0 | 76 | 0 | 76 | 16 | 0 | 0 | 16 | 174 | 3 | 0 | 177 | 269 |
| \% Lights | - | 71.7 | - | 71.7 | 88.9 | - | - | 88.9 | 79.5 | 100.0 | - | 79.7 | 77.7 |
| Mediums | 0 | 5 | 0 | 5 | 2 | 0 | 0 | 2 | 19 | 0 | 0 | 19 | 26 |
| \% Mediums | - | 4.7 | - | 4.7 | 11.1 | - | - | 11.1 | 8.7 | 0.0 | - | 8.6 | 7.5 |
| Articulated Trucks | 0 | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 26 | 51 |
| \% Articulated Trucks | - | 23.6 | - | 23.6 | 0.0 | - | - | 0.0 | 11.9 | 0.0 | - | 11.7 | 14.7 |

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Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Stoddart Rd, winter Site Code: 2
Start Date: 2015/01/28
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Stoddart Rd, winter Site Code: 2
Start Date: 2015/01/28
250-819-2527 paul@peaktraffic.ca
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Turning Movement Peak Hour Data (11:00 AM) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  | Stoddart Rd. <br> Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 11:00 AM | 2 | 20 | 0 | 22 | 1 | 0 | 0 | 1 | 32 | 3 | 0 | 35 | 58 |
| 11:15 AM | 0 | 17 | 0 | 17 | 2 | 0 | 0 | 2 | 33 | 2 | 0 | 35 | 54 |
| 11:30 AM | 0 | 27 | 0 | 27 | 2 | 0 | 0 | 2 | 36 | 1 | 0 | 37 | 66 |
| 11:45 AM | 0 | 21 | 0 | 21 | 3 | 0 | 0 | 3 | 29 | 1 | 0 | 30 | 54 |
| Total | 2 | 85 | 0 | 87 | 8 | 0 | 0 | 8 | 130 | 7 | 0 | 137 | 232 |
| Approach \% | 2.3 | 97.7 | 0.0 | - | 100.0 | 0.0 | 0.0 | - | 94.9 | 5.1 | 0.0 | - | - |
| Total \% | 0.9 | 36.6 | 0.0 | 37.5 | 3.4 | 0.0 | 0.0 | 3.4 | 56.0 | 3.0 | 0.0 | 59.1 | - |
| PHF | 0.250 | 0.787 | 0.000 | 0.806 | 0.667 | 0.000 | 0.000 | 0.667 | 0.903 | 0.583 | 0.000 | 0.926 | 0.879 |
| Lights | 2 | 41 | 0 | 43 | 7 | 0 | 0 | 7 | 79 | 6 | 0 | 85 | 135 |
| \% Lights | 100.0 | 48.2 | - | 49.4 | 87.5 | - | - | 87.5 | 60.8 | 85.7 | - | 62.0 | 58.2 |
| Mediums | 0 | 13 | 0 | 13 | 1 | 0 | 0 | 1 | 13 | 1 | 0 | 14 | 28 |
| \% Mediums | 0.0 | 15.3 | - | 14.9 | 12.5 | - | - | 12.5 | 10.0 | 14.3 | - | 10.2 | 12.1 |
| Articulated Trucks | 0 | 31 | 0 | 31 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 38 | 69 |
| \% Articulated Trucks | 0.0 | 36.5 | - | 35.6 | 0.0 | - | - | 0.0 | 29.2 | 0.0 | - | 27.7 | 29.7 |

## PeaK Traffic Technology Ltd.

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Count Name: Stoddart Rd, winter Site Code: 2
Start Date: 2015/01/28
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4 Count Name: Stoddart Rd, winter Site Code: 2
Start No: 2015/01/28
250-819-2527 paul@peaktraffic.ca
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Stoddart Rd. Westbound |  |  |  | Alaska Hwy 97 Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 12:00 PM | 1 | 38 | 0 | 39 | 1 | 0 | 0 | 1 | 31 | 0 | 0 | 31 | 71 |
| 12:15 PM | 0 | 34 | 0 | 34 | 1 | 0 | 0 | 1 | 21 | 1 | 0 | 22 | 57 |
| 12:30 PM | 0 | 28 | 0 | 28 | 1 | 1 | 0 | 2 | 24 | 0 | 0 | 24 | 54 |
| 12:45 PM | 0 | 38 | 0 | 38 | 4 | 0 | 0 | 4 | 26 | 2 | 0 | 28 | 70 |
| Total | 1 | 138 | 0 | 139 | 7 | 1 | 0 | 8 | 102 | 3 | 0 | 105 | 252 |
| Approach \% | 0.7 | 99.3 | 0.0 | - | 87.5 | 12.5 | 0.0 | - | 97.1 | 2.9 | 0.0 | - | - |
| Total \% | 0.4 | 54.8 | 0.0 | 55.2 | 2.8 | 0.4 | 0.0 | 3.2 | 40.5 | 1.2 | 0.0 | 41.7 | - |
| PHF | 0.250 | 0.908 | 0.000 | 0.891 | 0.438 | 0.250 | 0.000 | 0.500 | 0.823 | 0.375 | 0.000 | 0.847 | 0.887 |
| Lights | 1 | 82 | 0 | 83 | 7 | 1 | 0 | 8 | 62 | 3 | 0 | 65 | 156 |
| \% Lights | 100.0 | 59.4 | - | 59.7 | 100.0 | 100.0 | - | 100.0 | 60.8 | 100.0 | - | 61.9 | 61.9 |
| Mediums | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 24 |
| \% Mediums | 0.0 | 5.8 | - | 5.8 | 0.0 | 0.0 | - | 0.0 | 15.7 | 0.0 | - | 15.2 | 9.5 |
| Articulated Trucks | 0 | 48 | 0 | 48 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 72 |
| \% Articulated Trucks | 0.0 | 34.8 | - | 34.5 | 0.0 | 0.0 | - | 0.0 | 23.5 | 0.0 | - | 22.9 | 28.6 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Stoddart Rd, winter Site Code: 2
Start Date: 2015/01/28
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd 665 Brentwood Ave

Kamloops, British Columbia, Canada V2B 1P4
Count Name: Stoddart Rd, winter Site Code: 2
Start Date: 2015/01/28
250-819-2527 paul@peaktraffic.ca
Page No: 10

Turning Movement Peak Hour Data (05:15 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  | Stoddart Rd. <br> Westbound |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Thru | Right | U-Turn | App. Total |  |
| 05:15 PM | 0 | 61 | 0 | 61 | 3 | 0 | 0 | 3 | 39 | 10 | 0 | 49 | 113 |
| 05:30 PM | 0 | 51 | 0 | 51 | 3 | 0 | 0 | 3 | 29 | 6 | 0 | 35 | 89 |
| 05:45 PM | 1 | 50 | 0 | 51 | 1 | 0 | 0 | 1 | 29 | 6 | 0 | 35 | 87 |
| 06:00 PM | 0 | 67 | 0 | 67 | 0 | 0 | 0 | 0 | 25 | 4 | 0 | 29 | 96 |
| Total | 1 | 229 | 0 | 230 | 7 | 0 | 0 | 7 | 122 | 26 | 0 | 148 | 385 |
| Approach \% | 0.4 | 99.6 | 0.0 | - | 100.0 | 0.0 | 0.0 | - | 82.4 | 17.6 | 0.0 | - | - |
| Total \% | 0.3 | 59.5 | 0.0 | 59.7 | 1.8 | 0.0 | 0.0 | 1.8 | 31.7 | 6.8 | 0.0 | 38.4 | - |
| PHF | 0.250 | 0.854 | 0.000 | 0.858 | 0.583 | 0.000 | 0.000 | 0.583 | 0.782 | 0.650 | 0.000 | 0.755 | 0.852 |
| Lights | 1 | 162 | 0 | 163 | 5 | 0 | 0 | 5 | 109 | 26 | 0 | 135 | 303 |
| \% Lights | 100.0 | 70.7 | - | 70.9 | 71.4 | - | - | 71.4 | 89.3 | 100.0 | - | 91.2 | 78.7 |
| Mediums | 0 | 19 | 0 | 19 | 2 | 0 | 0 | 2 | 7 | 0 | 0 | 7 | 28 |
| \% Mediums | 0.0 | 8.3 | - | 8.3 | 28.6 | - | - | 28.6 | 5.7 | 0.0 | - | 4.7 | 7.3 |
| Articulated Trucks | 0 | 48 | 0 | 48 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 54 |
| \% Articulated Trucks | 0.0 | 21.0 | - | 20.9 | 0.0 | - | - | 0.0 | 4.9 | 0.0 | - | 4.1 | 14.0 |

## PeaK Traffic Technology Ltd.

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665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Stoddart Rd, winter Site Code: 2
Start Date: 2015/01/28
Page No: 11


Turning Movement Peak Hour Data Plot (05:15 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4

Count Name: Wonowon Esso \#1, winter Site Code: 8
Start Date: 2015/01/26
Page No: 1

| Start Time | Turning Movement Data |  |  |  |  |  |  |  |  |  |  |  |  |  |  | Wonowon Esso \#1 Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Alaska Hwy 97 <br> Southbound |  |  |  |  | Access <br> Westbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  |  |  |  |  |  |  |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 05:00 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 16 |
| 05:15 AM 05:30 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 11 |
|  | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 21 |
| 05:45 AM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 3 | 22 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 35 |
| Hourly Total | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 5 | 55 | 0 | 0 | 60 | 0 | 0 | 1 | 0 | 1 | 83 |
| 06:00 AM <br> 06:15 AM <br> 06:30 AM <br> 06:45 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 22 |
|  | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 0 | 0 | 21 | 0 | 0 | 1 | 0 | 1 | 31 |
|  | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 22 | 0 | 0 | 25 | 2 | 0 | 0 | 0 | 2 | 34 |
|  | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 5 | 30 | 0 | 0 | 35 | 2 | 0 | 1 | 0 | 3 | 55 |
| Hourly Total | 0 | 36 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 13 | 87 | 0 | 0 | 100 | 4 | 0 | 2 | 0 | 6 | 142 |
| $\begin{aligned} & \text { 07:00 AM } \\ & \text { 07:15 AM } \\ & \text { 07:30 AM } \\ & \text { 07:45 AM } \\ & \hline \end{aligned}$ | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 9 | 26 | 0 | 0 | 35 | 1 | 0 | 0 | 0 | 1 | 42 |
|  | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 38 |
|  | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 0 | 0 | 30 | 3 | 0 | 2 | 0 | 5 | 44 |
|  | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 13 | 34 | 0 | 0 | 47 | 1 | 0 | 0 | 0 | 1 | 61 |
| Hourly Total | 0 | 36 | 0 | 0 | 36 | 0 | 1 | 1 | 0 | 2 | 35 | 105 | 0 | 0 | 140 | 5 | 0 | 2 | 0 | 7 | 185 |
| $\begin{gathered} \text { 08:00 AM } \\ \text { *** BREAK *** } \\ \hline \end{gathered}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\begin{aligned} & \hline 11: 00 \mathrm{AM} \\ & \text { 11:15 AM } \\ & \text { 11:30 AM } \\ & \text { 11:45 AM } \\ & \hline \end{aligned}$ | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 0 | 0 | 27 | 2 | 0 | 2 | 0 | 4 | 53 |
|  | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 4 | 29 | 0 | 0 | 33 | 0 | 0 | 4 | 0 | 4 | 55 |
|  | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 0 | 0 | 18 | 1 | 0 | 5 | 0 | 6 | 41 |
|  | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 0 | 0 | 20 | 1 | 0 | 4 | 0 | 5 | 41 |
| Hourly Total | 0 | 73 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 15 | 83 | 0 | 0 | 98 | 4 | 0 | 15 | 0 | 19 | 190 |
| $\begin{aligned} & \text { 12:00 PM } \\ & \text { 12:15 PM } \\ & \text { 12:30 PM } \\ & \text { 12:45 PM } \end{aligned}$ | 0 | 23 | 3 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 7 | 22 | 0 | 0 | 29 | 1 | 0 | 4 | 0 | 5 | 60 |
|  | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 5 | 18 | 0 | 0 | 23 | 1 | 0 | 4 | 0 | 5 | 43 |
|  | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 0 | 0 | 19 | 1 | 0 | 6 | 0 | 7 | 43 |
|  | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 5 | 18 | 0 | 0 | 23 | 3 | 0 | 4 | 0 | 7 | 45 |
| Hourly Total | 0 | 70 | 3 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 22 | 72 | 0 | 0 | 94 | 6 | 0 | 18 | 0 | 24 | 191 |
| $\begin{gathered} \text { 01:00 PM } \\ \text { *** BREAK *** } \end{gathered}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| $\begin{aligned} & \text { 04:00 PM } \\ & \text { 04:15 PM } \\ & \text { 04:30 PM } \\ & \text { 04:45 PM } \\ & \hline \end{aligned}$ | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 0 | 0 | 20 | 3 | 0 | 6 | 0 | 9 | 57 |
|  | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 8 | 22 | 0 | 0 | 30 | 2 | 0 | 6 | 0 | 8 | 60 |
|  | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 0 | 0 | 14 | 2 | 0 | 5 | 0 | 7 | 47 |
|  | 0 | 21 | 1 | 0 | 22 | 0 | 1 | 0 | 0 | 1 | 2 | 10 | 0 | 0 | 12 | 1 | 0 | 4 | 0 | 5 | 40 |
| Hourly Total | 0 | 97 | 1 | 0 | 98 | 0 | 1 | 0 | 0 | 1 | 19 | 57 | 0 | 0 | 76 | 8 | 0 | 21 | 0 | 29 | 204 |
| 05:00 PM 05:15 PM | 1 | 42 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 0 | 0 | 22 | 1 | 0 | 3 | 0 | 4 | 69 |
|  | 0 | 47 | 0 | 0 | 47 | 0 | 1 | 0 | 0 | 1 | 4 | 17 | 1 | 0 | 22 | 0 | 1 | 7 | 0 | 8 | 78 |


| 05:30 PM | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 0 | 0 | 14 | 3 | 0 | 9 | 0 | 12 | 70 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:45 PM | 0 | 41 | 1 | 0 | 42 | 1 | 0 | 0 | 0 | 1 | 2 | 20 | 0 | 0 | 22 | 3 | 0 | 6 | 0 | 9 | 74 |
| Hourly Total | 1 | 174 | 1 | 0 | 176 | 1 | 1 | 0 | 0 | 2 | 12 | 67 | 1 | 0 | 80 | 7 | 1 | 25 | 0 | 33 | 291 |
| 06:00 PM | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 0 | 10 | 3 | 0 | 2 | 0 | 5 | 29 |
| 06:15 PM | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 0 | 0 | 17 | 3 | 0 | 6 | 0 | 9 | 51 |
| 06:30 PM | 0 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 4 | 17 | 0 | 0 | 21 | 2 | 0 | 9 | 0 | 11 | 49 |
| 06:45 PM | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 16 | 2 | 0 | 1 | 0 | 3 | 42 |
| Hourly Total | 0 | 78 | 1 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 20 | 44 | 0 | 0 | 64 | 10 | 0 | 18 | 0 | 28 | 171 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 1 | 586 | 6 | 0 | 593 | 1 | 3 | 1 | 0 | 5 | 141 | 570 | 1 | 0 | 712 | 44 | 1 | 102 | 0 | 147 | 1457 |
| Approach \% | 0.2 | 98.8 | 1.0 | 0.0 | - | 20.0 | 60.0 | 20.0 | 0.0 | - | 19.8 | 80.1 | 0.1 | 0.0 | - | 29.9 | 0.7 | 69.4 | 0.0 | - | - |
| Total \% | 0.1 | 40.2 | 0.4 | 0.0 | 40.7 | 0.1 | 0.2 | 0.1 | 0.0 | 0.3 | 9.7 | 39.1 | 0.1 | 0.0 | 48.9 | 3.0 | 0.1 | 7.0 | 0.0 | 10.1 | - |
| Lights | 1 | 341 | 5 | 0 | 347 | 1 | 3 | 1 | 0 | 5 | 85 | 358 | 1 | 0 | 444 | 38 | 0 | 74 | 0 | 112 | 908 |
| \% Lights | 100.0 | 58.2 | 83.3 | - | 58.5 | 100.0 | 100.0 | 100.0 | - | 100.0 | 60.3 | 62.8 | 100.0 | - | 62.4 | 86.4 | 0.0 | 72.5 | - | 76.2 | 62.3 |
| Mediums | 0 | 53 | 1 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 21 | 43 | 0 | 0 | 64 | 5 | 1 | 8 | 0 | 14 | 132 |
| \% Mediums | 0.0 | 9.0 | 16.7 | - | 9.1 | 0.0 | 0.0 | 0.0 | - | 0.0 | 14.9 | 7.5 | 0.0 | - | 9.0 | 11.4 | 100.0 | 7.8 | - | 9.5 | 9.1 |
| Articulated Trucks | 0 | 192 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 35 | 169 | 0 | 0 | 204 | 1 | 0 | 20 | 0 | 21 | 417 |
| \% Articulated Trucks | 0.0 | 32.8 | 0.0 | - | 32.4 | 0.0 | 0.0 | 0.0 | - | 0.0 | 24.8 | 29.6 | 0.0 | - | 28.7 | 2.3 | 0.0 | 19.6 | - | 14.3 | 28.6 |

## PeaK Traffic Technology Ltd.

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Count Name: Wonowon Esso \#1, winter Site Code: 8
Start Date: 2015/01/26
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4

Count Name: Wonowon Esso \#1, winter Site Code: 8
Start Date: 2015/01/26
Page No: 4

Turning Movement Peak Hour Data (07:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Access Westbound |  |  |  |  | Alaska Hwy 97Northbound |  |  |  |  | Wonowon Esso \#1 |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | $\begin{aligned} & \text { outhbour } \\ & \text { Right } \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { estboun } \\ & \text { Right } \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{gathered} \text { orthbou } \\ \text { Right } \\ \hline \end{gathered}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { Eastboun } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total |  |
| 07:00 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 9 | 26 | 0 | 0 | 35 | 1 | 0 | 0 | 0 | 1 | 42 |
| 07:15 AM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 38 |
| 07:30 AM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 0 | 0 | 30 | 3 | 0 | 2 | 0 | 5 | 44 |
| 07:45 AM | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 13 | 34 | 0 | 0 | 47 | 1 | 0 | 0 | 0 | 1 | 61 |
| Total | 0 | 36 | 0 | 0 | 36 | 0 | 1 | 1 | 0 | 2 | 35 | 105 | 0 | 0 | 140 | 5 | 0 | 2 | 0 | 7 | 185 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | 0.0 | 50.0 | 50.0 | 0.0 | - | 25.0 | 75.0 | 0.0 | 0.0 | - | 71.4 | 0.0 | 28.6 | 0.0 | - | - |
| Total \% | 0.0 | 19.5 | 0.0 | 0.0 | 19.5 | 0.0 | 0.5 | 0.5 | 0.0 | 1.1 | 18.9 | 56.8 | 0.0 | 0.0 | 75.7 | 2.7 | 0.0 | 1.1 | 0.0 | 3.8 | - |
| PHF | 0.000 | 0.750 | 0.000 | 0.000 | 0.750 | 0.000 | 0.250 | 0.250 | 0.000 | 0.500 | 0.673 | 0.772 | 0.000 | 0.000 | 0.745 | 0.417 | 0.000 | 0.250 | 0.000 | 0.350 | 0.758 |
| Lights | 0 | 15 | 0 | 0 | 15 | 0 | 1 | 1 | 0 | 2 | 23 | 67 | 0 | 0 | 90 | 5 | 0 | 2 | 0 | 7 | 114 |
| \% Lights | - | 41.7 | - | - | 41.7 | - | 100.0 | 100.0 | - | 100.0 | 65.7 | 63.8 | - | - | 64.3 | 100.0 | - | 100.0 | - | 100.0 | 61.6 |
| Mediums | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 16 |
| \% Mediums | - | 8.3 | - | - | 8.3 | - | 0.0 | 0.0 | - | 0.0 | 17.1 | 6.7 | - | - | 9.3 | 0.0 | - | 0.0 | - | 0.0 | 8.6 |
| Articulated Trucks | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 6 | 31 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 55 |
| \% Articulated Trucks | - | 50.0 | - | - | 50.0 | - | 0.0 | 0.0 | - | 0.0 | 17.1 | 29.5 | - | - | 26.4 | 0.0 | - | 0.0 | - | 0.0 | 29.7 |

## PeaK Traffic Technology Ltd.

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Count Name: Wonowon Esso \#1, winter Site Code: 8
Start Date: 2015/01/26
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4

Count Name: Wonowon Esso \#1, winter Site Code: 8
Start Date: 2015/01/26
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Access <br> Westbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Wonowon Esso \#1 |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 11:00 AM | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 0 | 0 | 27 | 2 | 0 | 2 | 0 | 4 | 53 |
| 11:15 AM | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 4 | 29 | 0 | 0 | 33 | 0 | 0 | 4 | 0 | 4 | 55 |
| 11:30 AM | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 0 | 0 | 18 | 1 | 0 | 5 | 0 | 6 | 41 |
| 11:45 AM | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 0 | 0 | 20 | 1 | 0 | 4 | 0 | 5 | 41 |
| Total | 0 | 73 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 15 | 83 | 0 | 0 | 98 | 4 | 0 | 15 | 0 | 19 | 190 |
| Approach \% | 0.0 | 100.0 | 0.0 | 0.0 | - | NaN | NaN | NaN | NaN | - | 15.3 | 84.7 | 0.0 | 0.0 | - | 21.1 | 0.0 | 78.9 | 0.0 | - | - |
| Total \% | 0.0 | 38.4 | 0.0 | 0.0 | 38.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 | 43.7 | 0.0 | 0.0 | 51.6 | 2.1 | 0.0 | 7.9 | 0.0 | 10.0 | - |
| PHF | 0.000 | 0.830 | 0.000 | 0.000 | 0.830 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.716 | 0.000 | 0.000 | 0.742 | 0.500 | 0.000 | 0.750 | 0.000 | 0.792 | 0.864 |
| Lights | 0 | 32 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 10 | 49 | 0 | 0 | 59 | 4 | 0 | 8 | 0 | 12 | 103 |
| \% Lights | - | 43.8 | - | - | 43.8 | - | - | - | - | - | 66.7 | 59.0 | - | - | 60.2 | 100.0 | - | 53.3 | - | 63.2 | 54.2 |
| Mediums | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 12 |
| \% Mediums | - | 6.8 | - | - | 6.8 | - | - | - | - | - | 6.7 | 7.2 | - | - | 7.1 | 0.0 | - | 0.0 | - | 0.0 | 6.3 |
| Articulated Trucks | 0 | 36 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 4 | 28 | 0 | 0 | 32 | 0 | 0 | 7 | 0 | 7 | 75 |
| \% Articulated Trucks | - | 49.3 | - | - | 49.3 | - | - | - | - | - | 26.7 | 33.7 | - | - | 32.7 | 0.0 | - | 46.7 | - | 36.8 | 39.5 |

## PeaK Traffic Technology Ltd.

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Count Name: Wonowon Esso \#1, winter Site Code: 8
Start Date: 2015/01/26
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4

Count Name: Wonowon Esso \#1, winter Site Code: 8
Start Date: 2015/01/26
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97Southbound |  |  |  |  | AccessWestbound |  |  |  |  | Alaska Hwy 97 |  |  |  |  | Wonowon Esso \#1 |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | $\begin{aligned} & \text { outhbour } \\ & \text { Right } \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { lestboun } \\ & \text { Right } \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { orthbour } \\ & \text { Right } \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { Eastboun } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total |  |
| 12:00 PM | 0 | 23 | 3 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 7 | 22 | 0 | 0 | 29 | 1 | 0 | 4 | 0 | 5 | 60 |
| 12:15 PM | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 5 | 18 | 0 | 0 | 23 | 1 | 0 | 4 | 0 | 5 | 43 |
| 12:30 PM | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 0 | 0 | 19 | 1 | 0 | 6 | 0 | 7 | 43 |
| 12:45 PM | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 5 | 18 | 0 | 0 | 23 | 3 | 0 | 4 | 0 | 7 | 45 |
| Total | 0 | 70 | 3 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 22 | 72 | 0 | 0 | 94 | 6 | 0 | 18 | 0 | 24 | 191 |
| Approach \% | 0.0 | 95.9 | 4.1 | 0.0 | - | NaN | NaN | NaN | NaN | - | 23.4 | 76.6 | 0.0 | 0.0 | - | 25.0 | 0.0 | 75.0 | 0.0 | - | - |
| Total \% | 0.0 | 36.6 | 1.6 | 0.0 | 38.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.5 | 37.7 | 0.0 | 0.0 | 49.2 | 3.1 | 0.0 | 9.4 | 0.0 | 12.6 | - |
| PHF | 0.000 | 0.761 | 0.250 | 0.000 | 0.702 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.786 | 0.818 | 0.000 | 0.000 | 0.810 | 0.500 | 0.000 | 0.750 | 0.000 | 0.857 | 0.796 |
| Lights | 0 | 32 | 3 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 10 | 37 | 0 | 0 | 47 | 6 | 0 | 12 | 0 | 18 | 100 |
| \% Lights | - | 45.7 | 100.0 | - | 47.9 | - | - | - | - | - | 45.5 | 51.4 | - | - | 50.0 | 100.0 | - | 66.7 | - | 75.0 | 52.4 |
| Mediums | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 0 | 0 | 13 | 0 | 0 | 2 | 0 | 2 | 23 |
| \% Mediums | - | 11.4 | 0.0 | - | 11.0 | - | - | - | - | - | 22.7 | 11.1 | - | - | 13.8 | 0.0 | - | 11.1 | - | 8.3 | 12.0 |
| Articulated Trucks | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 7 | 27 | 0 | 0 | 34 | 0 | 0 | 4 | 0 | 4 | 68 |
| \% Articulated Trucks | - | 42.9 | 0.0 | - | 41.1 | - | - | - | - | - | 31.8 | 37.5 | - | - | 36.2 | 0.0 | - | 22.2 | - | 16.7 | 35.6 |

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Wonowon Esso \#1, winter Site Code: 8
Start Date: 2015/01/26
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4

Count Name: Wonowon Esso \#1, winter Site Code: 8
Start Date: 2015/01/26
Page No: 10

Turning Movement Peak Hour Data (05:00 PM)

| Start Time | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | $\begin{gathered} \text { Eastboun } \\ \text { Right } \\ \hline \end{gathered}$ | U-Turn | App. Total | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:00 PM | 1 | 42 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 0 | 0 | 22 | 1 | 0 | 3 | 0 | 4 | 69 |
| 05:15 PM | 0 | 47 | 0 | 0 | 47 | 0 | 1 | 0 | 0 | 1 | 4 | 17 | 1 | 0 | 22 | 0 | 1 | 7 | 0 | 8 | 78 |
| 05:30 PM | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 0 | 0 | 14 | 3 | 0 | 9 | 0 | 12 | 70 |
| 05:45 PM | 0 | 41 | 1 | 0 | 42 | 1 | 0 | 0 | 0 | 1 | 2 | 20 | 0 | 0 | 22 | 3 | 0 | 6 | 0 | 9 | 74 |
| Total | 1 | 174 | 1 | 0 | 176 | 1 | 1 | 0 | 0 | 2 | 12 | 67 | 1 | 0 | 80 | 7 | 1 | 25 | 0 | 33 | 291 |
| Approach \% | 0.6 | 98.9 | 0.6 | 0.0 | - | 50.0 | 50.0 | 0.0 | 0.0 | - | 15.0 | 83.8 | 1.3 | 0.0 | - | 21.2 | 3.0 | 75.8 | 0.0 | - | - |
| Total \% | 0.3 | 59.8 | 0.3 | 0.0 | 60.5 | 0.3 | 0.3 | 0.0 | 0.0 | 0.7 | 4.1 | 23.0 | 0.3 | 0.0 | 27.5 | 2.4 | 0.3 | 8.6 | 0.0 | 11.3 | - |
| PHF | 0.250 | 0.926 | 0.250 | 0.000 | 0.936 | 0.250 | 0.250 | 0.000 | 0.000 | 0.500 | 0.750 | 0.838 | 0.250 | 0.000 | 0.909 | 0.583 | 0.250 | 0.694 | 0.000 | 0.688 | 0.933 |
| Lights | 1 | 119 | 1 | 0 | 121 | 1 | 1 | 0 | 0 | 2 | 9 | 51 | 1 | 0 | 61 | 5 | 0 | 21 | 0 | 26 | 210 |
| \% Lights | 100.0 | 68.4 | 100.0 | - | 68.8 | 100.0 | 100.0 | - | - | 100.0 | 75.0 | 76.1 | 100.0 | - | 76.3 | 71.4 | 0.0 | 84.0 | - | 78.8 | 72.2 |
| Mediums | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 2 | 1 | 3 | 0 | 6 | 23 |
| \% Mediums | 0.0 | 7.5 | 0.0 | - | 7.4 | 0.0 | 0.0 | - | - | 0.0 | 8.3 | 4.5 | 0.0 | - | 5.0 | 28.6 | 100.0 | 12.0 | - | 18.2 | 7.9 |
| Articulated Trucks | 0 | 42 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 1 | 58 |
| \% Articulated Trucks | 0.0 | 24.1 | 0.0 | - | 23.9 | 0.0 | 0.0 | - | - | 0.0 | 16.7 | 19.4 | 0.0 | - | 18.8 | 0.0 | 0.0 | 4.0 | - | 3.0 | 19.9 |

## PeaK Traffic Technology Ltd.

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Count Name: Wonowon Esso \#1, winter Site Code: 8
Start Date: 2015/01/26
Page No: 11


Turning Movement Peak Hour Data Plot (05:00 PM)

## Peak Traffic Technology Ltd.

PeaK Traffic Technology Ltd

Kamloops, British Columbia, Canada V2B 1P4 250-819-2527 paul@peaktraffic.ca

Count Name: Wonowon Esso \#2, winter Site Code: 9
Start Date: 2015/01/26
Page No: 1

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  | Turning Movement Data$\begin{gathered}\text { Wonowon Lodge Camp Access } \\ \text { Westbound }\end{gathered}$$\begin{gathered}\text { Alaska Hwy } 97 \\ \text { Northbound }\end{gathered}$ |  |  |  |  |  |  |  |  |  | Wonowon (Blueberry) Esso \#2 Eastbound |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Int. Total |
| 05:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | , | 0 | 2 | 0 | 11 | 0 | 0 | 11 | 2 | - | 0 | 0 | 2 | 18 |
| 05:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 11 |
| 05:30 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 21 |
| 05:45 AM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 21 | 4 | 0 | 0 | 0 | 4 | 36 |
| Hourly Total | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 3 | 0 | 3 | 1 | 53 | 0 | 0 | 54 | 7 | 0 | 1 | 0 | 8 | 86 |
| 06:00 AM | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 0 | 18 | 2 | 0 | 0 | 0 | 2 | 25 |
| 06:15 AM | 0 | 10 | 2 | 0 | 12 | 0 | 1 | 2 | 0 | 3 | 0 | 16 | 2 | 0 | 18 | 2 | 1 | 0 | 0 | 3 | 36 |
| 06:30 AM | 1 | 7 | 0 | 0 | 8 | 0 | 1 | 2 | 0 | 3 | 0 | 20 | 5 | 0 | 25 | 2 | 0 | 0 | 0 | 2 | 38 |
| 06:45 AM | 1 | 11 | 0 | 0 | 12 | 6 | 4 | 5 | 0 | 15 | 1 | 29 | 2 | 0 | 32 | 5 | 0 | 0 | 0 | 5 | 64 |
| Hourly Total | 3 | 31 | 2 | 0 | 36 | 6 | 6 | 10 | 0 | 22 | 1 | 83 | 9 | 0 | 93 | 11 | 1 | 0 | 0 | 12 | 163 |
| 07:00 AM | 2 | 4 | 0 | 0 | 6 | 1 | 1 | 5 | 0 | 7 | 0 | 26 | 1 | 0 | 27 | 9 | 0 | 0 | 0 | 9 | 49 |
| 07:15 AM | 1 | 9 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 0 | 28 | 3 | 0 | 1 | 0 | 4 | 44 |
| 07:30 AM | 3 | 7 | 2 | 0 | 12 | 2 | 1 | 2 | 0 | 5 | 0 | 23 | 0 | 0 | 23 | 7 | 0 | 0 | 0 | 7 | 47 |
| 07:45 AM | 0 | 10 | 1 | 0 | 11 | 1 | 1 | 0 | 0 | 2 | 0 | 33 | 1 | 0 | 34 | 9 | 0 | 1 | 0 | 10 | 57 |
| Hourly Total | 6 | 30 | 5 | 0 | 41 | 4 | 3 | 7 | 0 | 14 | 0 | 108 | 4 | 0 | 112 | 28 | 0 | 2 | 0 | 30 | 197 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:00 AM | 0 | 23 | 2 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 26 | 0 | 0 | 27 | 2 | 0 | 0 | 0 | 2 | 54 |
| 11:15 AM | 0 | 15 | 3 | 0 | 18 | 2 | 0 | 0 | 0 | 2 | 0 | 29 | 0 | 0 | 29 | 1 | 0 | 1 | 0 | 2 | 51 |
| 11:30 AM | 0 | 13 | 4 | 0 | 17 | 2 | 0 | 0 | 0 | 2 | 1 | 15 | 1 | 0 | 17 | 4 | 0 | 0 | 0 | 4 | 40 |
| 11:45 AM | 0 | 17 | 4 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 1 | 0 | 16 | 7 | 0 | 0 | 0 | 7 | 44 |
| Hourly Total | 0 | 68 | 13 | 0 | 81 | 4 | 0 | 0 | 0 | 4 | 3 | 84 | 2 | 0 | 89 | 14 | 0 | 1 | 0 | 15 | 189 |
| 12:00 PM | 1 | 23 | 4 | 0 | 28 | 2 | 0 | 0 | 0 | 2 | 0 | 22 | 1 | 0 | 23 | 4 | 0 | 0 | 0 | 4 | 57 |
| 12:15 PM | 1 | 14 | 7 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 0 | 19 | 0 | 0 | 19 | 4 | 0 | 0 | 0 | 4 | 46 |
| 12:30 PM | 1 | 15 | 3 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 15 | 12 | 0 | 0 | 0 | 12 | 46 |
| 12:45 PM | 1 | 14 | 6 | 0 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 19 | 1 | 0 | 20 | 4 | 0 | 0 | 0 | 4 | 46 |
| Hourly Total | 4 | 66 | 20 | 0 | 90 | 2 | 1 | 1 | 0 | 4 | 0 | 74 | 3 | 0 | 77 | 24 | 0 | 0 | 0 | 24 | 195 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 PM | 0 | 27 | 1 | 0 | 28 | 0 | 0 | 1 | 0 | 1 | 0 | 15 | 1 | 0 | 16 | 1 | 0 | 1 | 0 | 2 | 47 |
| 04:15 PM | 1 | 19 | 8 | 0 | 28 | 1 | 1 | 0 | 0 | 2 | 0 | 22 | 3 | 0 | 25 | 5 | 0 | 2 | 0 | 7 | 62 |
| 04:30 PM | 0 | 26 | 2 | 0 | 28 | 0 | 1 | 0 | 0 | 1 | 0 | 11 | 2 | 0 | 13 | 3 | 1 | 0 | 0 | 4 | 46 |
| 04:45 PM | 0 | 22 | 3 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 4 | 2 | 0 | 0 | 6 | 42 |
| Hourly Total | 1 | 94 | 14 | 0 | 109 | 1 | 2 | 1 | 0 | 4 | 0 | 59 | 6 | 0 | 65 | 13 | 3 | 3 | 0 | 19 | 197 |
| 05:00 PM | 0 | 47 | 4 | 0 | 51 | 0 | 0 | 1 | 0 | 1 | 0 | 17 | 4 | 0 | 21 | 6 | 0 | 0 | 0 | 6 | 79 |
| 05:15 PM | 1 | 46 | 10 | 0 | 57 | 1 | 2 | 0 | 0 | 3 | 0 | 10 | 6 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 77 |


| 05:30 PM | 1 | 45 | 12 | 0 | 58 | 1 | 0 | 1 | 0 | 2 | 0 | 10 | 4 | 0 | 14 | 3 | 1 | 0 | 0 | 4 | 78 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:45 PM | 3 | 42 | 7 | 0 | 52 | 0 | 1 | 0 | 0 | 1 | 0 | 21 | 2 | 0 | 23 | 2 | 1 | 0 | 0 | 3 | 79 |
| Hourly Total | 5 | 180 | 33 | 0 | 218 | 2 | 3 | 2 | 0 | 7 | 0 | 58 | 16 | 0 | 74 | 12 | 2 | 0 | 0 | 14 | 313 |
| 06:00 PM | 3 | 12 | 8 | 0 | 23 | 1 | 3 | 1 | 0 | 5 | 0 | 8 | 4 | 0 | 12 | 2 | 1 | 1 | 0 | 4 | 44 |
| 06:15 PM | 5 | 26 | 14 | 0 | 45 | 0 | 1 | 0 | 0 | 1 | 0 | 11 | 3 | 0 | 14 | 8 | 1 | 0 | 0 | 9 | 69 |
| 06:30 PM | 2 | 15 | 5 | 0 | 22 | 1 | 0 | 2 | 0 | 3 | 0 | 18 | 1 | 0 | 19 | 4 | 0 | 0 | 0 | 4 | 48 |
| 06:45 PM | 5 | 22 | 5 | 0 | 32 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | 1 | 0 | 10 | 5 | 0 | 1 | 0 | 6 | 49 |
| Hourly Total | 15 | 75 | 32 | 0 | 122 | 2 | 4 | 4 | 0 | 10 | 0 | 46 | 9 | 0 | 55 | 19 | 2 | 2 | 0 | 23 | 210 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 34 | 565 | 119 | 0 | 718 | 21 | 19 | 28 | 0 | 68 | 5 | 567 | 49 | 0 | 621 | 128 | 8 | 9 | 0 | 145 | 1552 |
| Approach \% | 4.7 | 78.7 | 16.6 | 0.0 | - | 30.9 | 27.9 | 41.2 | 0.0 | - | 0.8 | 91.3 | 7.9 | 0.0 | - | 88.3 | 5.5 | 6.2 | 0.0 | - | - |
| Total \% | 2.2 | 36.4 | 7.7 | 0.0 | 46.3 | 1.4 | 1.2 | 1.8 | 0.0 | 4.4 | 0.3 | 36.5 | 3.2 | 0.0 | 40.0 | 8.2 | 0.5 | 0.6 | 0.0 | 9.3 | $-$ |
| Lights | 25 | 342 | 98 | 0 | 465 | 17 | 18 | 25 | 0 | 60 | 3 | 369 | 44 | 0 | 416 | 88 | 8 | 7 | 0 | 103 | 1044 |
| \% Lights | 73.5 | 60.5 | 82.4 | - | 64.8 | 81.0 | 94.7 | 89.3 | - | 88.2 | 60.0 | 65.1 | 89.8 | - | 67.0 | 68.8 | 100.0 | 77.8 | - | 71.0 | 67.3 |
| Mediums | 6 | 40 | 9 | 0 | 55 | 4 | 1 | 2 | 0 | 7 | 0 | 31 | 3 | 0 | 34 | 12 | 0 | 0 | 0 | 12 | 108 |
| \% Mediums | 17.6 | 7.1 | 7.6 | - | 7.7 | 19.0 | 5.3 | 7.1 | - | 10.3 | 0.0 | 5.5 | 6.1 | - | 5.5 | 9.4 | 0.0 | 0.0 | - | 8.3 | 7.0 |
| Articulated Trucks | 3 | 183 | 12 | 0 | 198 | 0 | 0 | 1 | 0 | 1 | 2 | 167 | 2 | 0 | 171 | 28 | 0 | 2 | 0 | 30 | 400 |
| \% Articulated Trucks | 8.8 | 32.4 | 10.1 | - | 27.6 | 0.0 | 0.0 | 3.6 | - | 1.5 | 40.0 | 29.5 | 4.1 | - | 27.5 | 21.9 | 0.0 | 22.2 | - | 20.7 | 25.8 |

## PeaK Traffic Technology Ltd.

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Count Name: Wonowon Esso \#2, winter Site Code: 9
Start Date: 2015/01/26
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4

Count Name: Wonowon Esso \#2, winter Site Code: 9
Start Date: 2015/01/26
Page No: 4

Turning Movement Peak Hour Data (06:45 AM)

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  | Wonowon Lodge Camp Access Westbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Wonowon (Blueberry) Esso \#2 <br> Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 06:45 AM | 1 | 11 | 0 | 0 | 12 | 6 | 4 | 5 | 0 | 15 | 1 | 29 | 2 | 0 | 32 | 5 | 0 | 0 | 0 | 5 | 64 |
| 07:00 AM | 2 | 4 | 0 | 0 | 6 | 1 | 1 | 5 | 0 | 7 | 0 | 26 | 1 | 0 | 27 | 9 | 0 | 0 | 0 | 9 | 49 |
| 07:15 AM | 1 | 9 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 2 | 0 | 28 | 3 | 0 | 1 | 0 | 4 | 44 |
| 07:30 AM | 3 | 7 | 2 | 0 | 12 | 2 | 1 | 2 | 0 | 5 | 0 | 23 | 0 | 0 | 23 | 7 | 0 | 0 | 0 | 7 | 47 |
| Total | 7 | 31 | 4 | 0 | 42 | 9 | 6 | 12 | 0 | 27 | 1 | 104 | 5 | 0 | 110 | 24 | 0 | 1 | 0 | 25 | 204 |
| Approach \% | 16.7 | 73.8 | 9.5 | 0.0 | - | 33.3 | 22.2 | 44.4 | 0.0 | - | 0.9 | 94.5 | 4.5 | 0.0 | - | 96.0 | 0.0 | 4.0 | 0.0 | - | - |
| Total \% | 3.4 | 15.2 | 2.0 | 0.0 | 20.6 | 4.4 | 2.9 | 5.9 | 0.0 | 13.2 | 0.5 | 51.0 | 2.5 | 0.0 | 53.9 | 11.8 | 0.0 | 0.5 | 0.0 | 12.3 | - |
| PHF | 0.583 | 0.705 | 0.500 | 0.000 | 0.875 | 0.375 | 0.375 | 0.600 | 0.000 | 0.450 | 0.250 | 0.897 | 0.625 | 0.000 | 0.859 | 0.667 | 0.000 | 0.250 | 0.000 | 0.694 | 0.797 |
| Lights | 6 | 15 | 4 | 0 | 25 | 7 | 6 | 11 | 0 | 24 | 0 | 77 | 5 | 0 | 82 | 17 | 0 | 1 | 0 | 18 | 149 |
| \% Lights | 85.7 | 48.4 | 100.0 | - | 59.5 | 77.8 | 100.0 | 91.7 | - | 88.9 | 0.0 | 74.0 | 100.0 | - | 74.5 | 70.8 | - | 100.0 | - | 72.0 | 73.0 |
| Mediums | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 3 | 12 |
| \% Mediums | 14.3 | 3.2 | 0.0 | - | 4.8 | 22.2 | 0.0 | 8.3 | - | 11.1 | 0.0 | 3.8 | 0.0 | - | 3.6 | 12.5 | - | 0.0 | - | 12.0 | 5.9 |
| Articulated Trucks | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 0 | 0 | 24 | 4 | 0 | 0 | 0 | 4 | 43 |
| \% Articulated Trucks | 0.0 | 48.4 | 0.0 | - | 35.7 | 0.0 | 0.0 | 0.0 | - | 0.0 | 100.0 | 22.1 | 0.0 | - | 21.8 | 16.7 | - | 0.0 | - | 16.0 | 21.1 |

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Count Name: Wonowon Esso \#2, winter Site Code: 9
Start Date: 2015/01/26
Page No: 5


Turning Movement Peak Hour Data Plot (06:45 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4

Count Name: Wonowon Esso \#2, winter Site Code: 9
Start Date: 2015/01/26
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Wonowon Lodge Camp Access Westbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Wonowon (Blueberry) Esso \#2 Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 11:00 AM | 0 | 23 | 2 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 26 | 0 | 0 | 27 | 2 | 0 | 0 | 0 | 2 | 54 |
| 11:15 AM | 0 | 15 | 3 | 0 | 18 | 2 | 0 | 0 | 0 | 2 | 0 | 29 | 0 | 0 | 29 | 1 | 0 | 1 | 0 | 2 | 51 |
| 11:30 AM | 0 | 13 | 4 | 0 | 17 | 2 | 0 | 0 | 0 | 2 | 1 | 15 | 1 | 0 | 17 | 4 | 0 | 0 | 0 | 4 | 40 |
| 11:45 AM | 0 | 17 | 4 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 1 | 0 | 16 | 7 | 0 | 0 | 0 | 7 | 44 |
| Total | 0 | 68 | 13 | 0 | 81 | 4 | 0 | 0 | 0 | 4 | 3 | 84 | 2 | 0 | 89 | 14 | 0 | 1 | 0 | 15 | 189 |
| Approach \% | 0.0 | 84.0 | 16.0 | 0.0 | - | 100.0 | 0.0 | 0.0 | 0.0 | - | 3.4 | 94.4 | 2.2 | 0.0 | - | 93.3 | 0.0 | 6.7 | 0.0 | - | - |
| Total \% | 0.0 | 36.0 | 6.9 | 0.0 | 42.9 | 2.1 | 0.0 | 0.0 | 0.0 | 2.1 | 1.6 | 44.4 | 1.1 | 0.0 | 47.1 | 7.4 | 0.0 | 0.5 | 0.0 | 7.9 | - |
| PHF | 0.000 | 0.739 | 0.813 | 0.000 | 0.810 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.750 | 0.724 | 0.500 | 0.000 | 0.767 | 0.500 | 0.000 | 0.250 | 0.000 | 0.536 | 0.875 |
| Lights | 0 | 28 | 7 | 0 | 35 | 3 | 0 | 0 | 0 | 3 | 2 | 52 | 1 | 0 | 55 | 9 | 0 | 1 | 0 | 10 | 103 |
| \% Lights | - | 41.2 | 53.8 | - | 43.2 | 75.0 | - | - | - | 75.0 | 66.7 | 61.9 | 50.0 | - | 61.8 | 64.3 | - | 100.0 | - | 66.7 | 54.5 |
| Mediums | 0 | 5 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 2 | 16 |
| \% Mediums | - | 7.4 | 7.7 | - | 7.4 | 25.0 | - | - | - | 25.0 | 0.0 | 8.3 | 0.0 | - | 7.9 | 14.3 | - | 0.0 | - | 13.3 | 8.5 |
| Articulated Trucks | 0 | 35 | 5 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 1 | 0 | 27 | 3 | 0 | 0 | 0 | 3 | 70 |
| \% Articulated Trucks | - | 51.5 | 38.5 | - | 49.4 | 0.0 | - | - | - | 0.0 | 33.3 | 29.8 | 50.0 | - | 30.3 | 21.4 | - | 0.0 | - | 20.0 | 37.0 |

## PeaK Traffic Technology Ltd.

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Count Name: Wonowon Esso \#2, winter Site Code: 9
Start Date: 2015/01/26
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4

Count Name: Wonowon Esso \#2, winter Site Code: 9
Start Date: 2015/01/26
Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Wonowon Lodge Camp Access Westbound |  |  |  |  | Alaska Hwy 97 Northbound |  |  |  |  | Wonowon (Blueberry) Esso \#2 Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 12:00 PM | 1 | 23 | 4 | 0 | 28 | 2 | 0 | 0 | 0 | 2 | 0 | 22 | 1 | 0 | 23 | 4 | 0 | 0 | 0 | 4 | 57 |
| 12:15 PM | 1 | 14 | 7 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 0 | 19 | 0 | 0 | 19 | 4 | 0 | 0 | 0 | 4 | 46 |
| 12:30 PM | 1 | 15 | 3 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 15 | 12 | 0 | 0 | 0 | 12 | 46 |
| 12:45 PM | 1 | 14 | 6 | 0 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 19 | 1 | 0 | 20 | 4 | 0 | 0 | 0 | 4 | 46 |
| Total | 4 | 66 | 20 | 0 | 90 | 2 | 1 | 1 | 0 | 4 | 0 | 74 | 3 | 0 | 77 | 24 | 0 | 0 | 0 | 24 | 195 |
| Approach \% | 4.4 | 73.3 | 22.2 | 0.0 | - | 50.0 | 25.0 | 25.0 | 0.0 | - | 0.0 | 96.1 | 3.9 | 0.0 | - | 100.0 | 0.0 | 0.0 | 0.0 | - | - |
| Total \% | 2.1 | 33.8 | 10.3 | 0.0 | 46.2 | 1.0 | 0.5 | 0.5 | 0.0 | 2.1 | 0.0 | 37.9 | 1.5 | 0.0 | 39.5 | 12.3 | 0.0 | 0.0 | 0.0 | 12.3 | - |
| PHF | 1.000 | 0.717 | 0.714 | 0.000 | 0.804 | 0.250 | 0.250 | 0.250 | 0.000 | 0.500 | 0.000 | 0.841 | 0.750 | 0.000 | 0.837 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.855 |
| Lights | 1 | 31 | 15 | 0 | 47 | 1 | 0 | 1 | 0 | 2 | 0 | 43 | 2 | 0 | 45 | 15 | 0 | 0 | 0 | 15 | 109 |
| \% Lights | 25.0 | 47.0 | 75.0 | - | 52.2 | 50.0 | 0.0 | 100.0 | - | 50.0 | - | 58.1 | 66.7 | - | 58.4 | 62.5 | - | - | - | 62.5 | 55.9 |
| Mediums | 2 | 4 | 3 | 0 | 9 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 17 |
| \% Mediums | 50.0 | 6.1 | 15.0 | - | 10.0 | 50.0 | 100.0 | 0.0 | - | 50.0 | - | 2.7 | 33.3 | - | 3.9 | 12.5 | - | - | - | 12.5 | 8.7 |
| Articulated Trucks | 1 | 31 | 2 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 6 | 0 | 0 | 0 | 6 | 69 |
| \% Articulated Trucks | 25.0 | 47.0 | 10.0 | - | 37.8 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 39.2 | 0.0 | - | 37.7 | 25.0 | - | - | - | 25.0 | 35.4 |

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Count Name: Wonowon Esso \#2, winter Site Code: 9
Start Date: 2015/01/26
Page No: 9


Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#2, winter Site Code: 9
Start Date: 2015/01/26
Page No: 10

## Turning Movement Peak Hour Data (05:00 PM)

| Start Time | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 05:00 PM | 0 | 47 | 4 | 0 | 51 | 0 | 0 | 1 | 0 | 1 | 0 | 17 | 4 | 0 | 21 | 6 | 0 | 0 | 0 | 6 | 79 |
| 05:15 PM | 1 | 46 | 10 | 0 | 57 | 1 | 2 | 0 | 0 | 3 | 0 | 10 | 6 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 77 |
| 05:30 PM | 1 | 45 | 12 | 0 | 58 | 1 | 0 | 1 | 0 | 2 | 0 | 10 | 4 | 0 | 14 | 3 | 1 | 0 | 0 | 4 | 78 |
| 05:45 PM | 3 | 42 | 7 | 0 | 52 | 0 | 1 | 0 | 0 | 1 | 0 | 21 | 2 | 0 | 23 | 2 | 1 | 0 | 0 | 3 | 79 |
| Total | 5 | 180 | 33 | 0 | 218 | 2 | 3 | 2 | 0 | 7 | 0 | 58 | 16 | 0 | 74 | 12 | 2 | 0 | 0 | 14 | 313 |
| Approach \% | 2.3 | 82.6 | 15.1 | 0.0 | - | 28.6 | 42.9 | 28.6 | 0.0 | - | 0.0 | 78.4 | 21.6 | 0.0 | - | 85.7 | 14.3 | 0.0 | 0.0 | - | - |
| Total \% | 1.6 | 57.5 | 10.5 | 0.0 | 69.6 | 0.6 | 1.0 | 0.6 | 0.0 | 2.2 | 0.0 | 18.5 | 5.1 | 0.0 | 23.6 | 3.8 | 0.6 | 0.0 | 0.0 | 4.5 | - |
| PHF | 0.417 | 0.957 | 0.688 | 0.000 | 0.940 | 0.500 | 0.375 | 0.500 | 0.000 | 0.583 | 0.000 | 0.690 | 0.667 | 0.000 | 0.804 | 0.500 | 0.500 | 0.000 | 0.000 | 0.583 | 0.991 |
| Lights | 4 | 130 | 29 | 0 | 163 | 2 | 3 | 2 | 0 | 7 | 0 | 43 | 16 | 0 | 59 | 9 | 2 | 0 | 0 | 11 | 240 |
| \% Lights | 80.0 | 72.2 | 87.9 | - | 74.8 | 100.0 | 100.0 | 100.0 | - | 100.0 | - | 74.1 | 100.0 | - | 79.7 | 75.0 | 100.0 | - | - | 78.6 | 76.7 |
| Mediums | 0 | 16 | 3 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 23 |
| \% Mediums | 0.0 | 8.9 | 9.1 | - | 8.7 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 5.2 | 0.0 | - | 4.1 | 8.3 | 0.0 | - | - | 7.1 | 7.3 |
| Articulated Trucks | 1 | 34 | 1 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 2 | 50 |
| \% Articulated Trucks | 20.0 | 18.9 | 3.0 | - | 16.5 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 20.7 | 0.0 | - | 16.2 | 16.7 | 0.0 | - | - | 14.3 | 16.0 |

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Count Name: Wonowon Esso \#2, winter Site Code: 9
Start Date: 2015/01/26
Page No: 11


Turning Movement Peak Hour Data Plot (05:00 PM)

## Peak Traffic Technology Ltd.

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665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#3, winter Site Code: 10
Start Date: 2015/01/26
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Page No: 1

| Start Time | Alaska Hwy 97 <br> Southbound |  |  |  |  | Turning Movement Data <br> onowon Lodge Access <br> Alaska Hwy 97 |  |  |  |  |  |  |  |  |  | Wonowon (Blueberry) Esso \#3 Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 05:00 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 19 |
| 05:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:30 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 19 |
| 05:45 AM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 1 | 0 | 0 | 0 | 1 | 35 |
| Hourly Total | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 0 | 63 | 0 | 0 | 63 | 1 | 0 | 0 | 0 | 1 | 82 |
| 06:00 AM | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 27 |
| 06:15 AM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 32 |
| 06:30 AM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 2 | 0 | 0 | 0 | 2 | 35 |
| 06:45 AM | 0 | 11 | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 39 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 53 |
| Hourly Total | 0 | 36 | 4 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 1 | 104 | 0 | 0 | 105 | 2 | 0 | 0 | 0 | 2 | 147 |
| 07:00 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 47 |
| 07:15 AM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 1 | 41 |
| 07:30 AM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 45 |
| 07:45 AM | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 42 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 54 |
| Hourly Total | 0 | 41 | 1 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 1 | 143 | 0 | 0 | 144 | 1 | 0 | 0 | 0 | 1 | 187 |
| ***BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | 0 | 25 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:15 AM | 0 | 17 | 3 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 51 |
| 11:30 AM | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 35 |
| 11:45 AM | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 44 |
| Hourly Total | 0 | 81 | 4 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 183 |
| 12:00 PM | 0 | 25 | 3 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 54 |
| 12:15 PM | 0 | 22 | 3 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 2 | 0 | 1 | 0 | 3 | 51 |
| 12:30 PM | 0 | 19 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:45 PM | 0 | 21 | 2 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 46 |
| Hourly Total | 0 | 87 | 10 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 97 | 2 | 0 | 1 | 0 | 3 | 197 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 04:00 PM | 0 | 28 | 2 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 1 | 0 | 1 | 49 |
| 04:15 PM | 0 | 27 | 3 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 26 | 1 | 0 | 0 | 0 | 1 | 57 |
| 04:30 PM | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 42 |
| 04:45 PM | 0 | 25 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 41 |
| Hourly Total | 0 | 108 | 6 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 1 | 72 | 0 | 0 | 73 | 1 | 0 | 1 | 0 | 2 | 189 |
| 05:00 PM | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 75 |
| 05:15 PM | 0 | 55 | 2 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 1 | 0 | 1 | 0 | 2 | 71 |
| 05:30 PM | 0 | 58 | 1 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 73 |
| 05:45 PM | 0 | 52 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 76 |
| Hourly Total | 0 | 216 | 3 | 0 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 73 | 2 | 0 | 1 | 0 | 3 | 295 |
| 06:00 PM | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 35 |


| 06:15 PM | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 19 | 3 | 0 | 0 | 0 | 3 | 66 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 06:30 PM | 0 | 22 | 2 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 48 |
| 06:45 PM | 0 | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 49 |
| Hourly Total | 0 | 124 | 2 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 68 | 3 | 0 | 1 | 0 | 4 | 198 |
| 07:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 710 | 30 | 0 | 740 | 0 | 0 | 1 | 0 | 1 | 3 | 718 | 0 | 0 | 721 | 12 | 0 | 4 | 0 | 16 | 1478 |
| Approach \% | 0.0 | 95.9 | 4.1 | 0.0 | - | 0.0 | 0.0 | 100.0 | 0.0 | - | 0.4 | 99.6 | 0.0 | 0.0 | - | 75.0 | 0.0 | 25.0 | 0.0 | - | - |
| Total \% | 0.0 | 48.0 | 2.0 | 0.0 | 50.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | 0.2 | 48.6 | 0.0 | 0.0 | 48.8 | 0.8 | 0.0 | 0.3 | 0.0 | 1.1 | - |
| Lights | 0 | 458 | 13 | 0 | 471 | 0 | 0 | 1 | 0 | 1 | 3 | 478 | 0 | 0 | 481 | 9 | 0 | 4 | 0 | 13 | 966 |
| \% Lights | - | 64.5 | 43.3 | - | 63.6 | - | - | 100.0 | - | 100.0 | 100.0 | 66.6 | - | - | 66.7 | 75.0 | - | 100.0 | - | 81.3 | 65.4 |
| Mediums | 0 | 54 | 7 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 55 | 2 | 0 | 0 | 0 | 2 | 118 |
| \% Mediums | - | 7.6 | 23.3 | - | 8.2 | - | - | 0.0 | - | 0.0 | 0.0 | 7.7 | - | - | 7.6 | 16.7 | - | 0.0 | - | 12.5 | 8.0 |
| Articulated Trucks | 0 | 198 | 10 | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 0 | 0 | 185 | 1 | 0 | 0 | 0 | 1 | 394 |
| \% Articulated Trucks | - | 27.9 | 33.3 | - | 28.1 | - | - | 0.0 | - | 0.0 | 0.0 | 25.8 | - | - | 25.7 | 8.3 | - | 0.0 | - | 6.3 | 26.7 |

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Count Name: Wonowon Esso \#3, winter Site Code: 10
Start Date: 2015/01/26
Page No: 3


Turning Movement Data Plot

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#3, winter Site Code: 10
ate: 2015/01/26
Page No: 4

Turning Movement Peak Hour Data (07:00 AM)

| Start Time | Left | Thru | Right | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { Vestboun } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { Jorthboun } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { Eastboun } \\ & \text { Right } \\ & \hline \end{aligned}$ | U-Turn | App. Total | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 07:00 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 47 |
| 07:15 AM | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 1 | 41 |
| 07:30 AM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 45 |
| 07:45 AM | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 42 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 54 |
| Total | 0 | 41 | 1 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 1 | 143 | 0 | 0 | 144 | 1 | 0 | 0 | 0 | 1 | 187 |
| Approach \% | 0.0 | 97.6 | 2.4 | 0.0 | - | NaN | NaN | NaN | NaN | - | 0.7 | 99.3 | 0.0 | 0.0 | - | 100.0 | 0.0 | 0.0 | 0.0 | - | - |
| Total \% | 0.0 | 21.9 | 0.5 | 0.0 | 22.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 76.5 | 0.0 | 0.0 | 77.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.5 | - |
| PHF | 0.000 | 0.788 | 0.250 | 0.000 | 0.808 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.851 | 0.000 | 0.000 | 0.837 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.866 |
| Lights | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 1 | 98 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 121 |
| \% Lights | - | 53.7 | 0.0 | - | 52.4 | - | - | - | - | - | 100.0 | 68.5 | - | - | 68.8 | 0.0 | - | - | - | 0.0 | 64.7 |
| Mediums | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 14 |
| \% Mediums | - | 2.4 | 0.0 | - | 2.4 | - | - | - | - | - | 0.0 | 9.1 | - | - | 9.0 | 0.0 | - | - | - | 0.0 | 7.5 |
| Articulated Trucks | 0 | 18 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 32 | 1 | 0 | 0 | 0 | 1 | 52 |
| \% Articulated Trucks | - | 43.9 | 100.0 | - | 45.2 | - | - | - | - | - | 0.0 | 22.4 | - | - | 22.2 | 100.0 | - | - | - | 100.0 | 27.8 |

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Count Name: Wonowon Esso \#3, winter Site Code: 10
Start Date: 2015/01/26
Page No: 5


Turning Movement Peak Hour Data Plot (07:00 AM)

## PeaK Traffic Technology Ltd.

PeaK Traffic Technology Ltd
665 Brentwood Ave
Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#3, winter Site Code: 10

Date: 2015/01/26
Page No: 6

## Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Alaska Hwy 97Southbound |  |  |  |  | Wonowon Lodge AccessWestbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Wonowon (Blueberry) Esso \#3 Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | uthbou Right | U-Turn | App. Total | Left | Thru | estbound <br> Right | U-Turn | App. Total | Left | Thru | orthboun Right | U-Turn | App. Total | Left | Thru | Eastboun Right | U-Turn | App. Total |  |
| 11:00 AM | 0 | 25 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 53 |
| 11:15 AM | 0 | 17 | 3 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 51 |
| 11:30 AM | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 35 |
| 11:45 AM | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 44 |
| Total | 0 | 81 | 4 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 183 |
| Approach \% | 0.0 | 95.3 | 4.7 | 0.0 | - | NaN | NaN | NaN | NaN | - | 0.0 | 100.0 | 0.0 | 0.0 | - | NaN | NaN | NaN | NaN | - | - |
| Total \% | 0.0 | 44.3 | 2.2 | 0.0 | 46.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.6 | 0.0 | 0.0 | 53.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - |
| PHF | 0.000 | 0.810 | 0.333 | 0.000 | 0.817 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.790 | 0.000 | 0.000 | 0.790 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.863 |
| Lights | 0 | 34 | 1 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 96 |
| \% Lights | - | 42.0 | 25.0 | - | 41.2 | - | - | - | - | - | - | 62.2 | - | - | 62.2 | - | - | - | - | - | 52.5 |
| Mediums | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 16 |
| \% Mediums | - | 9.9 | 0.0 | - | 9.4 | - | - | - | - | - | - | 8.2 | - | - | 8.2 | - | - | - | - | - | 8.7 |
| Articulated Trucks | 0 | 39 | 3 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 71 |
| \% Articulated Trucks | - | 48.1 | 75.0 | - | 49.4 | - | - | - | - | - | - | 29.6 | - | - | 29.6 | - | - | - | - | - | 38.8 |

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Count Name: Wonowon Esso \#3, winter Site Code: 10
Start Date: 2015/01/26
Page No: 7


Turning Movement Peak Hour Data Plot (11:00 AM)

## PeaK Traffic Technology Ltd.

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Count Name: Wonowon Esso \#3, winter Site Code: 10

Dade: 10 2015/01/26
Page No: 8

## Turning Movement Peak Hour Data (12:00 PM)

| Start Time | Alaska Hwy 97Southbound |  |  |  |  | Wonowon Lodge AccessWestbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Wonowon (Blueberry) Esso \#3 Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | $\begin{aligned} & \text { outhbour } \\ & \text { Right } \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { lestboun } \\ & \text { Right } \end{aligned}$ | U-Turn | App. Total | Left | Thru | $\begin{aligned} & \text { orthbour } \\ & \text { Right } \end{aligned}$ | U-Turn | App. Total | Left |  |  | U-Turn | App. Total |  |
| 12:00 PM | 0 | 25 | 3 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 54 |
| 12:15 PM | 0 | 22 | 3 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 2 | 0 | 1 | 0 | 3 | 51 |
| 12:30 PM | 0 | 19 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 46 |
| 12:45 PM | 0 | 21 | 2 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 46 |
| Total | 0 | 87 | 10 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 97 | 2 | 0 | 1 | 0 | 3 | 197 |
| Approach \% | 0.0 | 89.7 | 10.3 | 0.0 | - | NaN | NaN | NaN | NaN | - | 0.0 | 100.0 | 0.0 | 0.0 | - | 66.7 | 0.0 | 33.3 | 0.0 | - | - |
| Total \% | 0.0 | 44.2 | 5.1 | 0.0 | 49.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49.2 | 0.0 | 0.0 | 49.2 | 1.0 | 0.0 | 0.5 | 0.0 | 1.5 | - |
| PHF | 0.000 | 0.870 | 0.833 | 0.000 | 0.866 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.933 | 0.000 | 0.000 | 0.933 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.912 |
| Lights | 0 | 48 | 6 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 58 | 2 | 0 | 1 | 0 | 3 | 115 |
| \% Lights | - | 55.2 | 60.0 | - | 55.7 | - | - | - | - | - | - | 59.8 | - | - | 59.8 | 100.0 | - | 100.0 | - | 100.0 | 58.4 |
| Mediums | 0 | 7 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 21 |
| \% Mediums | - | 8.0 | 40.0 | - | 11.3 | - | - | - | - | - | - | 10.3 | - | - | 10.3 | 0.0 | - | 0.0 | - | 0.0 | 10.7 |
| Articulated Trucks | 0 | 32 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 61 |
| \% Articulated Trucks | - | 36.8 | 0.0 | - | 33.0 | - | - | - | - | - | - | 29.9 | - | - | 29.9 | 0.0 | - | 0.0 | - | 0.0 | 31.0 |

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Turning Movement Peak Hour Data Plot (12:00 PM)

## PeaK Traffic Technology Ltd.

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Kamloops, British Columbia, Canada V2B 1P4
Count Name: Wonowon Esso \#3, winter Site Code: 10
Start Date: 2015/01/26
Page No: 10

## Turning Movement Peak Hour Data (05:00 PM)

| Start Time | Alaska Hwy 97 Southbound |  |  |  |  | Wonowon Lodge Access Westbound |  |  |  |  | Alaska Hwy 97 <br> Northbound |  |  |  |  | Wonowon (Blueberry) Esso \#3 Eastbound |  |  |  |  | Int. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total | Left | Thru | Right | U-Turn | App. Total |  |
| 05:00 PM | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 75 |
| 05:15 PM | 0 | 55 | 2 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 1 | 0 | 1 | 0 | 2 | 71 |
| 05:30 PM | 0 | 58 | 1 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 73 |
| 05:45 PM | 0 | 52 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 76 |
| Total | 0 | 216 | 3 | 0 | 219 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 73 | 2 | 0 | 1 | 0 | 3 | 295 |
| Approach \% | 0.0 | 98.6 | 1.4 | 0.0 | - | NaN | NaN | NaN | NaN | - | 0.0 | 100.0 | 0.0 | 0.0 | - | 66.7 | 0.0 | 33.3 | 0.0 | - | - |
| Total \% | 0.0 | 73.2 | 1.0 | 0.0 | 74.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.7 | 0.0 | 0.0 | 24.7 | 0.7 | 0.0 | 0.3 | 0.0 | 1.0 | - |
| PHF | 0.000 | 0.931 | 0.375 | 0.000 | 0.928 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.760 | 0.000 | 0.000 | 0.760 | 0.500 | 0.000 | 0.250 | 0.000 | 0.375 | 0.970 |
| Lights | 0 | 162 | 1 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 55 | 2 | 0 | 1 | 0 | 3 | 221 |
| \% Lights | - | 75.0 | 33.3 | - | 74.4 | - | - | - | - | - | - | 75.3 | - | - | 75.3 | 100.0 | - | 100.0 | - | 100.0 | 74.9 |
| Mediums | 0 | 14 | 2 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 20 |
| \% Mediums | - | 6.5 | 66.7 | - | 7.3 | - | - | - | - | - | - | 5.5 | - | - | 5.5 | 0.0 | - | 0.0 | - | 0.0 | 6.8 |
| Articulated Trucks | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 54 |
| \% Articulated Trucks | - | 18.5 | 0.0 | - | 18.3 | - | - | - | - | - | - | 19.2 | - | - | 19.2 | 0.0 | - | 0.0 | - | 0.0 | 18.3 |

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Turning Movement Peak Hour Data Plot (05:00 PM)

## Appendix D: Detailed Synchro Reports

HCM Unsignalized Intersection Capacity Analysis
1: Highway 29 \& Highway 97

|  | 4 | $\rightarrow$ | $\checkmark$ | 7 |  | 4 | 4 | $\dagger$ | $p$ | ( | 1 | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | F |  | $\uparrow$ | 「 | ${ }^{7}$ | 中 $\uparrow$ |  | ${ }^{7}$ | 4 | F' |
| Volume (veh/h) | 5 | 2 | 128 | 23 | 12 | 60 | 93 | 218 | 12 | 4 | 172 | 12 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 6 | 2 | 149 | 27 | 14 | 70 | 108 | 253 | 14 | 5 | 200 | 14 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (m/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  | 3 |  |  | 3 |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 559 | 693 | 200 | 687 | 700 | 134 | 214 |  |  | 267 |  |  |
| vC 1 , stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC 2 , stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 559 | 693 | 200 | 687 | 700 | 134 | 214 |  |  | 267 |  |  |
| tC, single (s) | 7.8 | 6.8 | 7.2 | 7.8 | 6.8 | 7.2 | 4.4 |  |  | 4.4 |  |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.6 | 4.1 | 3.4 | 3.6 | 4.1 | 3.4 | 2.3 |  |  | 2.3 |  |  |
| p0 queue free \% | 98 | 99 | 81 | 89 | 96 | 92 | 92 |  |  | 100 |  |  |
| cM capacity (veh/h) | 322 | 314 | 774 | 234 | 311 | 857 | 1277 |  |  | 1217 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |  |  |  |  |
| Volume Total | 157 | 110 | 108 | 169 | 98 | 5 | 200 | 14 |  |  |  |  |
| Volume Left | 6 | 27 | 108 | 0 | 0 | 5 | 0 | 0 |  |  |  |  |
| Volume Right | 149 | 70 | 0 | 0 | 14 | 0 | 0 | 14 |  |  |  |  |
| cSH | 817 | 707 | 1277 | 1700 | 1700 | 1217 | 1700 | 1700 |  |  |  |  |
| Volume to Capacity | 0.19 | 0.16 | 0.08 | 0.10 | 0.06 | 0.00 | 0.12 | 0.01 |  |  |  |  |
| Queue Length 95th (m) | 5.4 | 4.2 | 2.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |  |  |  |  |
| Control Delay (s) | 11.1 | 13.9 | 8.1 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 |  |  |  |  |
| Lane LOS | B | B | A |  |  | A |  |  |  |  |  |  |
| Approach Delay (s) | 11.1 | 13.9 | 2.3 |  |  | 0.2 |  |  |  |  |  |  |
| Approach LOS | B | B |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 4.9 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 32.8\% |  | CU Level | Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |








|  | 4 | $\rightarrow$ | $\geqslant$ | $\dagger$ |  | 4 | 4 | 4 | $p$ |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | \$ |  |  | $\dagger$ |  |  | \$ |  |
| Volume (veh/h) | 5 | 1 | 8 | 1 | 1 | 1 | 31 | 103 | 1 | 1 | 50 | 1 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 5 | 1 | 9 | 1 | 1 | 1 | 34 | 112 | 1 | 1 | 54 | 1 |

## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage
Right turn flare (veh)

| Median typeMedian storage veh) |  |  |  |  |  |  | None | None |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Median storage veh) |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 239 | 238 | 55 | 246 | 238 | 112 | 55 |  |

$\mathrm{vC1}$, stage 1 conf vol

| vCu, unblocked vol | 239 | 238 | 55 | 246 | 238 | 112 | 55 | 113 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| tC, single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |
| tF (s) | 3.8 | 4.3 | 3.6 | 3.8 | 4.3 | 3.6 | 2.5 | 2.5 |
| p0 queue free \% | 99 | 100 | 99 | 100 | 100 | 100 | 98 | 100 |
| cM capacity (veh/h) | 650 | 605 | 943 | 637 | 605 | 875 | 1399 | 1329 |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 15 | 3 | 147 | 57 |
| Volume Left | 5 | 1 | 34 | 1 |
| Volume Right | 9 | 1 | 1 | 1 |
| CSH | 785 | 687 | 1399 | 1329 |
| Volume to Capacity | 0.02 | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (m) | 0.5 | 0.1 | 0.6 | 0.0 |
| Control Delay (s) | 9.7 | 10.3 | 1.9 | 0.2 |
| Lane LOS | A | B | A | A |
| Approach Delay (s) | 9.7 | 10.3 | 1.9 | 0.2 |
| Approach LOS | A | B |  |  |

Approach LOS
A B

## Intersection Summary

| Average Delay | 2.1 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $23.9 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |


|  | 4 | $\rightarrow$ | $\geqslant$ | $\checkmark$ | 4 | 4 | 4 | $\dagger$ | $p$ | * | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | $\uparrow$ |  |  | \$ |  |  | ¢ |  |
| Volume (veh/h) | 30 | 1 | 1 | 1 | 2 | 11 | 4 | 99 | 5 | 4 | 49 | 7 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 35 | 1 | 1 | 1 | 2 | 13 | 5 | 116 | 6 | 5 | 58 | 8 |

Pedestrians
Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage
Right turn flare (veh) None None
Median type

Median storage veh)
Upstream signal ( m )

| pX, platoon unblocked |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| VC , conflicting volume | 214 | 203 | 62 | 202 | 204 | 119 | 66 | 122 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 214 | 203 | 62 | 202 | 204 | 119 | 66 | 122 |
| tC , single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |
| p0 queue free \% | 95 | 100 | 100 | 100 | 100 | 99 | 100 | 100 |
| cM capacity (veh/h) | 678 | 648 | 940 | 702 | 647 | 871 | 1396 | 1329 |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 38 | 16 | 127 | 71 |
| Volume Left | 35 | 1 | 5 | 5 |
| Volume Right | 1 | 13 | 6 | 8 |
| cSH | 683 | 817 | 1396 | 1329 |
| Volume to Capacity | 0.06 | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (m) | 1.3 | 0.5 | 0.1 | 0.1 |
| Control Delay (s) | 10.6 | 9.5 | 0.3 | 0.5 |
| Lane LOS | B | A | A | A |
| Approach Delay (s) | 10.6 | 9.5 | 0.3 | 0.5 |
| Approach LOS | B | A |  |  |

## Intersection Summary

| Average Delay | 2.5 |
| :--- | ---: |
| Intersection Capacity Utilization | $21.7 \%$ |

2.5 ICU Level of Service A

Analysis Period (min) 15

|  | 4 | $\rightarrow$ | 7 | 7 | $\leftarrow$ | 4 | 4 | $\uparrow$ | 7 | $\downarrow$ | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | \$ |  |  | ¢ |  |  | \$ |  |
| Volume (veh/h) | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 139 | 1 | 1 | 62 | 2 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 145 | 1 | 1 | 65 | 2 |

## Pedestrians <br> Lane Width ( m )

Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 217 | 216 | 66 | 217 | 216 | 145 | 67 | 146 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 217 | 216 | 66 | 217 | 216 | 145 | 67 | 146 |  |
| tC , single (s) | 7.3 | 6.8 | 6.5 | 7.3 | 6.8 | 6.5 | 4.3 | 4.3 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 99 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |  |
| cM capacity (veh/h) | 691 | 643 | 937 | 691 | 642 | 845 | 1401 | 1307 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 6 | 3 | 147 | 68 |
| Volume Left | 4 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 2 |
| cSH | 713 | 716 | 1401 | 1307 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (m) | 0.2 | 0.1 | 0.0 | 0.0 |
| Control Delay (s) | 10.1 | 10.0 | 0.1 | 0.1 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.1 | 10.0 | 0.1 | 0.1 |
| Approach LOS | B | B |  |  |

## Intersection Summary

| Average Delay | 0.5 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $17.9 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |




## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 284 | 283 | 175 | 284 | 283 | 102 | 175 | 103 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 284 | 283 | 175 | 284 | 283 | 102 | 175 | 103 |  |
| tC, single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |  |
| cM capacity (veh/h) | 632 | 597 | 827 | 632 | 597 | 909 | 1305 | 1389 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 4 | 4 | 104 | 177 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| CSH | 672 | 689 | 1305 | 1389 |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (m) | 0.1 | 0.1 | 0.0 | 0.0 |
| Control Delay (s) | 10.4 | 10.3 | 0.1 | 0.1 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.4 | 10.3 | 0.1 | 0.1 |
| Approach LOS | B | B |  |  |

Intersection Summary

| Average Delay | 0.4 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $17.3 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |


|  | 4 | $\rightarrow$ | 7 | 7 | 4 | 4 | 4 | $\uparrow$ | 7 | , | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  | ¢ |  |  | $\uparrow$ |  |  | ¢ |  |
| Volume (veh/h) | 6 | 1 | 17 | 12 | 1 | 8 | 10 | 64 | 3 | 2 | 98 | 2 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Hourly flow rate (vph) | 8 | 1 | 23 | 16 | 1 | 11 | 14 | 86 | 4 | 3 | 132 | 3 |

## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 266 | 257 | 134 | 278 | 256 | 89 | 135 | 91 |  |
| vC1, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 266 | 257 | 134 | 278 | 256 | 89 | 135 | 91 |  |
| tC, single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 99 | 100 | 97 | 97 | 100 | 99 | 99 | 100 |  |
| cM capacity (veh/h) | 640 | 613 | 874 | 619 | 614 | 927 | 1356 | 1410 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 32 | 28 | 104 | 138 |
| Volume Left | 8 | 16 | 14 | 3 |
| Volume Right | 23 | 11 | 4 | 3 |
| cSH | 788 | 709 | 1356 | 1410 |
| Volume to Capacity | 0.04 | 0.04 | 0.01 | 0.00 |
| Queue Length 95th (m) | 1.0 | 0.9 | 0.2 | 0.0 |
| Control Delay (s) | 9.8 | 10.3 | 1.1 | 0.2 |
| Lane LOS | A | B | A | A |
| Approach Delay (s) | 9.8 | 10.3 | 1.1 | 0.2 |
| Approach LOS | A | B |  |  |

## Intersection Summary

| Average Delay | 2.5 |
| :--- | ---: |
| Intersection Capacity Utilization | $19.1 \%$ |

9.1\% ICU Level of Service A

Analysis Period (min)
15




|  | 4 | $\rightarrow$ | \% | 7 |  | 4 | 4 | 4 | P |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\dagger$ |  |  | ¢ |  |  | ¢ |  |  | ${ }_{*}$ |  |
| Volume (veh/h) | 13 | 1 | 32 | 4 | 1 | 1 | 8 | 113 | 3 | 1 | 36 | 6 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 14 | 1 | 35 | 4 | 1 | 1 | 9 | 123 | 3 | 1 | 39 | 7 |

## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( $m$ ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 188 | 188 | 42 | 222 | 190 | 124 | 46 | 126 |  |
| vC1, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 188 | 188 | 42 | 222 | 190 | 124 | 46 | 126 |  |
| tC , single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 98 | 100 | 96 | 99 | 100 | 100 | 99 | 100 |  |
| cM capacity (veh/h) | 717 | 661 | 964 | 657 | 660 | 866 | 1421 | 1324 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 50 | 7 | 135 | 47 |
| Volume Left | 14 | 4 | 9 | 1 |
| Volume Right | 35 | 1 | 3 | 7 |
| cSH | 870 | 685 | 1421 | 1324 |
| Volume to Capacity | 0.06 | 0.01 | 0.01 | 0.00 |
| Queue Length 95th (m) | 1.4 | 0.2 | 0.1 | 0.0 |
| Control Delay (s) | 9.4 | 10.3 | 0.5 | 0.2 |
| Lane LOS | A | B | A | A |
| Approach Delay (s) | 9.4 | 10.3 | 0.5 | 0.2 |
| Approach LOS | A | B |  |  |

## Intersection Summary

| Average Delay | 2.6 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $20.1 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |



|  | $\stackrel{ }{ }$ |  |  | 7 |  |  | 4 | $\uparrow$ | / |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  | \$ |  |  | ¢ |  |  | \$ |  |
| Volume (veh/h) | 1 | 1 | 9 | 34 | 1 | 1 | 2 | 24 | 2 | 1 | 44 | 1 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 1 | 1 | 11 | 42 | 1 | 1 | 2 | 30 | 2 | 1 | 54 | 1 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed ( $\mathrm{m} / \mathrm{s}$ ) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 95 | 94 | 55 | 105 | 94 | 31 | 56 |  |  | 32 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 95 | 94 | 55 | 105 | 94 | 31 | 56 |  |  | 32 |  |  |
| tC , single (s) | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 | 4.2 |  |  | 4.2 |  |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.6 | 4.1 | 3.4 | 3.6 | 4.1 | 3.4 | 2.3 |  |  | 2.3 |  |  |
| p0 queue free \% | 100 | 100 | 99 | 95 | 100 | 100 | 100 |  |  | 100 |  |  |
| cM capacity (veh/h) | 858 | 773 | 982 | 837 | 774 | 1013 | 1482 |  |  | 1512 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |  |  |  |  |  |  |  |  |
| Volume Total | 14 | 44 | 35 | 57 |  |  |  |  |  |  |  |  |
| Volume Left | 1 | 42 | 2 | 1 |  |  |  |  |  |  |  |  |
| Volume Right | 11 | 1 | 2 | 1 |  |  |  |  |  |  |  |  |
| cSH | 946 | 839 | 1482 | 1512 |  |  |  |  |  |  |  |  |
| Volume to Capacity | 0.01 | 0.05 | 0.00 | 0.00 |  |  |  |  |  |  |  |  |
| Queue Length 95th (m) | 0.3 | 1.3 | 0.0 | 0.0 |  |  |  |  |  |  |  |  |
| Control Delay (s) | 8.9 | 9.5 | 0.5 | 0.2 |  |  |  |  |  |  |  |  |
| Lane LOS | A | A | A | A |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 8.9 | 9.5 | 0.5 | 0.2 |  |  |  |  |  |  |  |  |
| Approach LOS | A | A |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 3.8 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 18.7\% |  | CU Level | Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |




HCM Unsignalized Intersection Capacity Analysis
1：Highway 29 \＆Highway 97

|  | $\stackrel{ }{*}$ |  |  | 7 |  |  | 4 | 4 | 7 | \％ | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | 「 |  | $\uparrow$ | 「 | ${ }^{7}$ | 性 |  | ${ }^{7}$ | $\uparrow$ | 「 |
| Volume（veh／h） | 7 | 1 | 82 | 10 | 5 | 65 | 62 | 117 | 12 | 1 | 154 | 5 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\％ |  |  | 0\％ |  |  | 0\％ |  |  | 0\％ |  |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate（vph） | 7 | 1 | 87 | 11 | 5 | 69 | 66 | 124 | 13 | 1 | 164 | 5 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width（m） |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed（ $\mathrm{m} / \mathrm{s}$ ） |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare（veh） |  |  | 3 |  |  | 3 |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh） |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal（ m ） |  |  |  |  |  |  |  |  |  |  |  |  |
| pX，platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC，conflicting volume | 363 | 435 | 164 | 429 | 434 | 69 | 169 |  |  | 137 |  |  |
| $\mathrm{vC1}$ ，stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$ ，stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu ，unblocked vol | 363 | 435 | 164 | 429 | 434 | 69 | 169 |  |  | 137 |  |  |
| tC ，single（s） | 7.8 | 6.8 | 7.2 | 7.8 | 6.8 | 7.2 | 4.4 |  |  | 4.4 |  |  |
| $\mathrm{tC}, 2$ stage（s） |  |  |  |  |  |  |  |  |  |  |  |  |
| $t \mathrm{~F}$（s） | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 |  |  | 2.4 |  |  |
| p0 queue free \％ | 98 | 100 | 89 | 97 | 99 | 93 | 95 |  |  | 100 |  |  |
| cM capacity（veh／h） | 470 | 456 | 807 | 407 | 457 | 934 | 1303 |  |  | 1341 |  |  |
| Direction，Lane \＃ | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |  |  |  |  |
| Volume Total | 96 | 85 | 66 | 83 | 54 | 1 | 164 | 5 |  |  |  |  |
| Volume Left | 7 | 11 | 66 | 0 | 0 | 1 | 0 | 0 |  |  |  |  |
| Volume Right | 87 | 69 | 0 | 0 | 13 | 0 | 0 | 5 |  |  |  |  |
| cSH | 885 | 1149 | 1303 | 1700 | 1700 | 1341 | 1700 | 1700 |  |  |  |  |
| Volume to Capacity | 0.11 | 0.07 | 0.05 | 0.05 | 0.03 | 0.00 | 0.10 | 0.00 |  |  |  |  |
| Queue Length 95th（m） | 2.8 | 1.8 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  |  |  |  |
| Control Delay（s） | 10.3 | 10.0 | 7.9 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 |  |  |  |  |
| Lane LOS | B | B | A |  |  | A |  |  |  |  |  |  |
| Approach Delay（s） | 10.3 | 10.0 | 2.6 |  |  | 0.0 |  |  |  |  |  |  |
| Approach LOS | B | B |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 4.3 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 29．0\％ |  | CU Level | Service |  |  | A |  |  |  |
| Analysis Period（min） |  |  | 15 |  |  |  |  |  |  |  |  |  |








|  | $\rangle$ | $\rightarrow$ | $\geqslant$ | $\dagger$ |  | 4 | 4 | $\uparrow$ | $p$ |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  | \$ |  |  | ¢ |  |  | \$ |  |
| Volume (veh/h) | 2 | 1 | 24 | 1 | 1 | 1 | 27 | 83 | 1 | 1 | 93 | 1 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Hourly flow rate (vph) | , | 1 | 29 | 1 | 1 | 1 | 32 | 99 | 1 | 1 | 111 | 1 |

Pedestrians
Lane Width ( $m$ )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( $m$ ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 279 | 278 | 111 | 307 | 278 | 99 | 112 | 100 |  |
| vC1, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 279 | 278 | 111 | 307 | 278 | 99 | 112 | 100 |  |
| tC , single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.8 | 4.3 | 3.6 | 3.8 | 4.3 | 3.6 | 2.5 | 2.5 |  |
| p0 queue free \% | 100 | 100 | 97 | 100 | 100 | 100 | 98 | 100 |  |
| cM capacity (veh/h) | 600 | 565 | 862 | 556 | 565 | 876 | 1301 | 1315 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 32 | 4 | 132 | 113 |
| Volume Left | 2 | 1 | 32 | 1 |
| Volume Right | 29 | 1 | 1 | 1 |
| CSH | 819 | 637 | 1301 | 1315 |
| Volume to Capacity | 0.04 | 0.01 | 0.02 | 0.00 |
| Queue Length 95th (m) | 0.9 | 0.1 | 0.6 | 0.0 |
| Control Delay (s) | 9.6 | 10.7 | 2.1 | 0.1 |
| Lane LOS | A | B | A | A |
| Approach Delay (s) | 9.6 | 10.7 | 2.1 | 0.1 |
| Approach LOS | A | B |  |  |

Approach LOS
A B

## Intersection Summary

| Average Delay | 2.2 |
| :--- | ---: |
| Intersection Capacity Utilization | $22.6 \%$ |

ICU Level of Service A
Analysis Period (min) 15

|  | 4 | $\rightarrow$ | $\geqslant$ | $\checkmark$ |  | 4 | 4 | $\uparrow$ | $p$ | * | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | $\uparrow$ |  |  | \$ |  |  | ¢ |  |
| Volume (veh/h) | 26 | 1 | 1 | 2 | 1 | 1 | 2 | 93 | 1 | 1 | 81 | 19 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 32 | 1 | 1 | 2 | 1 | 1 | 2 | 113 | 1 | 1 | 99 | 23 |

Pedestrians
Lane Width ( $m$ )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage
Right turn flare (veh) None None
Median type
Median storage veh)
Upstream signal ( m )

| pX, platoon unblocked |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| VC , conflicting volume | 234 | 232 | 110 | 234 | 243 | 114 | 122 | 115 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 234 | 232 | 110 | 234 | 243 | 114 | 122 | 115 |
| tC , single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |
| p0 queue free \% | 95 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 668 | 625 | 879 | 668 | 616 | 875 | 1324 | 1333 |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 34 | 5 | 117 | 123 |
| Volume Left | 32 | 2 | 2 | 1 |
| Volume Right | 1 | 1 | 1 | 23 |
| CSH | 672 | 695 | 1324 | 1333 |
| Volume to Capacity | 0.05 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (m) | 1.2 | 0.2 | 0.0 | 0.0 |
| Control Delay (s) | 10.6 | 10.2 | 0.2 | 0.1 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.6 | 10.2 | 0.2 | 0.1 |
| Approach LOS | B | B |  |  |

Approach LOS B B

## Intersection Summary

| Average Delay | 1.6 |
| :--- | ---: |
| Intersection Capacity Utilization | $16.2 \%$ |

Analysis Period (min) 15

|  | $\rangle$ | $\rightarrow$ |  | 7 |  |  | 4 | $\dagger$ | $p$ |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ |  |  | $\$$ |  |  | $\uparrow$ |  |  | $\uparrow$ |  |
| Volume (veh/h) | 5 | 1 | 1 | 1 | 1 | 1 | 2 | 106 | 1 | 1 | 110 | 11 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Hourly flow rate (vph) | 6 | 1 | 1 | 1 | 1 | 1 | 2 | 128 | 1 | 1 | 133 | 13 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed ( $\mathrm{m} / \mathrm{s}$ ) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 277 | 275 | 139 | 277 | 281 | 128 | 146 |  |  | 129 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 277 | 275 | 139 | 277 | 281 | 128 | 146 |  |  | 129 |  |  |
| tC , single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 |  |  | 4.3 |  |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| $t \mathrm{~F}$ (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 |  |  | 2.4 |  |  |
| p0 queue free \% | 99 | 100 | 100 | 100 | 100 | 100 | 100 |  |  | 100 |  |  |
| cM capacity (veh/h) | 636 | 600 | 861 | 636 | 595 | 873 | 1328 |  |  | 1347 |  |  |
| Direction, Lane\# | EB 1 | WB 1 | NB 1 | SB 1 |  |  |  |  |  |  |  |  |
| Volume Total | 8 | 4 | 131 | 147 |  |  |  |  |  |  |  |  |
| Volume Left | 6 | 1 | 2 | 1 |  |  |  |  |  |  |  |  |
| Volume Right | 1 | 1 | 1 | 13 |  |  |  |  |  |  |  |  |
| cSH | 655 | 682 | 1328 | 1347 |  |  |  |  |  |  |  |  |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.00 |  |  |  |  |  |  |  |  |
| Queue Length 95th (m) | 0.3 | 0.1 | 0.0 | 0.0 |  |  |  |  |  |  |  |  |
| Control Delay (s) | 10.6 | 10.3 | 0.2 | 0.1 |  |  |  |  |  |  |  |  |
| Lane LOS | B | B | A | A |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 10.6 | 10.3 | 0.2 | 0.1 |  |  |  |  |  |  |  |  |
| Approach LOS | B | B |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 0.5 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 17.0\% |  | CU Level | f Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |



|  | $\stackrel{ }{*}$ | $\rightarrow$ | $\geqslant$ | $t$ | $\leftarrow$ | 4 | 4 | $\dagger$ | 7 | $\checkmark$ | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | \$ |  |  | ${ }_{\$}$ |  |  | \$ |  |
| Volume (veh/h) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 61 | 1 | 1 | 75 | 1 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 66 | 1 | 1 | 81 | 1 |

## Pedestrians <br> Lane Width ( m )

Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 153 | 152 | 81 | 153 | 152 | 66 | 82 | 67 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 153 | 152 | 81 | 153 | 152 | 66 | 82 | 67 |  |
| tC , single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.8 | 4.3 | 3.6 | 3.8 | 4.3 | 3.6 | 2.5 | 2.5 |  |
| p0 queue free \% | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |  |
| cM capacity (veh/h) | 752 | 690 | 906 | 752 | 690 | 925 | 1356 | 1374 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 3 | 3 | 68 | 83 |
| Volume Left | 1 | 1 | 1 | 1 |
| Volume Right | 1 | 1 | 1 | 1 |
| cSH | 773 | 777 | 1356 | 1374 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (m) | 0.1 | 0.1 | 0.0 | 0.0 |
| Control Delay (s) | 9.7 | 9.7 | 0.1 | 0.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 9.7 | 9.7 | 0.1 | 0.1 |
| Approach LOS | A | A |  |  |

## Intersection Summary

| Average Delay | 0.5 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $14.6 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |


|  | 4 | $\rightarrow$ | 7 | $\checkmark$ | $\leftarrow$ | 4 | 4 | $\uparrow$ | > |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  | ¢ |  |  | \$ |  |  | ${ }_{\$}$ |  |
| Volume (veh/h) | 2 | 1 | 7 | 4 | 2 | 5 | 8 | 51 | 2 | 4 | 63 | 1 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 2 | 1 | 7 | 4 | 2 | 5 | 9 | 54 | 2 | 4 | 67 | 1 |

Pedestrians
Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 155 | 149 | 68 | 156 | 149 | 55 | 68 | 56 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 155 | 149 | 68 | 156 | 149 | 55 | 68 | 56 |  |
| tC, single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 100 | 100 | 99 | 99 | 100 | 99 | 99 | 100 |  |
| cM capacity (veh/h) | 759 | 702 | 945 | 757 | 703 | 960 | 1421 | 1435 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 11 | 12 | 65 | 72 |
| Volume Left | 2 | 4 | 9 | 4 |
| Volume Right | 7 | 5 | 2 | 1 |
| cSH | 872 | 825 | 1421 | 1435 |
| Volume to Capacity | 0.01 | 0.01 | 0.01 | 0.00 |
| Queue Length 95th (m) | 0.3 | 0.3 | 0.1 | 0.1 |
| Control Delay (s) | 9.2 | 9.4 | 1.0 | 0.5 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 9.2 | 9.4 | 1.0 | 0.5 |
| Approach LOS | A | A |  |  |

## Intersection Summary

| Average Delay | 1.9 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $15.5 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |





|  | 4 | $\rightarrow$ | \% | 7 |  | 4 | 4 | 4 | P |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\dagger$ |  |  | ¢ |  |  | * |  |  | $\uparrow$ |  |
| Volume (veh/h) | 4 | 1 | 10 | 1 | 1 | 1 | 1 | 69 | 1 | 1 | 61 | 5 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Hourly flow rate (vph) | 5 | 1 | 12 | 1 | 1 | 1 | 1 | 82 | 1 | 1 | 73 | 6 |

Pedestrians
Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( $m$ ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 165 | 164 | 76 | 176 | 166 | 83 | 79 | 83 |  |
| vC1, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 165 | 164 | 76 | 176 | 166 | 83 | 79 | 83 |  |
| tC , single (s) | 7.5 | 6.9 | 6.6 | 7.5 | 6.9 | 6.6 | 4.5 | 4.5 |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.8 | 4.3 | 3.6 | 3.8 | 4.3 | 3.6 | 2.5 | 2.5 |  |
| p0 queue free \% | 99 | 100 | 99 | 100 | 100 | 100 | 100 | 100 |  |
| cM capacity (veh/h) | 724 | 669 | 897 | 704 | 666 | 888 | 1325 | 1319 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 18 | 4 | 85 | 80 |
| Volume Left | 5 | 1 | 1 | 1 |
| Volume Right | 12 | 1 | 1 | 6 |
| cSH | 825 | 741 | 1325 | 1319 |
| Volume to Capacity | 0.02 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (m) | 0.5 | 0.1 | 0.0 | 0.0 |
| Control Delay (s) | 9.5 | 9.9 | 0.1 | 0.1 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 9.5 | 9.9 | 0.1 | 0.1 |
| Approach LOS | A | A |  |  |

## Intersection Summary

| Average Delay | 1.2 |
| :--- | ---: |
| Intersection Capacity Utilization | $14.2 \%$ |

$$
14.2 \%
$$

ICU Level of Service
A
Analysis Period (min)
15


|  | $\stackrel{ }{ }$ |  |  | 7 |  |  | 4 | $\dagger$ | / |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  | \$ |  |  | \$ |  |  | \$ |  |
| Volume (veh/h) | 1 | 1 | 9 | 1 | 1 | 1 | 5 | 40 | 2 | 1 | 56 | 1 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 1 | 1 | 12 | 1 | 1 | 1 | 7 | 53 | 3 | 1 | 75 | 1 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed ( $\mathrm{m} / \mathrm{s}$ ) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC, conflicting volume | 148 | 147 | 75 | 159 | 147 | 55 | 76 |  |  | 56 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 148 | 147 | 75 | 159 | 147 | 55 | 76 |  |  | 56 |  |  |
| tC , single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 |  |  | 4.3 |  |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 |  |  | 2.4 |  |  |
| p0 queue free \% | 100 | 100 | 99 | 100 | 100 | 100 | 100 |  |  | 100 |  |  |
| cM capacity (veh/h) | 767 | 702 | 928 | 746 | 702 | 954 | 1395 |  |  | 1419 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |  |  |  |  |  |  |  |  |
| Volume Total | 15 | 4 | 63 | 77 |  |  |  |  |  |  |  |  |
| Volume Left | 1 | 1 | 7 | 1 |  |  |  |  |  |  |  |  |
| Volume Right | 12 | 1 | 3 | 1 |  |  |  |  |  |  |  |  |
| cSH | 885 | 787 | 1395 | 1419 |  |  |  |  |  |  |  |  |
| Volume to Capacity | 0.02 | 0.01 | 0.00 | 0.00 |  |  |  |  |  |  |  |  |
| Queue Length 95th (m) | 0.4 | 0.1 | 0.1 | 0.0 |  |  |  |  |  |  |  |  |
| Control Delay (s) | 9.1 | 9.6 | 0.8 | 0.1 |  |  |  |  |  |  |  |  |
| Lane LOS | A | A | A | A |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 9.1 | 9.6 | 0.8 | 0.1 |  |  |  |  |  |  |  |  |
| Approach LOS | A | A |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 1.5 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 15.1\% |  | CU Level | Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |




HCM Unsignalized Intersection Capacity Analysis
1: Highway 29 \& Highway 97

|  | 4 | $\rightarrow$ | $\checkmark$ | 7 |  | 4 | 4 | $\dagger$ | \% | ( | 1 | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | 7 |  | $\uparrow$ | 「' | ${ }^{7}$ | 中 $\uparrow$ |  | ${ }^{7}$ | 4 | F' |
| Volume (veh/h) | 5 | 6 | 160 | 18 | 2 | 9 | 149 | 201 | 23 | 6 | 360 | 9 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 6 | 7 | 178 | 20 | 2 | 10 | 166 | 223 | 26 | 7 | 400 | 10 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (m/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  | 3 |  |  | 3 |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 857 | 993 | 400 | 984 | 991 | 124 | 410 |  |  | 249 |  |  |
| vC 1 , stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC 2 , stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 857 | 993 | 400 | 984 | 991 | 124 | 410 |  |  | 249 |  |  |
| tC, single (s) | 7.8 | 6.8 | 7.2 | 7.8 | 6.8 | 7.2 | 4.4 |  |  | 4.4 |  |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.6 | 4.1 | 3.4 | 3.6 | 4.1 | 3.4 | 2.3 |  |  | 2.3 |  |  |
| p0 queue free \% | 97 | 96 | 69 | 82 | 99 | 99 | 84 |  |  | 99 |  |  |
| cM capacity (veh/h) | 199 | 189 | 567 | 109 | 189 | 866 | 1064 |  |  | 1231 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |  |  |  |  |
| Volume Total | 190 | 32 | 166 | 149 | 100 | 7 | 400 | 10 |  |  |  |  |
| Volume Left | 6 | 20 | 166 | 0 | 0 | 7 | 0 | 0 |  |  |  |  |
| Volume Right | 178 | 10 | 0 | 0 | 26 | 0 | 0 | 10 |  |  |  |  |
| cSH | 606 | 170 | 1064 | 1700 | 1700 | 1231 | 1700 | 1700 |  |  |  |  |
| Volume to Capacity | 0.31 | 0.19 | 0.16 | 0.09 | 0.06 | 0.01 | 0.24 | 0.01 |  |  |  |  |
| Queue Length 95th (m) | 10.2 | 5.1 | 4.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |  |  |  |  |
| Control Delay (s) | 14.9 | 32.4 | 9.0 | 0.0 | 0.0 | 7.9 | 0.0 | 0.0 |  |  |  |  |
| Lane LOS | B | D | A |  |  | A |  |  |  |  |  |  |
| Approach Delay (s) | 14.9 | 32.4 | 3.6 |  |  | 0.1 |  |  |  |  |  |  |
| Approach LOS | B | D |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 5.1 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 45.0\% |  | CU Level | Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |








|  | 4 | $\rightarrow$ | $\geqslant$ | 7 | 4 | 4 | 4 | $\uparrow$ | 7 |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  | \$ |  |  | ¢ |  |  | \$ |  |
| Volume (veh/h) | 6 | 1 | 35 | 1 | 1 | 1 | 16 | 54 | 1 | 1 | 141 | 3 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Hourly flow rate (vph) | 8 | 1 | 44 | 1 | 1 | 1 | 20 | 68 | 1 | 1 | 176 | 4 |

## Pedestrians <br> Lane Width ( m )

Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type None None <br> Median storage veh)   |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| Upstream signal ( $m$ ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 291 | 289 | 178 | 333 | 291 | 68 | 180 | 69 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 291 | 289 | 178 | 333 | 291 | 68 | 180 | 69 |  |
| tC , single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 99 | 100 | 95 | 100 | 100 | 100 | 98 | 100 |  |
| cM capacity (veh/h) | 607 | 573 | 807 | 538 | 572 | 932 | 1263 | 1393 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 52 | 4 | 89 | 181 |
| Volume Left | 8 | 1 | 20 | 1 |
| Volume Right | 44 | 1 | 1 | 4 |
| cSH | 763 | 641 | 1263 | 1393 |
| Volume to Capacity | 0.07 | 0.01 | 0.02 | 0.00 |
| Queue Length 95th (m) | 1.7 | 0.1 | 0.4 | 0.0 |
| Control Delay (s) | 10.1 | 10.6 | 1.9 | 0.1 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.1 | 10.6 | 1.9 | 0.1 |
| Approach LOS | B | B |  |  |

Approach LOS B B

## Intersection Summary

| Average Delay | 2.3 |
| :--- | ---: |
| Intersection Capacity Utilization | $24.8 \%$ |

A
Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
9: Highway 97 \& Wonowon Esso 2

|  | 4 | $\rightarrow$ | 7 | $\dagger$ | 4 | 4 | 4 | $\uparrow$ | 7 | * | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | \$ |  |  | ¢ |  |  | \$ |  |
| Volume (veh/h) | 16 | 4 | 2 | 3 | 2 | 3 | 1 | 53 | 9 | 6 | 146 | 42 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 21 | 5 | 3 | 4 | 3 | 4 | 1 | 71 | 12 | 8 | 195 | 56 |

## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage
Right turn flare (veh)

$\mathrm{vC1}$, stage 1 conf vol
$\mathrm{vC2}$, stage 2 conf vol

| vCu, unblocked vol | 323 | 324 | 223 | 323 | 346 | 77 | 251 | 83 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| tC, single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 9.4 |
| p0 queue free \% | 96 | 99 | 100 | 99 | 100 | 100 | 100 | 99 |
| cM capacity (veh/h) | 578 | 553 | 761 | 577 | 537 | 922 | 1187 | 1376 |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 29 | 11 | 84 | 259 |
| Volume Left | 21 | 4 | 1 | 8 |
| Volume Right | 3 | 4 | 12 | 56 |
| cSH | 586 | 657 | 1187 | 1376 |
| Volume to Capacity | 0.05 | 0.02 | 0.00 | 0.01 |
| Queue Length 95th (m) | 1.2 | 0.4 | 0.0 | 0.1 |
| Control Delay (s) | 11.5 | 10.6 | 0.1 | 0.3 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 11.5 | 10.6 | 0.1 | 0.3 |
| Approach LOS | B | B |  |  |

Approach LOS B B

## Intersection Summary

| Average Delay | 1.4 |  |  |
| :--- | ---: | :--- | ---: |
| Intersection Capacity Utilization | $23.7 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |


|  | $\rangle$ | $\rightarrow$ | $\geqslant$ | 7 | $\leftarrow$ | 4 | 4 | $\uparrow$ | $>$ |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  | $\uparrow$ |  |  | $\uparrow$ |  |  | $\dagger$ |  |
| Volume (veh/h) | 9 | 1 | 3 | 1 | 1 | 1 | 1 | 71 | 1 | 1 | 181 | 9 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 11 | 1 | 4 | 1 | 1 | 1 | 1 | 87 | 1 | 1 | 221 | 11 |

## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( $m$ ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 320 | 319 | 226 | 323 | 324 | 87 | 232 | 88 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 320 | 319 | 226 | 323 | 324 | 87 | 232 | 88 |  |
| tC , single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 98 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |  |
| cM capacity (veh/h) | 597 | 568 | 770 | 592 | 565 | 924 | 1237 | 1402 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 16 | 4 | 89 | 233 |
| Volume Left | 11 | 1 | 1 | 1 |
| Volume Right | 4 | 1 | 1 | 11 |
| cSH | 627 | 661 | 1237 | 1402 |
| Volume to Capacity | 0.03 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (m) | 0.6 | 0.1 | 0.0 | 0.0 |
| Control Delay (s) | 10.9 | 10.5 | 0.1 | 0.0 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.9 | 10.5 | 0.1 | 0.0 |
| Approach LOS | B | B |  |  |

## Intersection Summary

| Average Delay | 0.7 |
| :--- | ---: |
| Intersection Capacity Utilization | $20.6 \%$ |

ICU Level of Service A
Analysis Period (min) 15


|  | $\stackrel{ }{*}$ | $\rightarrow$ | 7 | 7 | 4 |  | 4 | $\dagger$ | 7 |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ |  |  | $\uparrow$ |  |  | * |  |  | * |  |
| Volume (veh/h) | 1 | 1 | 2 | 2 | 1 | 1 | 6 | 186 | 4 | 1 | 102 | 1 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 1 | 1 | 2 | 2 | 1 | 1 | 6 | 192 | 4 | 1 | 105 | 1 |

Pedestrians
Lane Width ( $m$ )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 315 | 316 | 106 | 316 | 314 | 194 | 106 | 196 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 315 | 316 | 106 | 316 | 314 | 194 | 106 | 196 |  |
| tC, single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |  |
| cM capacity (veh/h) | 598 | 567 | 899 | 596 | 568 | 801 | 1374 | 1271 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 4 | 4 | 202 | 107 |
| Volume Left | 1 | 2 | 6 | 1 |
| Volume Right | 2 | 1 | 4 | 1 |
| cSH | 707 | 629 | 1374 | 1271 |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (m) | 0.1 | 0.2 | 0.1 | 0.0 |
| Control Delay (s) | 10.1 | 10.8 | 0.3 | 0.1 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.1 | 10.8 | 0.3 | 0.1 |
| Approach LOS | B | B |  |  |

## Intersection Summary

| Average Delay | 0.5 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $23.8 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |


|  | $\rangle$ | $\rightarrow$ | 7 | 7 | $\leftarrow$ | 4 | 4 | $\uparrow$ | 7 |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | \$ |  |  | ¢ |  |  | ¢ |  |
| Volume (veh/h) | 27 | 6 | 21 | 5 | 5 | 1 | 31 | 147 | 9 | 7 | 76 | 4 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 31 | 7 | 24 | 6 | 6 | 1 | 35 | 167 | 10 | 8 | 86 | 5 |

Pedestrians
Lane Width ( $m$ )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal (m) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 351 | 352 | 89 | 374 | 349 | 172 | 91 | 177 |  |
| vC1, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 351 | 352 | 89 | 374 | 349 | 172 | 91 | 177 |  |
| tC, single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.6 | 4.1 | 3.4 | 3.6 | 4.1 | 3.4 | 2.3 | 2.3 |  |
| p0 queue free \% | 95 | 99 | 97 | 99 | 99 | 100 | 98 | 99 |  |
| cM capacity (veh/h) | 559 | 534 | 932 | 526 | 536 | 836 | 1420 | 1318 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 61 | 12 | 212 | 99 |
| Volume Left | 31 | 6 | 35 | 8 |
| Volume Right | 24 | 1 | 10 | 5 |
| CSH | 658 | 549 | 1420 | 1318 |
| Volume to Capacity | 0.09 | 0.02 | 0.02 | 0.01 |
| Queue Length 95th (m) | 2.3 | 0.5 | 0.6 | 0.1 |
| Control Delay (s) | 11.0 | 11.7 | 1.4 | 0.7 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 11.0 | 11.7 | 1.4 | 0.7 |
| Approach LOS | B | B |  |  |

## Intersection Summary

| Average Delay | 3.1 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $27.4 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |





|  | 4 | $\rightarrow$ | \% | 7 | $\leftarrow$ | 4 | 4 | $\uparrow$ | 7 |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\dagger$ |  |  | \$ |  |  | ¢ |  |  | $\dagger$ |  |
| Volume (veh/h) | 5 | 1 | 11 | 3 | 1 | 1 | 35 | 75 | 4 | 3 | 142 | 13 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 6 | 1 | 13 | 4 | 1 | 1 | 41 | 88 | 5 | 4 | 167 | 15 |

## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage
Right turn flare (veh) None None
Median type
Median storage veh)
Upstream signal ( m )

| pX, platoon unblocked |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| VC , conflicting volume | 356 | 357 | 175 | 368 | 362 | 91 | 182 | 93 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 356 | 357 | 175 | 368 | 362 | 91 | 182 | 93 |
| tC , single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |
| p0 queue free \% | 99 | 100 | 98 | 99 | 100 | 100 | 97 | 100 |
| cM capacity (veh/h) | 548 | 521 | 822 | 531 | 518 | 917 | 1286 | 1390 |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 20 | 6 | 134 | 186 |
| Volume Left | 6 | 4 | 41 | 4 |
| Volume Right | 13 | 1 | 5 | 15 |
| cSH | 696 | 576 | 1286 | 1390 |
| Volume to Capacity | 0.03 | 0.01 | 0.03 | 0.00 |
| Queue Length 95th (m) | 0.7 | 0.2 | 0.8 | 0.1 |
| Control Delay (s) | 10.3 | 11.3 | 2.6 | 0.2 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.3 | 11.3 | 2.6 | 0.2 |
| Approach LOS | B | B |  |  |

## Intersection Summary

| Average Delay | 1.9 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $27.9 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |



|  | 4 | $\rightarrow$ | $\geqslant$ | 7 | 4 | 4 | 4 | $\uparrow$ | 7 |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\dagger$ |  |  | ¢ |  |  | ¢ |  |  | \$ |  |
| Volume (veh/h) | 1 | 2 | 14 | 5 | 1 | 1 | 7 | 55 | 21 | 3 | 41 | 1 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 1 | , | 15 | 5 | 1 | 1 | 7 | 59 | 22 | 3 | 44 | 1 |

## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 137 | 146 | 44 | 151 | 136 | 70 | 45 | 81 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 137 | 146 | 44 | 151 | 136 | 70 | 45 | 81 |  |
| tC, single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 100 | 100 | 98 | 99 | 100 | 100 | 99 | 100 |  |
| cM capacity (veh/h) | 790 | 710 | 980 | 761 | 720 | 948 | 1461 | 1416 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 18 | 7 | 88 | 48 |
| Volume Left | 1 | 5 | 7 | 3 |
| Volume Right | 15 | 1 | 22 | 1 |
| cSH | 925 | 777 | 1461 | 1416 |
| Volume to Capacity | 0.02 | 0.01 | 0.01 | 0.00 |
| Queue Length 95th (m) | 0.5 | 0.2 | 0.1 | 0.1 |
| Control Delay (s) | 9.0 | 9.7 | 0.7 | 0.5 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 9.0 | 9.7 | 0.7 | 0.5 |
| Approach LOS | A | A |  |  |

## Intersection Summary

| Average Delay | 2.0 |
| :--- | ---: |
| Intersection Capacity Utilization | $16.3 \%$ |

ICU Level of Service A
Analysis Period (min) 15



HCM Unsignalized Intersection Capacity Analysis
1: Highway 29 \& Highway 97

|  | 4 | $\rightarrow$ | $\checkmark$ | 7 |  | 4 | 4 | $\dagger$ | \% | ( | 1 | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | $\stackrel{7}{ }$ |  | $\uparrow$ | 「' | ${ }^{7}$ | 中 $\uparrow$ |  | ${ }^{7}$ | 4 | F |
| Volume (veh/h) | 9 | 4 | 224 | 41 | 21 | 105 | 163 | 382 | 21 | 7 | 301 | 21 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 10 | 5 | 260 | 48 | 24 | 122 | 190 | 444 | 24 | 8 | 350 | 24 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (m/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  | 3 |  |  | 3 |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 980 | 1214 | 350 | 1204 | 1226 | 234 | 374 |  |  | 469 |  |  |
| vC 1 , stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC 2 , stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 980 | 1214 | 350 | 1204 | 1226 | 234 | 374 |  |  | 469 |  |  |
| tC, single (s) | 7.8 | 6.8 | 7.2 | 7.8 | 6.8 | 7.2 | 4.4 |  |  | 4.4 |  |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.6 | 4.1 | 3.4 | 3.6 | 4.1 | 3.4 | 2.3 |  |  | 2.3 |  |  |
| p0 queue free \% | 91 | 97 | 58 | 23 | 82 | 83 | 83 |  |  | 99 |  |  |
| cM capacity (veh/h) | 117 | 136 | 615 | 62 | 133 | 735 | 1106 |  |  | 1015 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |  |  |  |  |
| Volume Total | 276 | 194 | 190 | 296 | 172 | 8 | 350 | 24 |  |  |  |  |
| Volume Left | 10 | 48 | 190 | 0 | 0 | 8 | 0 | 0 |  |  |  |  |
| Volume Right | 260 | 122 | 0 | 0 | 24 | 0 | 0 | 24 |  |  |  |  |
| cSH | 651 | 218 | 1106 | 1700 | 1700 | 1015 | 1700 | 1700 |  |  |  |  |
| Volume to Capacity | 0.42 | 0.89 | 0.17 | 0.17 | 0.10 | 0.01 | 0.21 | 0.01 |  |  |  |  |
| Queue Length 95th (m) | 16.0 | 54.7 | 4.7 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |  |  |  |  |
| Control Delay (s) | 16.4 | 82.4 | 8.9 | 0.0 | 0.0 | 8.6 | 0.0 | 0.0 |  |  |  |  |
| Lane LOS | C | F | A |  |  | A |  |  |  |  |  |  |
| Approach Delay (s) | 16.4 | 82.4 | 2.6 |  |  | 0.2 |  |  |  |  |  |  |
| Approach LOS | C | F |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 14.7 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 44.9\% |  | CU Level | Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |







|  | 7 |  | $\uparrow$ | $p$ |  | $\downarrow$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |  |
| Lane Configurations | M |  | $\uparrow$ | 「 | \% | $\uparrow$ |  |
| Volume (veh/h) | 21 | 2 | 455 | 137 | 4 | 109 |  |
| Sign Control | Stop |  | Free |  |  | Free |  |
| Grade | 0\% |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |  |
| Hourly flow rate (vph) | 23 | 2 | 495 | 149 | 4 | 118 |  |
| Pedestrians |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |
| Walking Speed ( $\mathrm{m} / \mathrm{s}$ ) |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |
| Median type |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |
| vC , conflicting volume | 622 | 495 |  |  | 643 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |
| vCu , unblocked vol | 622 | 495 |  |  | 643 |  |  |
| tC , single (s) | 6.7 | 6.5 |  |  | 4.4 |  |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |
| tF (s) | 3.8 | 3.6 |  |  | 2.5 |  |  |
| p0 queue free \% | 94 | 100 |  |  | 99 |  |  |
| cM capacity (veh/h) | 409 | 526 |  |  | 829 |  |  |
| Direction, Lane \# | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |  |  |
| Volume Total | 25 | 495 | 149 | 4 | 118 |  |  |
| Volume Left | 23 | 0 | 0 | 4 | 0 |  |  |
| Volume Right | 2 | 0 | 149 | 0 | 0 |  |  |
| cSH | 417 | 1700 | 1700 | 829 | 1700 |  |  |
| Volume to Capacity | 0.06 | 0.29 | 0.09 | 0.01 | 0.07 |  |  |
| Queue Length 95th (m) | 1.4 | 0.0 | 0.0 | 0.1 | 0.0 |  |  |
| Control Delay (s) | 14.2 | 0.0 | 0.0 | 9.4 | 0.0 |  |  |
| Lane LOS | B |  |  | A |  |  |  |
| Approach Delay (s) | 14.2 | 0.0 |  | 0.3 |  |  |  |
| Approach LOS | B |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |
| Average Delay |  |  | 0.5 |  |  |  |  |
| Intersection Capacity Utilization |  |  | 33.9\% | ICU Level of Service |  |  | A |
| Analysis Period (min) |  |  | 15 |  |  |  |  |


|  | $\rangle$ | $\rightarrow$ | $\geqslant$ | $\checkmark$ |  | 4 | 4 | 4 | 7 |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | \$ |  |  | ¢ |  |  | 4 |  |
| Volume (veh/h) | 9 | 2 | 14 | 2 | 2 | 2 | 55 | 181 | 2 | 2 | 88 | 2 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 2 | 15 | 2 | 2 | 2 | 60 | 197 | 2 | 2 | 96 | 2 |

## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage
Right turn flare (veh)

| Median type |  |  |  |  |  |  |  | None |  | None |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| Median storage veh $)$ |  |  |  |  |  |  |  |  |  |  |
| Upstream signal $(m)$ |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |
| VC, conflicting volume | 422 | 420 | 97 | 435 | 420 | 198 | 98 |  | 199 |  |

vC 1 , stage 1 conf vol
$\mathrm{vC2}$, stage 2 conf vol

| vCu, unblocked vol | 422 | 420 | 97 | 435 | 420 | 198 | 98 | 199 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| tC, single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |
| tF (s) | 3.8 | 4.3 | 3.6 | 3.8 | 4.3 | 3.6 | 2.5 | 2.5 |
| p0 queue free \% | 98 | 100 | 98 | 100 | 100 | 100 | 96 | 100 |
| CM capacity (veh/h) | 479 | 465 | 893 | 462 | 465 | 781 | 1347 | 1232 |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 27 | 7 | 259 | 100 |
| Volume Left | 10 | 2 | 60 | 2 |
| Volume Right | 15 | 2 | 2 | 2 |
| CSH | 645 | 536 | 1347 | 1232 |
| Volume to Capacity | 0.04 | 0.01 | 0.04 | 0.00 |
| Queue Length 95th (m) | 1.0 | 0.3 | 1.1 | 0.0 |
| Control Delay (s) | 10.8 | 11.8 | 2.1 | 0.2 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.8 | 11.8 | 2.1 | 0.2 |
| Approach LOS | B | B |  |  |

## Intersection Summary

| Average Delay | 2.4 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $29.4 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |


|  | 4 |  |  | $\checkmark$ |  |  | 4 | 4 | 7 |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | 4 |  |  | \$ |  |  | \$ |  |  | * |  |
| Volume (veh/h) | 53 | 2 | 2 | 2 | 4 | 20 | 7 | 174 | 9 | 7 | 86 | 13 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 62 | 2 | 2 | 2 | 5 | 24 | 8 | 205 | 11 | 8 | 101 | 15 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed ( $\mathrm{m} / \mathrm{s}$ ) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX , platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 378 | 357 | 109 | 355 | 359 | 210 | 116 |  |  | 215 |  |  |
| vC1, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 378 | 357 | 109 | 355 | 359 | 210 | 116 |  |  | 215 |  |  |
| tC, single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 |  |  | 4.4 |  |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 |  |  | 2.4 |  |  |
| p0 queue free \% | 88 | 100 | 100 | 100 | 99 | 97 | 99 |  |  | 99 |  |  |
| cM capacity (veh/h) | 513 | 526 | 884 | 549 | 524 | 773 | 1336 |  |  | 1225 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |  |  |  |  |  |  |  |  |
| Volume Total | 67 | 31 | 224 | 125 |  |  |  |  |  |  |  |  |
| Volume Left | 62 | 2 | 8 | 8 |  |  |  |  |  |  |  |  |
| Volume Right | 2 | 24 | 11 | 15 |  |  |  |  |  |  |  |  |
| cSH | 521 | 700 | 1336 | 1225 |  |  |  |  |  |  |  |  |
| Volume to Capacity | 0.13 | 0.04 | 0.01 | 0.01 |  |  |  |  |  |  |  |  |
| Queue Length 95th (m) | 3.3 | 1.0 | 0.1 | 0.2 |  |  |  |  |  |  |  |  |
| Control Delay (s) | 12.9 | 10.4 | 0.3 | 0.6 |  |  |  |  |  |  |  |  |
| Lane LOS | B | B | A | A |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 12.9 | 10.4 | 0.3 | 0.6 |  |  |  |  |  |  |  |  |
| Approach LOS | B | B |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 3.0 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 28.2\% |  | CU Level | f Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |


|  | 4 |  |  |  |  |  | 4 | $\dagger$ | 7 | * | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  | \$ |  |  | ¢ |  |  | \$ |  |
| Volume (veh/h) | 7 | 2 | 2 | 2 | 2 | 2 | 2 | 244 | 2 | 2 | 109 | 4 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 7 | 2 | 2 | 2 | 2 | 2 | 2 | 254 | 2 | 2 | 114 | 4 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (m/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal ( $m$ ) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 382 | 380 | 116 | 382 | 381 | 255 | 118 |  |  | 256 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 382 | 380 | 116 | 382 | 381 | 255 | 118 |  |  | 256 |  |  |
| tC, single (s) | 7.3 | 6.8 | 6.5 | 7.3 | 6.8 | 6.5 | 4.3 |  |  | 4.3 |  |  |
| tC, 2 stage ( s$)$ |  |  |  |  |  |  |  |  |  |  |  |  |
| $t \mathrm{~F}$ (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 |  |  | 2.4 |  |  |
| p0 queue free \% | 99 | 100 | 100 | 100 | 100 | 100 | 100 |  |  | 100 |  |  |
| cM capacity (veh/h) | 532 | 516 | 878 | 532 | 515 | 731 | 1339 |  |  | 1186 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |  |  |  |  |  |  |  |  |
| Volume Total | 11 | 6 | 258 | 120 |  |  |  |  |  |  |  |  |
| Volume Left | 7 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |
| Volume Right | 2 | 2 | 2 | 4 |  |  |  |  |  |  |  |  |
| cSH | 569 | 578 | 1339 | 1186 |  |  |  |  |  |  |  |  |
| Volume to Capacity | 0.02 | 0.01 | 0.00 | 0.00 |  |  |  |  |  |  |  |  |
| Queue Length 95th (m) | 0.5 | 0.2 | 0.0 | 0.0 |  |  |  |  |  |  |  |  |
| Control Delay (s) | 11.5 | 11.3 | 0.1 | 0.2 |  |  |  |  |  |  |  |  |
| Lane LOS | B | B | A | A |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 11.5 | 11.3 | 0.1 | 0.2 |  |  |  |  |  |  |  |  |
| Approach LOS | B | B |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 0.6 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 24.0\% |  | CU Level of | f Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |



|  | $\rangle$ | $\rightarrow$ | 7 | 7 | $\stackrel{-}{4}$ | 4 | 4 | $\uparrow$ | 7 |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ |  |  | ¢ |  |  | ${ }_{4}$ |  |  | ¢ |  |
| Volume (veh/h) | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 130 | 2 | 2 | 223 | 2 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 |
| Hourly flow rate (vph) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 178 | 3 | 3 | 305 | 3 |

## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 501 | 499 | 307 | 501 | 499 | 179 | 308 | 181 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 501 | 499 | 307 | 501 | 499 | 179 | 308 | 181 |  |
| tC , single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 99 | 99 | 100 | 99 | 99 | 100 | 100 | 100 |  |
| cM capacity (veh/h) | 449 | 448 | 695 | 448 | 448 | 821 | 1162 | 1298 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 8 | 8 | 184 | 311 |
| Volume Left | 3 | 3 | 3 | 3 |
| Volume Right | 3 | 3 | 3 | 3 |
| cSH | 508 | 528 | 1162 | 1298 |
| Volume to Capacity | 0.02 | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (m) | 0.4 | 0.4 | 0.1 | 0.0 |
| Control Delay (s) | 12.2 | 11.9 | 0.1 | 0.1 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 12.2 | 11.9 | 0.1 | 0.1 |
| Approach LOS | B | B |  |  |

## Intersection Summary

| Average Delay | 0.5 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $23.0 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |


|  | 4 | $\rightarrow$ | 7 | 7 | 4 | 4 | 4 | $\dagger$ | 7 |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | ¢ |  |  | ¢ |  |  | * |  |
| Volume (veh/h) | 11 | 2 | 30 | 21 | 2 | 14 | 18 | 112 | 6 | 4 | 172 | 4 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 | 0.74 |
| Hourly flow rate (vph) | 15 | 3 | 41 | 28 | 3 | 19 | 24 | 151 | 8 | 5 | 232 | 5 |

## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage
Right turn flare (veh) None None
Median type
Median storage veh)
Upstream signal ( m )

| pX, platoon unblocked |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| VC , conflicting volume | 470 | 454 | 235 | 492 | 453 | 155 | 238 | 159 |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 470 | 454 | 235 | 492 | 453 | 155 | 238 | 159 |
| tC, single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |
| p0 queue free \% | 97 | 99 | 95 | 93 | 99 | 98 | 98 | 100 |
| cM capacity (veh/h) | 457 | 467 | 766 | 428 | 468 | 850 | 1241 | 1328 |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 58 | 50 | 184 | 243 |
| Volume Left | 15 | 28 | 24 | 5 |
| Volume Right | 41 | 19 | 8 | 5 |
| CSH | 637 | 530 | 1241 | 1328 |
| Volume to Capacity | 0.09 | 0.09 | 0.02 | 0.00 |
| Queue Length 95th (m) | 2.3 | 2.4 | 0.5 | 0.1 |
| Control Delay (s) | 11.2 | 12.5 | 1.2 | 0.2 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 11.2 | 12.5 | 1.2 | 0.2 |
| Approach LOS | B | B |  |  |

Approach LOS B B

## Intersection Summary

| Average Delay | 2.9 |
| :--- | ---: |
| Intersection Capacity Utilization | $26.9 \%$ |

ICU Level of Service A
Analysis Period (min) 15




|  | 4 | $\rightarrow$ | $\geqslant$ | $\checkmark$ |  | 4 | 4 | $\uparrow$ | 7 |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\dagger$ |  |  | ¢ |  |  | ¢ |  |  | $\uparrow$ |  |
| Volume (veh/h) | 23 | 2 | 56 | 7 | 2 | 2 | 14 | 198 | 6 | 2 | 63 | 11 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 25 | , | 61 | 8 | 2 | 2 | 15 | 215 | 7 | 2 | 68 | 12 |

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type None None <br> Median storage veh)   |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| Upstream signal ( $m$ ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 331 | 331 | 74 | 390 | 334 | 218 | 80 | 222 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 331 | 331 | 74 | 390 | 334 | 218 | 80 | 222 |  |
| $t \mathrm{C}$, single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 96 | 100 | 93 | 98 | 100 | 100 | 99 | 100 |  |
| cM capacity (veh/h) | 570 | 544 | 924 | 487 | 542 | 765 | 1379 | 1218 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 88 | 12 | 237 | 83 |
| Volume Left | 25 | 8 | 15 | 2 |
| Volume Right | 61 | 2 | 7 | 12 |
| cSH | 774 | 532 | 1379 | 1218 |
| Volume to Capacity | 0.11 | 0.02 | 0.01 | 0.00 |
| Queue Length 95th (m) | 2.9 | 0.5 | 0.3 | 0.0 |
| Control Delay (s) | 10.2 | 11.9 | 0.6 | 0.2 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.2 | 11.9 | 0.6 | 0.2 |
| Approach LOS | B | B |  |  |

## Intersection Summary

| Average Delay | 2.9 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $29.0 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |



|  | $\stackrel{ }{*}$ |  |  | 7 |  |  | 4 | $\dagger$ | 7 |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ |  |  | \$ |  |  | \$ |  |  | \$ |  |
| Volume (veh/h) | 2 | 2 | 16 | 60 | , | 2 | 4 | 42 | 4 | 2 | 77 | 2 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Hourly flow rate (vph) | 2 | 2 | 20 | 74 | 2 | 2 | 5 | 52 | 5 | 2 | 95 | 2 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed ( $\mathrm{m} / \mathrm{s}$ ) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 169 | 168 | 96 | 186 | 167 | 54 | 98 |  |  | 57 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 169 | 168 | 96 | 186 | 167 | 54 | 98 |  |  | 57 |  |  |
| tC , single (s) | 7.2 | 6.6 | 6.3 | 7.2 | 6.6 | 6.3 | 4.2 |  |  | 4.2 |  |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.6 | 4.1 | 3.4 | 3.6 | 4.1 | 3.4 | 2.3 |  |  | 2.3 |  |  |
| p0 queue free \% | 100 | 100 | 98 | 90 | 100 | 100 | 100 |  |  | 100 |  |  |
| cM capacity (veh/h) | 764 | 702 | 931 | 730 | 703 | 982 | 1429 |  |  | 1480 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |  |  |  |  |  |  |  |  |
| Volume Total | 25 | 79 | 62 | 100 |  |  |  |  |  |  |  |  |
| Volume Left | 2 | 74 | 5 | 2 |  |  |  |  |  |  |  |  |
| Volume Right | 20 | 2 | 5 | 2 |  |  |  |  |  |  |  |  |
| cSH | 883 | 735 | 1429 | 1480 |  |  |  |  |  |  |  |  |
| Volume to Capacity | 0.03 | 0.11 | 0.00 | 0.00 |  |  |  |  |  |  |  |  |
| Queue Length 95th (m) | 0.7 | 2.7 | 0.1 | 0.0 |  |  |  |  |  |  |  |  |
| Control Delay (s) | 9.2 | 10.5 | 0.6 | 0.2 |  |  |  |  |  |  |  |  |
| Lane LOS | A | B | A | A |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 9.2 | 10.5 | 0.6 | 0.2 |  |  |  |  |  |  |  |  |
| Approach LOS | A | B |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 4.2 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 21.5\% |  | CU Level | Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |




HCM Unsignalized Intersection Capacity Analysis
1: Highway 29 \& Highway 97

|  | 4 | $\rightarrow$ | $\checkmark$ | 7 |  | 4 | 4 | $\dagger$ | \% | ( | 1 | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | $\stackrel{7}{ }$ |  | $\uparrow$ | 「' | ${ }^{7}$ | 中 $\uparrow$ |  | ${ }^{7}$ | 4 | F' |
| Volume (veh/h) | 13 | 2 | 144 | 18 | 9 | 114 | 109 | 205 | 21 | 2 | 270 | 9 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 14 | 2 | 153 | 19 | 10 | 121 | 116 | 218 | 22 | 2 | 287 | 10 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (m/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  | 3 |  |  | 3 |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 637 | 764 | 287 | 754 | 762 | 120 | 297 |  |  | 240 |  |  |
| vC 1 , stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 637 | 764 | 287 | 754 | 762 | 120 | 297 |  |  | 240 |  |  |
| tC, single (s) | 7.8 | 6.8 | 7.2 | 7.8 | 6.8 | 7.2 | 4.4 |  |  | 4.4 |  |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 |  |  | 2.4 |  |  |
| p0 queue free \% | 95 | 99 | 77 | 90 | 97 | 86 | 90 |  |  | 100 |  |  |
| cM capacity (veh/h) | 257 | 274 | 667 | 192 | 274 | 863 | 1160 |  |  | 1221 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |  |  |  |  |
| Volume Total | 169 | 150 | 116 | 145 | 95 | 2 | 287 | 10 |  |  |  |  |
| Volume Left | 14 | 19 | 116 | 0 | 0 | 2 | 0 | 0 |  |  |  |  |
| Volume Right | 153 | 121 | 0 | 0 | 22 | 0 | 0 | 10 |  |  |  |  |
| cSH | 736 | 1067 | 1160 | 1700 | 1700 | 1221 | 1700 | 1700 |  |  |  |  |
| Volume to Capacity | 0.23 | 0.14 | 0.10 | 0.09 | 0.06 | 0.00 | 0.17 | 0.01 |  |  |  |  |
| Queue Length 95th (m) | 6.7 | 3.7 | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  |  |  |  |
| Control Delay (s) | 12.7 | 12.5 | 8.4 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 |  |  |  |  |
| Lane LOS | B | B | A |  |  | A |  |  |  |  |  |  |
| Approach Delay (s) | 12.7 | 12.5 | 2.7 |  |  | 0.1 |  |  |  |  |  |  |
| Approach LOS | B | B |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 5.2 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 38.4\% |  | CU Level | Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |








|  | 4 | $\rightarrow$ | $\geqslant$ | 7 | 4 | 4 | 4 | $\uparrow$ | $p$ |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  | \$ |  |  | ¢ |  |  | \$ |  |
| Volume (veh/h) | 4 | 2 | 42 | 2 | 2 | 2 | 48 | 146 | 2 | 2 | 163 | 2 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Hourly flow rate (vph) | 5 | 2 | 50 | 2 | 2 | 2 | 57 | 174 | 2 | 2 | 194 | 2 |

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage
Right turn flare (veh)

| Median type |  |  |  |  |  |  |  | None |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median storage veh) |  |  |  |  |  |  |  |  |
| Upstream signal (m) |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 493 | 490 | 195 | 540 | 490 | 175 | 196 |  |

$\mathrm{vC1}$, stage 1 conf vol
$\mathrm{vC2}$, stage 2 conf vol

| vCu, unblocked vol | 493 | 490 | 195 | 540 | 490 | 175 | 196 | 176 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| tC, single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |
| tF (s) | 3.8 | 4.3 | 3.6 | 3.8 | 4.3 | 3.6 | 2.5 | 2.5 |
| p0 queue free \% | 99 | 99 | 94 | 99 | 99 | 100 | 95 | 100 |
| CM capacity (veh/h) | 419 | 414 | 771 | 364 | 414 | 792 | 1206 | 1228 |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 57 | 7 | 233 | 199 |
| Volume Left | 5 | 2 | 57 | 2 |
| Volume Right | 50 | 2 | 2 | 2 |
| CSH | 697 | 467 | 1206 | 1228 |
| Volume to Capacity | 0.08 | 0.02 | 0.05 | 0.00 |
| Queue Length 95th (m) | 2.0 | 0.4 | 1.1 | 0.0 |
| Control Delay (s) | 10.6 | 12.8 | 2.3 | 0.1 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.6 | 12.8 | 2.3 | 0.1 |
| Approach LOS | B | B |  |  |

## Intersection Summary

| Average Delay | 2.5 |
| :--- | ---: |
| Intersection Capacity Utilization | $32.6 \%$ |2.5

Analysis Period (min) 15

|  | 4 | $\rightarrow$ | $\checkmark$ | 7 |  | 4 | 4 | 4 | \% |  | $\downarrow$ | 4 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | * |  |  | \$ |  |  | \& |  |  | * |  |
| Volume (veh/h) | 46 | 2 | 2 | 2 | 2 | 2 | 4 | 163 | 2 | 2 | 142 | 34 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 56 | 2 | 2 | 2 | 2 | 2 | 5 | 199 | 2 | 2 | 173 | 41 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (m/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 412 | 410 | 194 | 412 | 429 | 200 | 215 |  |  | 201 |  |  |
| vC 1 , stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC 2 , stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 412 | 410 | 194 | 412 | 429 | 200 | 215 |  |  | 201 |  |  |
| tC , single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 |  |  | 4.4 |  |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 |  |  | 2.4 |  |  |
| p0 queue free \% | 89 | 100 | 100 | 100 | 99 | 100 | 100 |  |  | 100 |  |  |
| cM capacity (veh/h) | 503 | 492 | 788 | 503 | 479 | 781 | 1220 |  |  | 1235 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |  |  |  |  |  |  |  |  |
| Volume Total | 61 | 7 | 206 | 217 |  |  |  |  |  |  |  |  |
| Volume Left | 56 | 2 | 5 | 2 |  |  |  |  |  |  |  |  |
| Volume Right | 2 | 2 | 2 | 41 |  |  |  |  |  |  |  |  |
|  | 510 | 560 | 1220 | 1235 |  |  |  |  |  |  |  |  |
| Volume to Capacity | 0.12 | 0.01 | 0.00 | 0.00 |  |  |  |  |  |  |  |  |
| Queue Length 95th (m) | 3.1 | 0.3 | 0.1 | 0.0 |  |  |  |  |  |  |  |  |
|  | 13.0 | 11.5 | 0.2 | 0.1 |  |  |  |  |  |  |  |  |
| Control Delay (s) | B | B | A | A |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 13.0 | 11.5 | 0.2 | 0.1 |  |  |  |  |  |  |  |  |
| Approach LOS | B | B |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 1.9 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 24.3\% |  | U Level | Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |




|  | $\stackrel{ }{*}$ | $\rightarrow$ | 7 | $\checkmark$ | 4 |  | 4 | $\uparrow$ | 7 |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ |  |  | ¢ |  |  | $\dagger$ |  |  | * |  |
| Volume (veh/h) | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 107 | 2 | 2 | 132 | 2 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 115 | 2 | 2 | 142 | 2 |

Pedestrians
Lane Width ( $m$ )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 271 | 269 | 143 | 271 | 269 | 116 | 144 | 117 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 271 | 269 | 143 | 271 | 269 | 116 | 144 | 117 |  |
| tC, single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.8 | 4.3 | 3.6 | 3.8 | 4.3 | 3.6 | 2.5 | 2.5 |  |
| p0 queue free \% | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |  |
| cM capacity (veh/h) | 624 | 591 | 835 | 623 | 591 | 866 | 1284 | 1314 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 6 | 6 | 119 | 146 |
| Volume Left | 2 | 2 | 2 | 2 |
| Volume Right | 2 | 2 | 2 | 2 |
| cSH | 668 | 674 | 1284 | 1314 |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (m) | 0.2 | 0.2 | 0.0 | 0.0 |
| Control Delay (s) | 10.4 | 10.4 | 0.2 | 0.1 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.4 | 10.4 | 0.2 | 0.1 |
| Approach LOS | B | B |  |  |

## Intersection Summary

| Average Delay | 0.6 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $18.1 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |


|  | $\stackrel{ }{*}$ | $\rightarrow$ | 7 | 7 | 4 | 4 | 4 | $\uparrow$ | 7 |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | $\uparrow$ |  |  | * |  |  | * |  |
| Volume (veh/h) | 4 | 2 | 13 | 7 | 4 | 9 | 14 | 90 | 4 | 7 | 111 | 2 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 4 | 2 | 14 | 7 | 4 | 10 | 15 | 96 | 4 | 7 | 118 | 2 |

## Pedestrians <br> Lane Width ( m )

Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type None None <br> Median storage veh)   |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| Upstream signal ( $m$ ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 273 | 264 | 119 | 277 | 263 | 98 | 120 | 100 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 273 | 264 | 119 | 277 | 263 | 98 | 120 | 100 |  |
| tC , single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 99 | 100 | 98 | 99 | 99 | 99 | 99 | 99 |  |
| cM capacity (veh/h) | 624 | 600 | 884 | 620 | 601 | 909 | 1358 | 1382 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 20 | 21 | 115 | 128 |
| Volume Left | 4 | 7 | 15 | 7 |
| Volume Right | 14 | 10 | 4 | 2 |
| CSH | 777 | 718 | 1358 | 1382 |
| Volume to Capacity | 0.03 | 0.03 | 0.01 | 0.01 |
| Queue Length 95th (m) | 0.6 | 0.7 | 0.3 | 0.1 |
| Control Delay (s) | 9.8 | 10.2 | 1.1 | 0.5 |
| Lane LOS | A | B | A | A |
| Approach Delay (s) | 9.8 | 10.2 | 1.1 | 0.5 |
| Approach LOS | A | B |  |  |

Approach LOS
A B

## Intersection Summary

| Average Delay | 2.1 |
| :--- | ---: |
| Intersection Capacity Utilization | $19.7 \%$ |

ICU Level of Service A
Analysis Period (min)
15




|  | $\rangle$ | $\rightarrow$ | 7 | 7 | $\leftarrow$ | 4 | 4 | $\dagger$ | $p$ |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  | \$ |  |  | ¢ |  |  | ¢ |  |
| Volume (veh/h) | 7 | 2 | 18 | 2 | 2 | 2 | 14 | 121 | 2 | 2 | 107 | 9 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Hourly flow rate (vph) | 8 | 2 | 21 | 2 | 2 | 2 | 17 | 144 | 2 | 2 | 127 | 11 |

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 320 | 317 | 133 | 339 | 321 | 145 | 138 | 146 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 320 | 317 | 133 | 339 | 321 | 145 | 138 | 146 |  |
| tC , single (s) | 7.5 | 6.9 | 6.6 | 7.5 | 6.9 | 6.6 | 4.5 | 4.5 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.8 | 4.3 | 3.6 | 3.8 | 4.3 | 3.6 | 2.5 | 2.5 |  |
| p0 queue free \% | 99 | 100 | 97 | 100 | 100 | 100 | 99 | 100 |  |
| cM capacity (veh/h) | 561 | 537 | 831 | 532 | 534 | 817 | 1256 | 1247 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 32 | 7 | 163 | 140 |
| Volume Left | 8 | 2 | 17 | 2 |
| Volume Right | 21 | 2 | 2 | 11 |
| cSH | 713 | 603 | 1256 | 1247 |
| Volume to Capacity | 0.05 | 0.01 | 0.01 | 0.00 |
| Queue Length 95th (m) | 1.1 | 0.3 | 0.3 | 0.0 |
| Control Delay (s) | 10.3 | 11.0 | 0.9 | 0.1 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 10.3 | 11.0 | 0.9 | 0.1 |
| Approach LOS | B | B |  |  |

## Intersection Summary

| Average Delay | 1.7 |  |  |
| :--- | ---: | :--- | ---: |
| Intersection Capacity Utilization | $23.9 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |



|  | $\rangle$ | $\rightarrow$ | 7 | 7 | $\leftarrow$ | 4 | 4 | $\dagger$ | + |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | \$ |  |  | \$ |  |  | $\$$ |  |
| Volume (veh/h) | 2 | 2 | 16 | 2 | 2 | 2 | 9 | 70 | 4 | 2 | 98 | 2 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 3 | 3 | 21 | 3 | 3 | 3 | 12 | 93 | 5 | 3 | 131 | 3 |

## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage
Right turn flare (veh)

| Median type |  |  |  |  |  | None | None |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal $(\mathrm{m})$ |  |  |  |  |  |  |  |  |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 27 | 8 | 111 | 136 |
| Volume Left | 3 | 3 | 12 | 3 |
| Volume Right | 21 | 3 | 5 | 3 |
| cSH | 799 | 680 | 1326 | 1367 |
| Volume to Capacity | 0.03 | 0.01 | 0.01 | 0.00 |
| Queue Length 95th (m) | 0.8 | 0.3 | 0.2 | 0.0 |
| Control Delay (s) | 9.7 | 10.4 | 0.9 | 0.2 |
| Lane LOS | A | B | A | A |
| Approach Delay (s) | 9.7 | 10.4 | 0.9 | 0.2 |
| Approach LOS | A | B |  |  |

## Intersection Summary

| Average Delay | 1.6 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $18.9 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |




HCM Unsignalized Intersection Capacity Analysis
1: Highway 29 \& Highway 97

|  | 4 | $\rightarrow$ | $\checkmark$ | 7 |  | 4 | 4 | $\dagger$ | $p$ | ( | 1 | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | 7 |  | $\uparrow$ | 「 | ${ }^{7}$ | 中 $\uparrow$ |  | ${ }^{7}$ | 4 | F' |
| Volume (veh/h) | 9 | 11 | 280 | 32 | 4 | 16 | 261 | 352 | 41 | 11 | 630 | 16 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 10 | 12 | 311 | 36 | 4 | 18 | 290 | 391 | 46 | 12 | 700 | 18 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (m/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  | 3 |  |  | 3 |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 1502 | 1741 | 700 | 1724 | 1736 | 218 | 718 |  |  | 437 |  |  |
| vC 1 , stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC 2 , stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 1502 | 1741 | 700 | 1724 | 1736 | 218 | 718 |  |  | 437 |  |  |
| tC, single (s) | 7.8 | 6.8 | 7.2 | 7.8 | 6.8 | 7.2 | 4.4 |  |  | 4.4 |  |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.6 | 4.1 | 3.4 | 3.6 | 4.1 | 3.4 | 2.3 |  |  | 2.3 |  |  |
| p0 queue free \% | 79 | 74 | 12 | 0 | 91 | 98 | 64 |  |  | 99 |  |  |
| cM capacity (veh/h) | 49 | 48 | 355 | 4 | 48 | 750 | 804 |  |  | 1039 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |  |  |  |  |
| Volume Total | 333 | 58 | 290 | 261 | 176 | 12 | 700 | 18 |  |  |  |  |
| Volume Left | 10 | 36 | 290 | 0 | 0 | 12 | 0 | 0 |  |  |  |  |
| Volume Right | 311 | 18 | 0 | 0 | 46 | 0 | 0 | 18 |  |  |  |  |
| cSH | 381 | 7 | 804 | 1700 | 1700 | 1039 | 1700 | 1700 |  |  |  |  |
| Volume to Capacity | 0.88 | 8.85 | 0.36 | 0.15 | 0.10 | 0.01 | 0.41 | 0.01 |  |  |  |  |
| Queue Length 95th (m) | 65.4 | Err | 12.5 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 |  |  |  |  |
| Control Delay (s) | 61.3 | Err | 12.0 | 0.0 | 0.0 | 8.5 | 0.0 | 0.0 |  |  |  |  |
| Lane LOS | F | F | B |  |  | A |  |  |  |  |  |  |
| Approach Delay (s) | 61.3 | Err | 4.8 |  |  | 0.1 |  |  |  |  |  |  |
| Approach LOS | F | F |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 325.7 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 66.3\% |  | CU Level | Service |  |  | C |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |








|  | 4 | $\rightarrow$ | $\geqslant$ | $\checkmark$ | $\leftarrow$ |  | 4 | $\dagger$ | 1 |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | $\uparrow$ |  |  | $\uparrow$ |  |  | $\uparrow$ |  |
| Volume (veh/h) | 11 | 2 | 62 | 2 | 2 | 2 | 28 | 95 | 2 | 2 | 247 | 6 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Hourly flow rate (vph) | 14 | 2 | 78 | 2 | 2 | 2 | 35 | 119 | 2 | 2 | 309 | 8 |

## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage
Right turn flare (veh)

| Median type |  |  |  |  |  |  |  | None |  | None |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| Median storage veh |  |  |  |  |  |  |  |  |  |  |
| Upstream signal $(m)$ |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |
| vC, conflicting volume | 511 | 509 | 312 | 586 | 511 | 120 | 316 |  |  |  |

$\mathrm{vC1}$, stage 1 conf vol
$\mathrm{vC2}$, stage 2 conf vol

| vCu, unblocked vol | 511 | 509 | 312 | 586 | 511 | 120 | 316 | 121 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| tC, single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |
| p0 queue free \% | 97 | 99 | 89 | 99 | 99 | 100 | 97 | 100 |
| cM capacity (veh/h) | 423 | 420 | 675 | 333 | 419 | 871 | 1120 | 1330 |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 94 | 8 | 156 | 319 |
| Volume Left | 14 | 2 | 35 | 2 |
| Volume Right | 78 | 2 | 2 | 8 |
| CSH | 612 | 459 | 1120 | 1330 |
| Volume to Capacity | 0.15 | 0.02 | 0.03 | 0.00 |
| Queue Length 95th (m) | 4.1 | 0.4 | 0.7 | 0.0 |
| Control Delay (s) | 11.9 | 13.0 | 2.1 | 0.1 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 11.9 | 13.0 | 2.1 | 0.1 |
| Approach LOS | B | B |  |  |

Approach LOS B B

## Intersection Summary

| Average Delay | 2.7 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $35.1 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |


|  | 4 | $\rightarrow$ | $t$ | 7 |  | 4 | 4 | $\uparrow$ | P | $\downarrow$ | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | \$ |  |  | $\uparrow$ |  |  | $\dagger$ |  |  | ¢ |  |
| Volume (veh/h) | 28 | 7 | 4 | 6 | 4 | 6 | 2 | 93 | 16 | 11 | 256 | 74 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 | 0.75 |
| Hourly flow rate (vph) | 37 |  | 5 | 8 | 5 | 8 | 3 | 124 | 21 | 15 | 341 | 99 |

## Pedestrians

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage
Right turn flare (veh)

| Median type |  |  |  |  |  |  |  | None | None |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 571 | 571 | 391 | 570 | 609 | 135 | 440 | 145 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 571 | 571 | 391 | 570 | 609 | 135 | 440 | 145 |  |
| tC , single (s) | 7.4 | 6.8 | 6.5 | 7.4 | 6.8 | 6.5 | 4.4 | 4.4 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 90 | 98 | 99 | 98 | 99 | 99 | 100 | 99 |  |
| cM capacity (veh/h) | 386 | 394 | 608 | 383 | 374 | 854 | 1004 | 1302 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 52 | 21 | 148 | 455 |
| Volume Left | 37 | 8 | 3 | 15 |
| Volume Right | 5 | 8 | 21 | 99 |
| CSH | 402 | 480 | 1004 | 1302 |
| Volume to Capacity | 0.13 | 0.04 | 0.00 | 0.01 |
| Queue Length 95th (m) | 3.4 | 1.1 | 0.1 | 0.3 |
| Control Delay (s) | 15.3 | 12.9 | 0.2 | 0.4 |
| Lane LOS | C | B | A | A |
| Approach Delay (s) | 15.3 | 12.9 | 0.2 | 0.4 |
| Approach LOS | C | B |  |  |

## Intersection Summary

| Average Delay | 1.9 |
| :--- | ---: |
| Intersection Capacity Utilization | $34.6 \%$ |

ICU Level of Service A
Analysis Period (min) 15

|  | $\stackrel{ }{*}$ | $\rightarrow$ |  | 7 |  |  | 4 | $\uparrow$ | / |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ |  |  | ¢ |  |  | ¢ |  |  | ¢ |  |
| Volume (veh/h) | 16 | 2 | 6 | 2 | 2 | 2 | 2 | 125 | 2 | 2 | 317 | 16 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| Hourly flow rate (vph) | 20 | 2 | 7 | 2 | 2 | 2 | 2 | 152 | 2 | 2 | 387 | 20 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed ( $\mathrm{m} / \mathrm{s}$ ) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 563 | 561 | 396 | 568 | 570 | 154 | 406 |  |  | 155 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 563 | 561 | 396 | 568 | 570 | 154 | 406 |  |  | 155 |  |  |
| tC , single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 |  |  | 4.3 |  |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 |  |  | 2.4 |  |  |
| p0 queue free \% | 95 | 99 | 99 | 99 | 99 | 100 | 100 |  |  | 100 |  |  |
| cM capacity (veh/h) | 406 | 411 | 616 | 399 | 406 | 847 | 1062 |  |  | 1323 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |  |  |  |  |  |  |  |  |
| Volume Total | 29 | 7 | 157 | 409 |  |  |  |  |  |  |  |  |
| Volume Left | 20 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |
| Volume Right | 7 | 2 | 2 | 20 |  |  |  |  |  |  |  |  |
| cSH | 444 | 488 | 1062 | 1323 |  |  |  |  |  |  |  |  |
| Volume to Capacity | 0.07 | 0.01 | 0.00 | 0.00 |  |  |  |  |  |  |  |  |
| Queue Length 95th (m) | 1.6 | 0.3 | 0.1 | 0.0 |  |  |  |  |  |  |  |  |
| Control Delay (s) | 13.7 | 12.5 | 0.2 | 0.1 |  |  |  |  |  |  |  |  |
| Lane LOS | B | B | A | A |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 13.7 | 12.5 | 0.2 | 0.1 |  |  |  |  |  |  |  |  |
| Approach LOS | B | B |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 0.9 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 28.7\% |  | CU Level | Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |



|  | 4 | $\rightarrow$ | $\geqslant$ | $\checkmark$ | 4 | 4 | 4 | $\uparrow$ | $p$ |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  | ¢ |  |  | ¢ |  |  | ${ }_{*}$ |  |
| Volume (veh/h) | 2 | 2 | 4 | 4 | 2 | 2 | 11 | 326 | 7 | 2 | 179 | 2 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 2 | 2 | 4 | 4 | 2 | 2 | 11 | 336 | 7 | 2 | 185 | 2 |

Pedestrians
Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( m ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 555 | 556 | 186 | 557 | 553 | 340 | 187 | 343 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 555 | 556 | 186 | 557 | 553 | 340 | 187 | 343 |  |
| tC, single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 99 | 99 | 99 | 99 | 99 | 100 | 99 | 100 |  |
| cM capacity (veh/h) | 408 | 410 | 810 | 406 | 411 | 661 | 1281 | 1117 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 8 | 8 | 355 | 189 |
| Volume Left | 2 | 4 | 11 | 2 |
| Volume Right | 4 | 2 | 7 | 2 |
| CSH | 544 | 451 | 1281 | 1117 |
| Volume to Capacity | 0.02 | 0.02 | 0.01 | 0.00 |
| Queue Length 95th (m) | 0.4 | 0.4 | 0.2 | 0.0 |
| Control Delay (s) | 11.7 | 13.1 | 0.3 | 0.1 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 11.7 | 13.1 | 0.3 | 0.1 |
| Approach LOS | B | B |  |  |

Approach LOS B B

## Intersection Summary

| Average Delay | 0.6 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $34.3 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |


|  | $\rangle$ | $\rightarrow$ | 7 | $\checkmark$ | $\checkmark$ | 4 | 4 | $\uparrow$ | > |  | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  | \$ |  |  | ¢ |  |  | ¢ |  |
| Volume (veh/h) | 48 | 11 | 37 | 9 | 9 | 2 | 55 | 258 | 16 | 13 | 133 | 7 |
| Sign Control |  | Yield |  |  | Yield |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 55 | 12 | 42 | 10 | 10 | 2 | 62 | 293 | 18 | 15 | 151 | 8 |

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type |  |  |  |  |  |  |  |  | None |
| Median storage veh) |  |  |  |  |  |  |  |  |  |
| Upstream signal ( $m$ ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 619 | 621 | 155 | 660 | 616 | 302 | 159 | 311 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 619 | 621 | 155 | 660 | 616 | 302 | 159 | 311 |  |
| tC , single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.6 | 4.1 | 3.4 | 3.6 | 4.1 | 3.4 | 2.3 | 2.3 |  |
| p0 queue free \% | 85 | 97 | 95 | 97 | 97 | 100 | 95 | 99 |  |
| cM capacity (veh/h) | 355 | 363 | 855 | 316 | 365 | 706 | 1339 | 1174 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 109 | 23 | 374 | 174 |
| Volume Left | 55 | 10 | 62 | 15 |
| Volume Right | 42 | 2 | 18 | 8 |
| CSH | 460 | 358 | 1339 | 1174 |
| Volume to Capacity | 0.24 | 0.06 | 0.05 | 0.01 |
| Queue Length 95th (m) | 6.9 | 1.5 | 1.1 | 0.3 |
| Control Delay (s) | 15.2 | 15.7 | 1.7 | 0.8 |
| Lane LOS | C | C | A | A |
| Approach Delay (s) | 15.2 | 15.7 | 1.7 | 0.8 |
| Approach LOS | C | C |  |  |

Approach LOS C C

## Intersection Summary

| Average Delay | 4.1 |  |  |
| :--- | ---: | :--- | :--- |
| Intersection Capacity Utilization | $43.0 \%$ | ICU Level of Service | A |
| Analysis Period (min) | 15 |  |  |





|  | $\rangle$ |  | 7 | 7 | 4 | 4 | 4 | $\uparrow$ | 7 | $\checkmark$ | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | ¢ |  |  | ¢ |  |  | ${ }_{4}$ |  |  | ${ }_{4}$ |  |
| Volume (veh/h) | 9 | 2 | 20 | 6 | 2 | 2 | 62 | 132 | 7 | 6 | 249 | 23 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Hourly flow rate (vph) | 11 | 2 | 24 | 7 | 2 | 2 | 73 | 155 | 8 | 7 | 293 | 27 |

Lane Width ( m )
Walking Speed ( $\mathrm{m} / \mathrm{s}$ )
Percent Blockage

Percent Blockage

| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Median type None None <br> Median storage veh)   |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
| Upstream signal ( $m$ ) |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 629 | 630 | 306 | 651 | 639 | 159 | 320 | 164 |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 629 | 630 | 306 | 651 | 639 | 159 | 320 | 164 |  |
| $t \mathrm{C}$, single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 | 4.3 |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 | 2.4 |  |
| p0 queue free \% | 97 | 99 | 97 | 98 | 99 | 100 | 94 | 99 |  |
| cM capacity (veh/h) | 347 | 349 | 691 | 325 | 344 | 838 | 1140 | 1307 |  |


| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |
| :--- | ---: | ---: | ---: | ---: |
| Volume Total | 36 | 12 | 236 | 327 |
| Volume Left | 11 | 7 | 73 | 7 |
| Volume Right | 24 | 2 | 8 | 27 |
| CSH | 511 | 375 | 1140 | 1307 |
| Volume to Capacity | 0.07 | 0.03 | 0.06 | 0.01 |
| Queue Length 95th (m) | 1.7 | 0.7 | 1.6 | 0.1 |
| Control Delay (s) | 12.6 | 14.9 | 3.0 | 0.2 |
| Lane LOS | B | B | A | A |
| Approach Delay (s) | 12.6 | 14.9 | 3.0 | 0.2 |
| Approach LOS | B | B |  |  |

## Intersection Summary

| Average Delay | 2.3 |
| :--- | ---: |
| Intersection Capacity Utilization | $39.0 \%$ |

ICU Level of Service A
Analysis Period (min)
15


|  | $\stackrel{ }{*}$ |  |  | 7 |  |  | 4 | $\dagger$ | 7 |  | $\downarrow$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ |  |  | \$ |  |  | \$ |  |  | \$ |  |
| Volume (veh/h) | 2 | 4 | 25 | 9 | , | 2 | 13 | 97 | 37 | 6 | 72 | 2 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 2 | 4 | 27 | 10 | 2 | 2 | 14 | 103 | 39 | 6 | 77 | 2 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed ( $\mathrm{m} / \mathrm{s}$ ) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| VC , conflicting volume | 244 | 261 | 78 | 270 | 242 | 123 | 79 |  |  | 143 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{vC2}$, stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol | 244 | 261 | 78 | 270 | 242 | 123 | 79 |  |  | 143 |  |  |
| tC , single (s) | 7.3 | 6.7 | 6.4 | 7.3 | 6.7 | 6.4 | 4.3 |  |  | 4.3 |  |  |
| $\mathrm{tC}, 2$ stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.7 | 4.2 | 3.5 | 3.7 | 4.2 | 3.5 | 2.4 |  |  | 2.4 |  |  |
| p0 queue free \% | 100 | 99 | 97 | 98 | 100 | 100 | 99 |  |  | 100 |  |  |
| cM capacity (veh/h) | 665 | 607 | 938 | 621 | 622 | 884 | 1419 |  |  | 1342 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | SB 1 |  |  |  |  |  |  |  |  |
| Volume Total | 33 | 14 | 156 | 85 |  |  |  |  |  |  |  |  |
| Volume Left | 2 | 10 | 14 | 6 |  |  |  |  |  |  |  |  |
| Volume Right | 27 | 2 | 39 | 2 |  |  |  |  |  |  |  |  |
| cSH | 855 | 651 | 1419 | 1342 |  |  |  |  |  |  |  |  |
| Volume to Capacity | 0.04 | 0.02 | 0.01 | 0.00 |  |  |  |  |  |  |  |  |
| Queue Length 95th (m) | 0.9 | 0.5 | 0.2 | 0.1 |  |  |  |  |  |  |  |  |
| Control Delay (s) | 9.4 | 10.7 | 0.7 | 0.6 |  |  |  |  |  |  |  |  |
| Lane LOS | A | B | A | A |  |  |  |  |  |  |  |  |
| Approach Delay (s) | 9.4 | 10.7 | 0.7 | 0.6 |  |  |  |  |  |  |  |  |
| Approach LOS | A | B |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 2.2 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 21.7\% |  | CU Level | Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |




## Appendix E: HCS Roadway Analysis Reports

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 1 (12.52-20.35) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.923 |  |  | 0.912 |  |  |
| Grade adjustment factor, (note-1) fg | 0.80 |  |  | 0.75 |  |  |
| Directional flow rate, (note-2) vi | 279 | $\mathrm{pc} / \mathrm{h}$ |  | 178 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 28.5 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 50.4 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 59.3 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.19 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 252 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 887 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.7 | veh-h |
| Capacity from ATS, CdATS | 1062 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1210 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1062 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 205.7
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.49
Bicycle LOS E
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 1 (12.52-20.35) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 12 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 4.9 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 4 | \% |
| Grade: Length | - | mi | \% No-passing zones | 69 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 107 | veh/h |  |  |
| Opposing direction vol | lume | 181 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.912 | 0.923 |  |
| Grade adjustment factor, (note-1) fg | 0.75 | 0.80 |  |
| Directional flow rate, (note-2) vi | 178 | pc/h | 279 |
| Base percent time-spent-following, (note-4) | BPTSFd | 21.1 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 51.5 |  |
| Percent time-spent-following, PTSFd |  | 41.2 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.12 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 149 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 524 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.7 | veh-h |
| Capacity from ATS, CdATS | 1212 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1317 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1212 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.9 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 54.3 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 41.2 | B |
| Level of service, LOSd (from above) |  |  |

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 121.6
Effective width of outside lane, We 32.37
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 2.87
Bicycle LOS C
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 2 (20.35-29.46) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.868 | 0.854 |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.73 |  |
| Directional flow rate, (note-2) vi | 236 | pc/h | 149 |
| Base percent time-spent-following, (note-4) | BPTSFd | 24.8 | \% |
| Adjustment for no-passing zones, fnp |  | 49.7 |  |
| Percent time-spent-following, PTSFd |  | 55.3 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 225 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 792 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.1 | veh-h |
| Capacity from ATS, CdATS | 939 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1122 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 939 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 5.7 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | $-\quad \mathrm{mi}$ |  |
| Average travel speed, ATSd (from above) | 54.5 | mi |
| Percent time-spent-following, PTSFd (from above) | 55.3 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 158.0
Effective width of outside lane, We 29.49
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.52
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 2 (20.35-29.46) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) |  | Opposing |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.854 |  | 0.868 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  | 0.77 |  |  |
| Directional flow rate, (note-2) vi | 149 | $\mathrm{pc} / \mathrm{h}$ | 236 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (not | Ee-4) BPTSFd | d 17.0 | \% |  |  |
| Adjustment for no-passing zones, fnp |  | 47.1 |  |  |  |
| Percent time-spent-following, PTSFd |  | 35.2 | \% |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.11 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 133 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 467 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.4 | veh-h |
| Capacity from ATS, CdATS | 1079 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1230 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1079 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl - \%
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 93.2
Effective width of outside lane, We 34.62
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.61
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 3 (29.46-32.86) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.87 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 37 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 128 | veh/h |  |  |
| Opposing direction vol | lume | 76 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.850 | 0.835 |  |
| Grade adjustment factor, (note-1) fg | 0.76 | 0.73 |  |
| Directional flow rate, (note-2) vi | 228 | pc/h | 143 |
| Base percent time-spent-following, (note-4) | BPTSFd | 24.1 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 41.3 |  |
| Percent time-spent-following, PTSFd | 49.5 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.16 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 77 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak-hour vehicle-miles of travel, VMT60 | 269 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak 15-min total travel time, TT15 | 1.4 | $\mathrm{veh}-\mathrm{h}$ |
| Capacity from ATS, CdATS | 895 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1099 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 895 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 147.1
Effective width of outside lane, We 30.48
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.06
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 3 (29.46-32.86) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.11 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 46 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 160 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.8 | veh-h |
| Capacity from ATS, CdATS | 1035 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1193 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1035 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 87.4
Effective width of outside lane, We 35.16
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.25
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 26 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 4 (32.86-36.28) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.850 | 0.835 |  |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 237 | pc/h | 151 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 24.9 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 48.4 |  |  |
| Percent time-spent-following, PTSFd |  | 54.5 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 82 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 277 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.5 | veh-h |
| Capacity from ATS, CdATS | 908 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1113 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 908 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 2.1 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | $-\quad \mathrm{mi}$ |  |
| Average travel speed, ATSd (from above) | 54.9 | mi |
| Percent time-spent-following, PTSFd (from above) | 54.5 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 155.3
Effective width of outside lane, We 30.12
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.19
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 26 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 4 (32.86-36.28) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.11 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 48 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 164 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.9 | veh-h |
| Capacity from ATS, CdATS | 1049 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1208 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1049 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 91.8
Effective width of outside lane, We 34.98
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.34
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 5 (36.28-41.52) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 | 0.805 |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.73 |  |
| Directional flow rate, (note-2) vi | 246 | pc/h | 157 |
| Base percent time-spent-following, (note-4) | BPTSFd | 25.7 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 37.0 |  |
| Percent time-spent-following, PTSFd | 48.3 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 128 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak-hour vehicle-miles of travel, VMT60 | 452 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak 15-min total travel time, TT15 | 2.3 | $\mathrm{veh}-\mathrm{h}$ |
| Capacity from ATS, CdATS | 871 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1076 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 871 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 3.3 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 55.3 mi |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 48.3 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 155.7
Effective width of outside lane, We 29.67
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.85
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 5 (36.28-41.52) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.12 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 76 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 267 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.4 | veh-h |
| Capacity from ATS, CdATS | 1014 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1172 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1014 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 3.3 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 56.3 mi |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 33.2 | A |
| Level of service, LOSd (from above) |  |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 92.0
Effective width of outside lane, We 34.71
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.96
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | AM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 6 (41.52-43.89) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 27 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.5 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 54 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 137 | veh/h |  |  |
| Opposing direction vol | lume | 81 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 | 0.805 |  |
| Grade adjustment factor, (note-1) fg | 0.76 | 0.73 |  |
| Directional flow rate, (note-2) vi | 238 | pc/h | 150 |
| Base percent time-spent-following, (note-4) | BPTSFd | 25.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 48.9 |  |
| Percent time-spent-following, PTSFd | 55.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 56 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 206 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.0 | veh-h |
| Capacity from ATS, CdATS | 859 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1063 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 859 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.5 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 54.7 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 55.0 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 148.9
Effective width of outside lane, We 29.67
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.83
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | AM Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 6 (41.52-43.89) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.805 |  |  | 0.822 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  |  | 0.76 |  |  |
| Directional flow rate, (note-2) vi | 150 | $\mathrm{pc} / \mathrm{h}$ |  | 238 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 18.1 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 51.4 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 38.0 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.11 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 33 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 122 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.6 | veh-h |
| Capacity from ATS, CdATS | 1001 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1172 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1001 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 1.5 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 34.5 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 38.0 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 88.0
Effective width of outside lane, We 34.71
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.94
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 7 (43.89-53.44) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.16 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 202 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 744 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.7 | veh-h |
| Capacity from ATS, CdATS | 822 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1056 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 822 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 134.8
Effective width of outside lane, We 30.84
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 13.19
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 7 (43.89-53.44) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.10 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 119 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 438 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.2 | veh-h |
| Capacity from ATS, CdATS | 959 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1151 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 959 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 79.3
Effective width of outside lane, We 35.43
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.40
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.817 | 0.799 |  |  |
| Grade adjustment factor, (note-1) fg | 0.74 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 191 | pc/h | 117 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 20.7 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 47.3 |  |  |
| Percent time-spent-following, PTSFd |  | 50.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.14 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 334 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1230 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.0 | veh-h |
| Capacity from ATS, CdATS | 799 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1028 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 799 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 115.2
Effective width of outside lane, We 32.46
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.60
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 28 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 11.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 49 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 63 | veh/h |  |  |
| Opposing direction vol | lume | 106 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.09 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 199 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 731 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.6 | veh-h |
| Capacity from ATS, CdATS | 922 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1097 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 922 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 68.5
Effective width of outside lane, We 36.33
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.00
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
E-Mail:

Fax:
$\qquad$ Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 9 (71.94-87.9) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed



Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.12 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 221 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 850 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.9 | veh-h |
| Capacity from ATS, CdATS | 772 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 991 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 772 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 10.0 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 56.8 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 47.0 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 88.5
Effective width of outside lane, We 34.35
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.84
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
E-Mail:

Fax:
$\qquad$ Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 9 (71.94-87.9) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.07 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 130 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 500 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.3 | veh-h |
| Capacity from ATS, CdATS | 850 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1069 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 850 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 52.1
Effective width of outside lane, We 37.50
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.43
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | AM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 10a (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.12 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 307 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1082 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.4 | veh-h |
| Capacity from ATS, CdATS | 789 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1006 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 789 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 93.2
Effective width of outside lane, We 34.62
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.25
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | AM Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 10a (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 |  |  | 1.9 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.810 |  |  | 0. 810 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  |  | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 92 | $\mathrm{pc} / \mathrm{h}$ |  | 158 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 10.8 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 50.4 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 29.3 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.07 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 180 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 634 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.2 | veh-h |
| Capacity from ATS, CdATS | 880 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1084 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 880 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt |  | 13.2 mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 5.5 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 29.3 A |  |  |
| Level of service, LoSd (from above) | A |  |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 54.5
Effective width of outside lane, We 37.68
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.88
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.810 | 0.810 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 158 | pc/h | 92 |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.12 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 252 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 886 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.4 | veh-h |
| Capacity from ATS, CdATS | 789 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1006 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 789 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 10.8 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 57.0 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 4.8 .8 |  |  |
| Level of service, LoSd (from above) | B |  |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 93.2
Effective width of outside lane, We 34.62
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.25
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.07 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 147 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 518 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.6 | veh-h |
| Capacity from ATS, CdATS | 880 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1084 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 880 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 10.8 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 56.0 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 27.1 | A |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 54.5
Effective width of outside lane, We 37.68
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.88
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 11 (38.33-52.6) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.828 | 0.810 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 175 | pc/h | 106 |
| Base percent time-spent-following, (note-4) | BPTSFd | 19.2 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 45.1 |  |
| Percent time-spent-following, PTSFd | 47.3 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.13 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 235 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 828 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.2 | veh-h |
| Capacity from ATS, CdATS | 789 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1027 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 789 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 8.9 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad-\quad \mathrm{mi}$ |  |
| Length of passing lane including tapers, Lpl | mi |  |
| Average travel speed, ATSd (from above) | 56.6 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 47.3 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 105.7
Effective width of outside lane, We 33.63
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.66
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 11 (38.33-52.6) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed


| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.810 | 0.828 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 106 | pc/h | 175 |
| Base percent time-spent-following, (note-4) | BPTSFd | 12.3 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 47.0 |  |
| Percent time-spent-following, PTSFd |  | 30.0 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.08 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 139 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 489 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.5 | veh-h |
| Capacity from ATS, CdATS | 910 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1098 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 910 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 62.5
Effective width of outside lane, We 37.05
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.18
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.828 | 0.810 |  |  |
| Grade adjustment factor, (note-1) fg | 0.74 |  | 0.73 |  |
| Directional flow rate, (note-2) vi | 184 | pc/h | 111 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 20.0 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 50.8 |  |  |
| Percent time-spent-following, PTSFd |  | 51.7 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.14 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 149 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 525 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.7 | veh-h |
| Capacity from ATS, CdATS | 801 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1041 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 801 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 112.5
Effective width of outside lane, We 33.09
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.87
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 26 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 5.3 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 62 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 58 | veh/h |  |  |
| Opposing direction vol | lume | 99 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.810 | 0.828 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.74 |  |
| Directional flow rate, (note-2) vi | 111 | pc/h | 184 |
| Base percent time-spent-following, (note-4) | BPTSFd | 12.8 | \% |
| Adjustment for no-passing zones, fnp |  | 50.8 |  |
| Percent time-spent-following, PTSFd |  | 31.9 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.08 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 87 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 307 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.6 | veh-h |
| Capacity from ATS, CdATS | 922 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1112 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 922 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 65.9
Effective width of outside lane, We 36.78
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.31
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 13 (61.1-63.93) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.850 | 0.835 |  |
| Grade adjustment factor, (note-1) fg | 0.76 | 0.73 |  |
| Directional flow rate, (note-2) vi | 214 | pc/h | 134 |
| Base percent time-spent-following, (note-4) | BPTSFd | 22.8 | \% |
| Adjustment for no-passing zones, fnp |  | 49.8 |  |
| Percent time-spent-following, PTSFd |  | 53.4 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.15 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 62 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 189 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.1 | veh-h |
| Capacity from ATS, CdATS | 881 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1084 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 881 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 138.2
Effective width of outside lane, We 32.55
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.37
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 13 (61.1-63.93) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.76 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.8 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 57 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 62 | veh/h |  |  |
| Opposing direction vol | lume | 105 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.10 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 37 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 112 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.7 | veh-h |
| Capacity from ATS, CdATS | 1005 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1193 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1005 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 81.6
Effective width of outside lane, We 36.42
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 6.77
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 14 (63.93-70.68) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  | 1.9 |  |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.862 |  | 0.847 |  |  |
| Grade adjustment factor, (note-1) fg | 0.74 |  | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 182 | $\mathrm{pc} / \mathrm{h}$ | 111 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4) | e-4) BPTSFd | 19.9 | \% |  |  |
| Adjustment for no-passing zones, fnp |  | 46.1 |  |  |  |
| Percent time-spent-following, PTSFd |  | 48.5 | \% |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.13 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 122 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 449 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.2 | veh-h |
| Capacity from ATS, CdATS | 862 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1084 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 862 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 4.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 56.3 mi |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 48.5 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 116.3
Effective width of outside lane, We 32.37
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.08
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 14 (63.93-70.68) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.8 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.847 | 0.862 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.74 |  |  |
| Directional flow rate, (note-2) vi | 111 | pc/h | 182 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 12.8 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 43.8 |  |  |
| Percent time-spent-following, PTSFd |  | 29.4 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.08 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 72 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 265 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.3 | veh-h |
| Capacity from ATS, CdATS | 982 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1158 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 982 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 68.5
Effective width of outside lane, We 36.33
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.45
Bicycle LOS E
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 15 (70.68-94.27) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 14.7 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 38 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 35 | veh/h |  |  |
| Opposing direction vol | lume | 21 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.835 | 0.835 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 62 | pc/h | 37 |
| Base percent time-spent-following, (note-4) | BPTSFd | 7.5 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 39.2 |  |
| Percent time-spent-following, PTSFd | 32.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.05 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 140 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 514 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.4 | veh-h |
| Capacity from ATS, CdATS | 829 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1036 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 829 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt |  | 14.7 | mi |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 59.2 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 32.0 | A |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 38.0
Effective width of outside lane, We 38.85
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.47
Bicycle LOS E
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 15 (70.68-94.27) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.03 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 84 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 309 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.4 | veh-h |
| Capacity from ATS, CdATS | 829 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1036 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 829 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 14.7 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 1.6 | mi |
| Length of passing lane including tapers, Lpl | 2.9 | mi |  |
| Average travel speed, ATSd (from above) | $60.2 \mathrm{mi} / \mathrm{h}$ |  |  |
| Percent time-spent-following, PTSFd (from above) | 9.7 |  |  |
| Level of service, LoSd (from above) | A |  |  |



Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 13.00 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -2.80 mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15
veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 22.8
Effective width of outside lane, We 40.11
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 4.72
Bicycle LOS E
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 16 (94.27-96.11) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.2 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 8 | \% |
| Up/down | - | \% | Access point density | 0 | /mi |
| Analysis direction vol | lume | 34 | veh/h |  |  |
| Opposing direction vol | lume | 20 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.835 | 0.835 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 61 | pc/h | 36 |
| Base percent time-spent-following, (note-4) | BPTSFd | 7.4 | \% |
| Adjustment for no-passing zones, fnp |  | 18.3 |  |
| Percent time-spent-following, PTSFd | 18.9 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.04 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 11 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 41 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.2 | veh-h |
| Capacity from ATS, CdATS | 829 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1036 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 829 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.2 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 0.1 | mi |
| Length of passing lane including tapers, Lpl | 1.1 | mi |  |
| Average travel speed, ATSd (from above) | 60.7 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 18.9 | A |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld

Adj. | factor for the effect of passing lane |
| :--- |

on average speed, fpl
Average travel speed including passing lane, ATSpl

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 13.00 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -13.00 mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15
veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 37.0
Effective width of outside lane, We 38.94
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.42
Bicycle LOS E
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 16 (94.27-96.11) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.03 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 7 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 24 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.1 | veh-h |
| Capacity from ATS, CdATS | 829 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1036 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 829 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt |  | 1.2 | mi |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 57.8 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 23.9 | A |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 21.7
Effective width of outside lane, We 40.20
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 4.66
Bicycle LOS E
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 17 (96.11-116.3) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.81 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 17 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 12.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 45 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 37 | veh/h |  |  |
| Opposing direction vol | lume | 22 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.867 | 0.867 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 72 | pc/h | 43 |
| Base percent time-spent-following, (note-4) | BPTSFd | 8.6 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 42.7 |  |
| Percent time-spent-following, PTSFd |  | 35.3 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.05 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 144 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 466 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.4 | veh-h |
| Capacity from ATS, CdATS | 884 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1076 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 884 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 12.6 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 3.1 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 35.3 | B |  |

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 45.7
Effective width of outside lane, We 38.67
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 2.63
Bicycle LOS C
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 17 (96.11-116.3) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.81 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 17 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 12.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 44 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 22 | veh/h |  |  |
| Opposing direction vol | lume | 37 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.03 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 86 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 277 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.5 | veh-h |
| Capacity from ATS, CdATS | 884 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1076 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 884 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt |  | 12.6 mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 59.1 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 21.1 | A |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 27.2
Effective width of outside lane, We 40.02
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 1.83
Bicycle LOS B
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 1 (12.52-20.35) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.97 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 21 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 4.9 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 59 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 124 | veh/h |  |  |
| Opposing direction vol | lume | 141 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.856 | 0.856 |  |
| Grade adjustment factor, (note-1) fg | 0.75 | 0.76 |  |
| Directional flow rate, (note-2) vi | 199 | pc/h | 223 |
| Base percent time-spent-following, (note-4) | BPTSFd | 22.2 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 57.9 |  |
| Percent time-spent-following, PTSFd | 49.5 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.14 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 157 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 608 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.9 | veh-h |
| Capacity from ATS, CdATS | 1029 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1201 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1029 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.9 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 54.2 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 49.5 | B |
| Level of service, LOSd (from above) |  |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 127.8
Effective width of outside lane, We 30.84
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.23
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 1 (12.52-20.35) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.856 |  |  | 0. 856 |  |  |
| Grade adjustment factor, (note-1) fg | 0.76 |  |  | 0.75 |  |  |
| Directional flow rate, (note-2) vi | 223 | $\mathrm{pc} / \mathrm{h}$ |  | 199 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 23.6 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 59.2 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 54.9 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.16 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 178 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 691 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.3 | veh-h |
| Capacity from ATS, CdATS | 998 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1164 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 998 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 145.4
Effective width of outside lane, We 29.31
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.76
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 2 (20.35-29.46) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.97 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 29 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 5.7 | mi | Truck crawl speed | 0.0 | $\mathrm{mi} / \mathrm{hr}$ |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 56 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vo | lume | 96 | veh/h |  |  |
| Opposing direction vo | lume | 108 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.793 | 0.812 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.74 |  |
| Directional flow rate, (note-2) vi | 171 | pc/h | 185 |
| Base percent time-spent-following, (note-4) | BPTSFd | 18.8 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 55.6 |  |
| Percent time-spent-following, PTSFd |  | 45.5 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.13 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 141 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak-hour vehicle-miles of travel, VMT60 | 547 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak 15-min total travel time, TT15 | 2.6 | $\mathrm{veh}-\mathrm{h}$ |
| Capacity from ATS, CdATS | 894 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1090 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 894 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 99.0
Effective width of outside lane, We 33.36
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 13.01
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 2 (20.35-29.46) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.97 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 29 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 5.7 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 50 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 108 | veh/h |  |  |
| Opposing direction vol | lume | 96 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.812 | 0.793 |  |  |
| Grade adjustment factor, (note-1) fg | 0.74 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 185 | pc/h | 171 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 20.1 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 53.3 |  |  |
| Percent time-spent-following, PTSFd |  | 47.8 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.14 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 159 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 616 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.9 | veh-h |
| Capacity from ATS, CdATS | 882 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1076 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 882 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 111.3
Effective width of outside lane, We 32.28
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 13.42
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 3 (29.46-32.86) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

| Direction Ana | Analysis(d) |  | Opposing (o) |  |
| :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 2.7 |  | 2.7 |  |
| PCE for RVs, ER | 1.1 |  | 1.1 |  |
| Heavy-vehicle adj. factor, (note-5) fHV | 0.6 |  | 0.634 |  |
| Grade adj. factor, (note-1) fg | 0.6 |  | 0.67 |  |
| Directional flow rate, (note-2) vi | 216 | $\mathrm{pc} / \mathrm{h}$ | 245 | $\mathrm{pc} / \mathrm{h}$ |
| Free-Flow Speed from Field Measurement: |  |  |  |  |
| Field measured speed, (note-3) S FM |  | - | mi/h |  |
| Observed total demand, (note-3) V |  | - | veh/h |  |
| Estimated Free-Flow Speed: |  |  |  |  |
| Base free-flow speed, (note-3) BFFS |  | 62.5 | mi/h |  |
| Adj. for lane and shoulder width, (note-3) | fLS | 0.0 | mi/h |  |
| Adj. for access point density, (note-3) fA |  | 0.8 | mi/h |  |
| Free-flow speed, FFSd |  | 61.8 | mi/h |  |
| Adjustment for no-passing zones, fnp |  | 2.7 | mi/h |  |
| Average travel speed, ATSd |  | 55.5 | mi/h |  |
| Percent Free Flow Speed, PFFS |  | 89.9 | \% |  |

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.8 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.766 | 0.786 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 164 | pc/h | 182 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 18.1 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 47.1 |  |  |
| Percent time-spent-following, PTSFd |  | 40.4 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.13 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 48 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 185 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.9 | veh-h |
| Capacity from ATS, CdATS | 853 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1056 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 853 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 91.7
Effective width of outside lane, We 34.08
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 16.98
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 3 (29.46-32.86) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.786 | 0.766 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 182 | pc/h | 164 |
| Base percent time-spent-following, (note-4) | BPTSFd | 19.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 53.1 |  |
| Percent time-spent-following, PTSFd |  | 47.8 | \% |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.14 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 55 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 210 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.0 | veh-h |
| Capacity from ATS, CdATS | 830 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1029 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 830 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 2.1 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | $-\quad \mathrm{mi}$ |  |
| Average travel speed, ATSd (from above) | 54.6 | mi |
| Percent time-spent-following, PTSFd (from above) | 47.8 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 104.2
Effective width of outside lane, We 33.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 17.40
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 26 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 4 (32.86-36.28) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.771 | 0.791 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 168 | pc/h | 184 |
| Base percent time-spent-following, (note-4) | BPTSFd | 18.5 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 54.4 |  |
| Percent time-spent-following, PTSFd |  | 44.5 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.13 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 50 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 191 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.9 | veh-h |
| Capacity from ATS, CdATS | 860 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1063 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 860 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 94.8
Effective width of outside lane, We 33.81
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 16.20
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 26 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 4 (32.86-36.28) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.791 | 0.771 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 184 | pc/h | 168 |
| Base percent time-spent-following, (note-4) | BPTSFd | 20.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 50.2 |  |
| Percent time-spent-following, PTSFd | 46.2 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.15 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 56 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 214 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.0 | veh-h |
| Capacity from ATS, CdATS | 837 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1049 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 837 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 106.3
Effective width of outside lane, We 32.82
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 16.58
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 5 (36.28-41.52) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.16 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 96 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 310 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.7 | veh-h |
| Capacity from ATS, CdATS | 907 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1094 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 907 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 116.0
Effective width of outside lane, We 33.54
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 20.07
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid-Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 5 (36.28-41.52) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.772 | 0.772 |  |
| Grade adjustment factor, (note-1) fg | 0.75 | 0.74 |  |
| Directional flow rate, (note-2) vi | 228 | pc/h | 203 |
| Base percent time-spent-following, (note-4) | BPTSFd | 24.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 43.1 |  |
| Percent time-spent-following, PTSFd | 46.8 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 109 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 353 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.0 | veh-h |
| Capacity from ATS, CdATS | 861 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1080 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 861 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 132.1
Effective width of outside lane, We 32.37
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 20.52
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 6 (41.52-43.89) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.74 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 37 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.5 | mi | Truck crawl speed | 0.0 | $\mathrm{mi} / \mathrm{hr}$ |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 54 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 94 | veh/h |  |  |
| Opposing direction vol | lume | 107 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  | ( 0 ) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.772 |  |  | 0.772 |  |  |
| Grade adjustment factor, (note-1) fg | 0.75 |  |  | 0.76 |  |  |
| Directional flow rate, (note-2) vi | 220 | $\mathrm{pc} / \mathrm{h}$ |  | 247 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 24.8 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 54.6 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 50.5 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 48 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 141 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.9 | veh-h |
| Capacity from ATS, CdATS | 931 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1107 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 931 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 127.0
Effective width of outside lane, We 33.54
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 20.12
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 6 (41.52-43.89) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.19 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 54 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 161 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.0 | veh-h |
| Capacity from ATS, CdATS | 884 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1094 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 884 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.5 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 53.6 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 56.7 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 144.6
Effective width of outside lane, We 32.37
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 20.57
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 7 (43.89-53.44) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.14 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 145 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 510 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.6 | veh-h |
| Capacity from ATS, CdATS | 849 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1036 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 849 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 6.0 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 54.9 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 47.5 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 96.6
Effective width of outside lane, We 34.35
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 19.71
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 7 (43.89-53.44) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) |  | Opposing |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  | 1.9 |  |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.772 |  | 0.750 |  |  |
| Grade adjustment factor, (note-1) fg | 0.74 |  | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 191 | $\mathrm{pc} / \mathrm{h}$ | 176 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (n | Ee-4) BPTSFd | 20.7 | \% |  |  |
| Adjustment for no-passing zones, fnp |  | 59.1 |  |  |  |
| Percent time-spent-following, PTSFd |  | 51.5 | \% |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.15 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 164 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 576 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.0 | veh-h |
| Capacity from ATS, CdATS | 818 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1023 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 818 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 6.0 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad$ mi |  |
| Length of passing lane including tapers, Lpl | $-\quad 54.7$ | mi |
| Average travel speed, ATSd (from above) | 51.5 |  |
| Percent time-spent-following, PTSFd (from above) | C |  |
| Level of service, LOSd (from above) |  |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 109.1
Effective width of outside lane, We 33.36
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 20.10
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 8 (53.44-71.94) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.750 | 0.750 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 151 | pc/h | 172 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 16.9 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 52.5 |  |  |
| Percent time-spent-following, PTSFd |  | 41.4 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.12 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 241 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 847 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.4 | veh-h |
| Capacity from ATS, CdATS | 818 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1023 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 818 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 83.0
Effective width of outside lane, We 35.43
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 19.25
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 8 (53.44-71.94) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.750 | 0.750 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 172 | pc/h | 151 |
| Base percent time-spent-following, (note-4) | BPTSFd | 18.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 51.3 |  |
| Percent time-spent-following, PTSFd | 46.2 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.14 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 274 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 963 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.0 | veh-h |
| Capacity from ATS, CdATS | 776 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1010 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 776 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 94.3
Effective width of outside lane, We 34.53
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 19.63
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid-Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 9 (71.94-87.9) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.755 | 0.755 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 125 | pc/h | 143 |
| Base percent time-spent-following, (note-4) | BPTSFd | 14.2 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 50.8 |  |
| Percent time-spent-following, PTSFd |  | 37.9 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.10 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 173 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 580 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.1 | veh-h |
| Capacity from ATS, CdATS | 772 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1003 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 772 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 10.0 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | $5.6 \mathrm{mi} / \mathrm{h}$ |  |  |
| Percent time-spent-following, PTSFd (from above) | 37.9 | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 69.0
Effective width of outside lane, We 36.78
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 17.72
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 9 (71.94-87.9) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.84 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 36 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 10.0 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 56 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 66 | veh/h |  |  |
| Opposing direction vol | lume | 58 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.755 | 0.755 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 143 | pc/h | 125 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 16.1 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 51.5 |  |  |
| Percent time-spent-following, PTSFd |  | 43.6 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.11 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 196 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 660 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.5 | veh-h |
| Capacity from ATS, CdATS | 745 | veh/h |
| Capacity from PTSF, CdPTSF | 990 | veh/h |
| Directional Capacity | 745 | veh/h |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 78.6
Effective width of outside lane, We 36.06
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 18.05
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | Mid-Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 10a (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 27 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 13.2 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 60 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 56 | veh/h |  |  |
| Opposing direction vol | lume | 63 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Analysis(d) |  |  | Opposing (o) |  |
| :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 |  | 1.9 |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.805 |  | 0.805 |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  | 0.73 |  |
| Directional flow rate, (note-2) vi | 108 | $\mathrm{pc} / \mathrm{h}$ | 122 | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4) | te-4) BPTSFd | d 12.5 | \% |  |
| Adjustment for no-passing zones, fnp |  | 51.3 |  |  |
| Percent time-spent-following, PTSFd |  | 36.6 | \% |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.08 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 210 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 739 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.7 | veh-h |
| Capacity from ATS, CdATS | 819 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1049 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 819 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 63.6
Effective width of outside lane, We 36.96
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.97
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 10a (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 27 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 13.2 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 60 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 63 | veh/h |  |  |
| Opposing direction vol | lume | 56 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.805 | 0.805 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  | 0.73 |  |
| Directional flow rate, (note-2) vi | 122 | pc/h | 108 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 13.9 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 51.3 |  |  |
| Percent time-spent-following, PTSFd |  | 41.1 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.09 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 236 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 832 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.2 | veh-h |
| Capacity from ATS, CdATS | 792 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1035 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 792 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 13.2 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 5.4 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 41.1 |  |  |
| Level of service, LoSd (from above) | B |  |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 71.6
Effective width of outside lane, We 36.33
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.26
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid-Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Analysis(d) |  |  | Opposing (o) |  |
| :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 |  | 1.9 |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.805 |  | 0.805 |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  | 0.73 |  |
| Directional flow rate, (note-2) vi | 108 | $\mathrm{pc} / \mathrm{h}$ | 122 | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4) | te-4) BPTSFd | 12.5 | \% |  |
| Adjustment for no-passing zones, fnp |  | 45.8 |  |  |
| Percent time-spent-following, PTSFd |  | 34.0 | \% |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.08 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 172 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 605 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.0 | veh-h |
| Capacity from ATS, CdATS | 819 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1049 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 819 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 10.8 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 56.8 | $\mathrm{mi} / \mathrm{m}$ |
| Percent time-spent-following, PTSFd (from above) | 34.0 | A |
| Level of service, LoSd (from above) |  |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 63.6
Effective width of outside lane, We 36.96
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.97
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 27 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 10.8 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 47 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 63 | veh/h |  |  |
| Opposing direction vol | lume | 56 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.805 | 0.805 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 122 | pc/h | 108 |
| Base percent time-spent-following, (note-4) | BPTSFd | 13.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 46.6 |  |
| Percent time-spent-following, PTSFd | 38.6 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.09 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 193 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 680 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.4 | veh-h |
| Capacity from ATS, CdATS | 792 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1035 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 792 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 10.8 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 56.9 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 38.6 | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 71.6
Effective width of outside lane, We 36.33
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.26
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 11 (38.33-52.6) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.805 | 0.805 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 124 | pc/h | 141 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 14.1 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 48.4 |  |  |
| Percent time-spent-following, PTSFd |  | 36.7 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.09 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 162 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 570 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.9 | veh-h |
| Capacity from ATS, CdATS | 847 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1063 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 847 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 8.9 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad-\quad \mathrm{mi}$ |  |
| Length of passing lane including tapers, Lpl | mi |  |
| Average travel speed, ATSd (from above) | 56.2 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 36.7 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 72.7
Effective width of outside lane, We 36.24
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.30
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid-Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 11 (38.33-52.6) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.805 | 0.805 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 141 | pc/h | 124 |
| Base percent time-spent-following, (note-4) | BPTSFd | 15.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 49.9 |  |
| Percent time-spent-following, PTSFd |  | 42.5 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.11 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 185 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 650 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.3 | veh-h |
| Capacity from ATS, CdATS | 819 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1049 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 819 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 8.9 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad-\quad \mathrm{mi}$ |  |
| Length of passing lane including tapers, Lpl | mi |  |
| Average travel speed, ATSd (from above) | 56.4 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 42.5 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 83.0
Effective width of outside lane, We 35.43
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.66
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 27 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 5.3 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 62 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 68 | veh/h |  |  |
| Opposing direction vol | lume | 77 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.805 | 0.805 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 132 | pc/h | 149 |
| Base percent time-spent-following, (note-4) | BPTSFd | 15.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 53.8 |  |
| Percent time-spent-following, PTSFd | 40.3 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.10 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 102 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 360 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.8 | veh-h |
| Capacity from ATS, CdATS | 859 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1063 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 859 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 5.3 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad$ mi |  |
| Length of passing lane including tapers, Lpl | $-\quad 55.8$ | mi |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 40.3 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 77.3
Effective width of outside lane, We 35.88
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.46
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | Mid-Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) |  | Opposing |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 |  | 1.9 |  |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.805 |  | 0.805 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 149 | $\mathrm{pc} / \mathrm{h}$ | 132 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (n | Ee-4) BPTSFd | d 16.7 | \% |  |  |
| Adjustment for no-passing zones, fnp |  | 53.8 |  |  |  |
| Percent time-spent-following, PTSFd |  | 45.2 | \% |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.11 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 116 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 408 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.1 | veh-h |
| Capacity from ATS, CdATS | 831 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1049 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 831 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 5.3 mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad$ mi |
| Length of passing lane including tapers, Lpl | $-\quad 56.0 \mathrm{mi}$ |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 45.2 |
| Level of service, LOSd (from above) | B |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 87.5
Effective width of outside lane, We 35.07
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.81
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | $\mathrm{NB}-$ Segment 13 (61.1-63.93) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.805 | 0.805 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 136 | pc/h | 153 |
| Base percent time-spent-following, (note-4) | BPTSFd | 15.4 | \% |
| Adjustment for no-passing zones, fnp |  | 52.9 |  |
| Percent time-spent-following, PTSFd |  | 40.3 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.10 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 36 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak-hour vehicle-miles of travel, VMT60 | 130 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak 15-min total travel time, TT15 | 0.6 | $\mathrm{veh}-\mathrm{h}$ |
| Capacity from ATS, CdATS | 859 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1076 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity |  |  |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.8 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 55.5 | $\mathrm{mi} / \mathrm{m}$ |
| Percent time-spent-following, PTSFd (from above) | 40.3 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 80.0
Effective width of outside lane, We 35.52
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.61
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 13 (61.1-63.93) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.12 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 41 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 146 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.7 | veh-h |
| Capacity from ATS, CdATS | 831 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1063 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 831 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 90.0
Effective width of outside lane, We 34.71
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.95
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 14 (63.93-70.68) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.799 | 0.799 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 133 | pc/h | 151 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 15.1 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 50.0 |  |  |
| Percent time-spent-following, PTSFd |  | 38.5 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.10 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 82 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 307 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.5 | $\mathrm{veh}-\mathrm{h}$ |
| Capacity from ATS, CdATS | 850 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1069 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 850 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 77.7
Effective width of outside lane, We 35.43
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.39
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 14 (63.93-70.68) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 |  |  | 1.9 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.799 |  |  | 0.799 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  |  | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 151 | $\mathrm{pc} / \mathrm{h}$ |  | 133 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | d 16.9 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 48.1 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 42.5 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.11 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 93 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 349 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.7 | veh-h |
| Capacity from ATS, CdATS | 822 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1042 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 822 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 4.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 56.3 mi |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 42.5 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 88.3
Effective width of outside lane, We 34.53
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.77
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid-Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 15 (86.75-94.27) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.04 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 32 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 113 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.5 | veh-h |
| Capacity from ATS, CdATS | 746 | veh/h |
| Capacity from PTSF, CdPTSF | 970 | veh/h |
| Directional Capacity | 746 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.7 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | $-\quad \mathrm{mi}$ |  |
| Average travel speed, ATSd (from above) | mi |  |
| Percent time-spent-following, PTSFd (from above) | 29.4 | $\mathrm{mi} / \mathrm{h}$ |
| Level of service, LOSd (from above) | A |  |

__Average Travel speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 27.6
Effective width of outside lane, We 39.84
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.64
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | Mid-Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 15 (70.68-94.27) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.782 | 0.782 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 48 | pc/h | 54 |
| Base percent time-spent-following, (note-4) | BPTSFd | 5.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 41.4 |  |
| Percent time-spent-following, PTSFd | 25.4 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.04 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 101 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 353 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.7 | veh-h |
| Capacity from ATS, CdATS | 746 | veh/h |
| Capacity from PTSF, CdPTSF | 970 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 746 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 14.7 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 59.2 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 25.4 | A |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 27.6
Effective width of outside lane, We 39.84
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.64
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 15 (70.68-94.27) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.87 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 31 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 14.7 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 3 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 27 | veh/h |  |  |
| Opposing direction vol | lume | 24 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.04 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 114 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 397 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.9 | veh-h |
| Capacity from ATS, CdATS | 746 | veh/h |
| Capacity from PTSF, CdPTSF | 970 | veh/h |
| Directional Capacity | 746 | veh/h |

Passing Lane Analysis

| Total length of analysis segment, Lt | 14.7 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 1.6 | mi |
| Length of passing lane including tapers, Lpl | 2.9 | mi |  |
| Average travel speed, ATSd (from above) | 60.1 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 13.3 | A |  |

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 31.0
Effective width of outside lane, We 39.57
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.80
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 16 (94.27-96.11) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.87 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 31 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.2 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 100 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 26 | veh/h |  |  |
| Opposing direction vol | lume | 23 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.04 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 9 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 31 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.2 | veh-h |
| Capacity from ATS, CdATS | 746 | veh/h |
| Capacity from PTSF, CdPTSF | 970 | veh/h |
| Directional Capacity | 746 | veh/h |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 57.8 | $\mathrm{mi} / \mathrm{m}$ |
| Percent time-spent-following, PTSFd (from above) | 34.4 |  |
| Level of service, LOSd (from above) | A |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 29.9
Effective width of outside lane, We 39.66
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.74
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 17 (96.11-116.3) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.77 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 23 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 12.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 45 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 25 | veh/h |  |  |
| Opposing direction vol | lume | 28 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.829 | 0.829 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 54 | pc/h | 60 |
| Base percent time-spent-following, (note-4) | BPTSFd | 6.6 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 44.5 |  |
| Percent time-spent-following, PTSFd | 27.7 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.04 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 102 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 315 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.7 | veh-h |
| Capacity from ATS, CdATS | 819 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1028 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 819 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 12.6 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 59.0 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 27.7 |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 32.5
Effective width of outside lane, We 39.75
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.69
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 17 (96.11-116.3) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.77 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 23 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 12.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 44 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 28 | veh/h |  |  |
| Opposing direction vol | lume | 25 | veh/h |  |  |

Average Travel Speed


| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.829 | 0.829 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 60 | pc/h | 54 |
| Base percent time-spent-following, (note-4) | BPTSFd | 7.2 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 44.2 |  |
| Percent time-spent-following, PTSFd |  | 30.5 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.04 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 115 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 353 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.9 | veh-h |
| Capacity from ATS, CdATS | 819 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1028 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 819 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 12.6 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | mi |  |
| Average travel speed, ATSd (from above) | $-\quad 59.1$ | mi |
| Percent time-spent-following, PTSFd (from above) | 30.5 |  |
| Level of service, LOSd (from above) | A |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 36.4
Effective width of outside lane, We 39.48
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.86
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 1 (12.52-20.35) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 15 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 4.9 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 59 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 164 | veh/h |  |  |
| Opposing direction vol | lume | 225 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 218 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 804 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.1 | veh-h |
| Capacity from ATS, CdATS | 1240 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1357 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1240 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 178.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 6.85
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 1 (12.52-20.35) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 15 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 4.9 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 4 | \% |
| Grade: Length | - | mi | \% No-passing zones | 69 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 225 | veh/h |  |  |
| Opposing direction vol | lume | 164 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.905 | 0.893 |  |
| Grade adjustment factor, (note-1) fg | 0.82 | 0.78 |  |
| Directional flow rate, (note-2) vi | 330 | pc/h | 256 |
| Base percent time-spent-following, (note-4) | BPTSFd | 34.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 52.6 |  |
| Percent time-spent-following, PTSFd | 63.6 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.21 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 300 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1103 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.7 | veh-h |
| Capacity from ATS, CdATS | 1135 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1277 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1135 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 244.6
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.01
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 2 (20.35-29.46) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 18 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 5.7 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 56 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 126 | veh/h |  |  |
| Opposing direction vol | lume | 173 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.874 |  |  | 0.874 |  |  |
| Grade adjustment factor, (note-1) fg | 0.76 |  |  | 0.79 |  |  |
| Directional flow rate, (note-2) vi | 206 | $\mathrm{pc} / \mathrm{h}$ |  | 272 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 24.1 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 52.2 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 46.6 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.15 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 195 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 718 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.6 | veh-h |
| Capacity from ATS, CdATS | 1132 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1268 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1132 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 5.7 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | $-\quad \mathrm{mi}$ |  |
| Average travel speed, ATSd (from above) | 54.1 | mi |
| Percent time-spent-following, PTSFd (from above) | 46.6 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 137.0
Effective width of outside lane, We 30.66
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 6.52
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 2 (20.35-29.46) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) |  | Opposing |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.874 |  | 0.874 |  |  |
| Grade adjustment factor, (note-1) fg | 0.79 |  | 0.76 |  |  |
| Directional flow rate, (note-2) vi | 272 | $\mathrm{pc} / \mathrm{h}$ | 206 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (not | Ee-4) BPTSFd | 27.7 | \% |  |  |
| Adjustment for no-passing zones, fnp |  | 49.9 |  |  |  |
| Percent time-spent-following, PTSFd |  | 56.1 | \% |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 268 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 986 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.0 | veh-h |
| Capacity from ATS, CdATS | 1033 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1208 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1033 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 5.7 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 54.0 | $\mathrm{mi} / \mathrm{m}$ |
| Percent time-spent-following, PTSFd (from above) | 56.1 |  |
| Level of service, LOSd (from above) | $C$ |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 188.0
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.50
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 3 (29.46-32.86) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.89 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 20 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 37 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 116 | veh/h |  |  |
| Opposing direction vol | lume | 160 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.15 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 68 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 244 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.2 | veh-h |
| Capacity from ATS, CdATS | 1096 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1238 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1096 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 130.3
Effective width of outside lane, We 31.56
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.39
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 3 (29.46-32.86) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.89 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 20 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 51 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 160 | veh/h |  |  |
| Opposing direction vol | lume | 116 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.862 | 0.862 |  |
| Grade adjustment factor, (note-1) fg | 0.79 | 0.75 | pch |
| Directional flow rate, (note-2) vi | 264 | pc/h | 202 |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.19 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 94 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 336 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.7 | veh-h |
| Capacity from ATS, CdATS | 1012 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1193 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1012 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 179.8
Effective width of outside lane, We 27.60
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.73
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 26 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 4 (32.86-36.28) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.89 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 20 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 53 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 120 | veh/h |  |  |
| Opposing direction vol | lume | 164 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.862 | 0.862 |  |
| Grade adjustment factor, (note-1) fg | 0.75 | 0.79 | pch |
| Directional flow rate, (note-2) vi | 209 | pc/h | 271 |
| Base percent time-spent-following, (note-4) | BPTSFd | 24.4 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 51.1 |  |
| Percent time-spent-following, PTSFd | 46.6 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.15 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 71 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 252 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.3 | veh-h |
| Capacity from ATS, CdATS | 1110 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1253 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1110 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 134.8
Effective width of outside lane, We 31.20
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.53
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 26 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 4 (32.86-36.28) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.89 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 20 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 42 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 164 | veh/h |  |  |
| Opposing direction vol | lume | 120 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.862 |  |  | 0.862 |  |  |
| Grade adjustment factor, (note-1) fg | 0.79 |  |  | 0.75 |  |  |
| Directional flow rate, (note-2) vi | 271 | $\mathrm{pc} / \mathrm{h}$ |  | 209 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 27.6 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 46.9 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 54.1 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.19 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 97 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 344 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.8 | veh-h |
| Capacity from ATS, CdATS | 1026 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1193 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1026 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 2.1 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | $-\quad \mathrm{mi}$ |  |
| Average travel speed, ATSd (from above) | 54.7 | mi |
| Percent time-spent-following, PTSFd (from above) | 54.1 |  |
| Level of service, LOSd (from above) | C |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 184.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.67
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | $\mathrm{NB}-$ Segment 5 (36.28-41.52) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.82 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 3.3 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 26 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 125 | veh/h |  |  |
| Opposing direction vol | lume | 171 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 126 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 412 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.3 | veh-h |
| Capacity from ATS, CdATS | 1136 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1277 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1136 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 3.3 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 54.7 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 44.4 |  |
| Level of service, LOSd (from above) | B |  |

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 152.4
Effective width of outside lane, We 30.75
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.99
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 5 (36.28-41.52) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.867 |  |  | 0.850 |  |  |
| Grade adjustment factor, (note-1) fg | 0.80 |  |  | 0.77 |  |  |
| Directional flow rate, (note-2) vi | 301 | $\mathrm{pc} / \mathrm{h}$ |  | 233 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 30.9 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 40.1 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 53.5 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.21 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 172 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 564 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.1 | veh-h |
| Capacity from ATS, CdATS | 1049 | veh/h |
| Capacity from PTSF, CdPTSF | 1208 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1049 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 3.3 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 55.2 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 53.5 |  |
| Level of service, LOSd (from above) | C |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 208.5
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.00
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 6 (41.52-43.89) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.83 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.5 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 54 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 125 | veh/h |  |  |
| Opposing direction vol | lume | 171 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.850 | 0.867 |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.80 |  |
| Directional flow rate, (note-2) vi | 230 | pc/h | 297 |
| Base percent time-spent-following, (note-4) | BPTSFd | 26.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 50.7 |  |
| Percent time-spent-following, PTSFd | 49.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 56 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 188 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.0 | veh-h |
| Capacity from ATS, CdATS | 1136 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1252 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1136 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 150.6
Effective width of outside lane, We 30.75
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.99
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 6 (41.52-43.89) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction Analysis |  |  | Opposing (o) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.867 |  | 0.850 |  |  |
| Grade adjustment factor, (note-1) fg | 0.80 |  | 0.77 |  |  |
| Directional flow rate, (note-2) vi | 297 | $\mathrm{pc} / \mathrm{h}$ | 230 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4) | te-4) BPTSFd | 30.6 | \% |  |  |
| Adjustment for no-passing zones, fnp |  | 52.9 |  |  |  |
| Percent time-spent-following, PTSFd |  | 60.4 | \% |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.21 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 77 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 257 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.4 | veh-h |
| Capacity from ATS, CdATS | 1035 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1193 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1035 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 206.0
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.99
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 7 (43.89-53.44) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 23 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 6.0 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 72 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 112 | veh/h |  |  |
| Opposing direction vol | lume | 154 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.845 | 0.845 |  |
| Grade adjustment factor, (note-1) fg | 0.75 | 0.78 |  |
| Directional flow rate, (note-2) vi | 201 | pc/h | 266 |
| Base percent time-spent-following, (note-4) | BPTSFd | 23.7 | \% |
| Adjustment for no-passing zones, fnp |  | 55.0 |  |
| Percent time-spent-following, PTSFd |  | 47.4 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.15 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 191 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 672 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.5 | veh-h |
| Capacity from ATS, CdATS | 1066 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1215 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1066 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 6.0 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad-\quad \mathrm{mi}$ |  |
| Length of passing lane including tapers, Lpl | mi |  |
| Average travel speed, ATSd (from above) | 54.6 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 47.4 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 127.3
Effective width of outside lane, We 31.92
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.20
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 7 (43.89-53.44) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 23 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 6.0 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 76 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 154 | veh/h |  |  |
| Opposing direction vol | lume | 112 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.19 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 263 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 924 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.9 | veh-h |
| Capacity from ATS, CdATS | 982 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1171 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 982 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 175.0
Effective width of outside lane, We 28.14
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.49
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 23 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 11.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 52 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 96 | veh/h |  |  |
| Opposing direction vol | lume | 132 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.845 | 0.845 |  |
| Grade adjustment factor, (note-1) fg | 0.74 | 0.76 |  |
| Directional flow rate, (note-2) vi | 175 | pc/h | 234 |
| Base percent time-spent-following, (note-4) | BPTSFd | 19.7 | \% |
| Adjustment for no-passing zones, fnp |  | 51.7 |  |
| Percent time-spent-following, PTSFd |  | 41.8 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.13 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 316 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1114 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.7 | veh-h |
| Capacity from ATS, CdATS | 1040 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1201 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1040 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 11.6 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 5.0 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 41.8 | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 109.1
Effective width of outside lane, We 33.36
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.65
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 8 (53.44-71.96) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.845 | 0.845 |  |
| Grade adjustment factor, (note-1) fg | 0.76 | 0.74 |  |
| Directional flow rate, (note-2) vi | 234 | pc/h | 175 |
| Base percent time-spent-following, (note-4) | BPTSFd | 24.6 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 52.5 |  |
| Percent time-spent-following, PTSFd | 54.6 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 375 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1320 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.9 | veh-h |
| Capacity from ATS, CdATS | 938 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1120 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 938 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 150.0
Effective width of outside lane, We 30.12
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.84
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 9 (71.94-87.9) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.810 | 0.828 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.75 |  |
| Directional flow rate, (note-2) vi | 159 | pc/h | 208 |
| Base percent time-spent-following, (note-4) | BPTSFd | 17.5 | \% |
| Adjustment for no-passing zones, fnp |  | 51.8 |  |
| Percent time-spent-following, PTSFd |  | 39.9 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.12 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 235 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 770 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.3 | veh-h |
| Capacity from ATS, CdATS | 965 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1151 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 965 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 10.0 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | $-\quad \mathrm{mi}$ |  |
| Average travel speed, ATSd (from above) | mi |  |
| Percent time-spent-following, PTSFd (from above) | $3.9 \mathrm{mi} / \mathrm{h}$ |  |
| Level of service, LoSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 93.9
Effective width of outside lane, We 35.07
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.10
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 9 (71.94-87.9) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.828 | 0.810 |  |
| Grade adjustment factor, (note-1) fg | 0.75 | 0.73 |  |
| Directional flow rate, (note-2) vi | 208 | pc/h | 159 |
| Base percent time-spent-following, (note-4) | BPTSFd | 22.3 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 52.7 |  |
| Percent time-spent-following, PTSFd | 52.2 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.16 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 323 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1060 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.9 | veh-h |
| Capacity from ATS, CdATS | 880 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1084 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 880 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 129.3
Effective width of outside lane, We 32.46
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.14
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 10a (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 | 0.839 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.74 |  |
| Directional flow rate, (note-2) vi | 140 | pc/h | 187 |
| Base percent time-spent-following, (note-4) | BPTSFd | 15.8 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 53.5 |  |
| Percent time-spent-following, PTSFd | 38.7 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.10 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 277 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 977 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.0 | veh-h |
| Capacity from ATS, CdATS | 942 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1127 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 942 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 13.2 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | $55.0 \mathrm{mi} / \mathrm{h}$ |  |  |
| Percent time-spent-following, PTSFd (from above) | 38.7 | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 84.1
Effective width of outside lane, We 35.34
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.52
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 10a (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2014 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.839 | 0.822 |  |
| Grade adjustment factor, (note-1) fg | 0.74 | 0.73 |  |
| Directional flow rate, (note-2) vi | 187 | pc/h | 140 |
| Base percent time-spent-following, (note-4) | BPTSFd | 20.3 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 53.5 |  |
| Percent time-spent-following, PTSFd | 50.9 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.14 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 382 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1346 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.9 | veh-h |
| Capacity from ATS, CdATS | 875 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1084 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 875 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 13.2 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 55.0 | $\mathrm{mi} / \mathrm{m}$ |
| Percent time-spent-following, PTSFd (from above) | 50.9 | C |
| Level of service, LoSd (from above) |  |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 115.9
Effective width of outside lane, We 32.82
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.54
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 | 0.839 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.74 |  |
| Directional flow rate, (note-2) vi | 140 | pc/h | 187 |
| Base percent time-spent-following, (note-4) | BPTSFd | 15.8 | \% |
| Adjustment for no-passing zones, fnp |  | 47.0 |  |
| Percent time-spent-following, PTSFd |  | 35.9 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.10 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 227 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 799 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.1 | veh-h |
| Capacity from ATS, CdATS | 942 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1127 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 942 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 10.8 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 55.5 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 35.9 | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 84.1
Effective width of outside lane, We 35.34
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.52
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.839 | 0.822 |  |
| Grade adjustment factor, (note-1) fg | 0.74 | 0.73 |  |
| Directional flow rate, (note-2) vi | 187 | pc/h | 140 |
| Base percent time-spent-following, (note-4) | BPTSFd | 20.3 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 47.9 |  |
| Percent time-spent-following, PTSFd | 47.7 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.14 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 313 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1102 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.6 | veh-h |
| Capacity from ATS, CdATS | 875 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1084 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 875 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 10.8 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 55.5 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 47.7 | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 115.9
Effective width of outside lane, We 32.82
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.54
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 11 (38.33-52.6) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) |  | Opposing |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 |  | 0.839 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  | 0.75 |  |  |
| Directional flow rate, (note-2) vi | 161 | $\mathrm{pc} / \mathrm{h}$ | 210 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (not | Ee-4) BPTSFd | d 17.6 | \% |  |  |
| Adjustment for no-passing zones, fnp |  | 49.6 |  |  |  |
| Percent time-spent-following, PTSFd |  | 39.1 | \% |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.12 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 215 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 756 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.9 | veh-h |
| Capacity from ATS, CdATS | 985 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1179 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 985 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 8.9 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad-\quad \mathrm{mi}$ |  |
| Length of passing lane including tapers, Lpl | mi |  |
| Average travel speed, ATSd (from above) | 55.4 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 39.1 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 96.6
Effective width of outside lane, We 34.35
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.94
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 11 (38.33-52.6) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.15 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 293 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1032 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.3 | veh-h |
| Capacity from ATS, CdATS | 900 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1098 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 900 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 8.9 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad$ mi |  |
| Length of passing lane including tapers, Lpl | $-\quad 54.9$ | mi |
| Average travel speed, ATSd (from above) | 51.5 |  |
| Percent time-spent-following, PTSFd (from above) | C |  |
| Level of service, LOSd (from above) |  |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 131.8
Effective width of outside lane, We 31.56
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.01
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 24 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 5.3 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 62 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 90 | veh/h |  |  |
| Opposing direction vol | lume | 123 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.839 |  |  | 0.839 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  |  | 0.76 |  |  |
| Directional flow rate, (note-2) vi | 167 | $\mathrm{pc} / \mathrm{h}$ |  | 219 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 19.2 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 55.1 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 43.0 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.13 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 136 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 477 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.5 | veh-h |
| Capacity from ATS, CdATS | 997 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1179 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 997 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 102.3
Effective width of outside lane, We 33.90
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.12
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.839 | 0.839 |  |  |
| Grade adjustment factor, (note-1) fg | 0.76 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 219 | pc/h | 167 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 23.3 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 55.1 |  |  |
| Percent time-spent-following, PTSFd |  | 54.6 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.16 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 185 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 652 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.4 | veh-h |
| Capacity from ATS, CdATS | 917 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1112 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 917 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 139.8
Effective width of outside lane, We 30.93
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.24
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 13 (61.1-63.93) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.97 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 28 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.8 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 57 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 95 | veh/h |  |  |
| Opposing direction vol | lume | 130 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.799 |  |  | 0.817 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  |  | 0.75 |  |  |
| Directional flow rate, (note-2) vi | 168 | $\mathrm{pc} / \mathrm{h}$ |  | 219 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | d 19.3 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 53.7 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 42.6 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.13 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 44 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 171 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.8 | veh-h |
| Capacity from ATS, CdATS | 959 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1151 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 959 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.8 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | $4.9 \mathrm{mi} / \mathrm{h}$ |  |  |
| Percent time-spent-following, PTSFd (from above) | 42.6 | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 97.9
Effective width of outside lane, We 33.45
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.19
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 13 (61.1-63.93) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.817 | 0.799 |  |
| Grade adjustment factor, (note-1) fg | 0.75 | 0.73 |  |
| Directional flow rate, (note-2) vi | 219 | pc/h | 168 |
| Base percent time-spent-following, (note-4) | BPTSFd | 23.3 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 53.7 |  |
| Percent time-spent-following, PTSFd | 53.7 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.16 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 60 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 234 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.1 | veh-h |
| Capacity from ATS, CdATS | 879 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1083 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 879 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 134.0
Effective width of outside lane, We 30.30
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 13.35
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 14 (63.93-70.68) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  | ( 0 ) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.847 |  |  | 0.862 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  |  | 0.76 |  |  |
| Directional flow rate, (note-2) vi | 162 | $\mathrm{pc} / \mathrm{h}$ |  | 209 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 17.8 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 50.3 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 39.8 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.12 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 105 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 407 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.9 | veh-h |
| Capacity from ATS, CdATS | 1026 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1193 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1026 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 55.1 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 39.8 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 100.0
Effective width of outside lane, We 33.27
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 6.71
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 14 (63.93-70.68) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.862 | 0.862 |  |
| Grade adjustment factor, (note-1) fg | 0.76 | 0.74 |  |
| Directional flow rate, (note-2) vi | 226 | pc/h | 169 |
| Base percent time-spent-following, (note-4) | BPTSFd | 23.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 48.8 |  |
| Percent time-spent-following, PTSFd | 51.8 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.16 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 155 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 559 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.8 | veh-h |
| Capacity from ATS, CdATS | 969 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1143 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 969 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 55.1 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 51.8 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 147.8
Effective width of outside lane, We 30.03
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.93
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 15 (70.68-94.27) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.90 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 21 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 14.7 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 38 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 32 | veh/h |  |  |
| Opposing direction vol | lume | 44 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.841 | 0.841 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 58 | pc/h | 80 |
| Base percent time-spent-following, (note-4) | BPTSFd | 7.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 40.4 |  |
| Percent time-spent-following, PTSFd | 24.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.04 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 131 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 470 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.2 | veh-h |
| Capacity from ATS, CdATS | 839 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1044 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 839 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt |  | 14.7 | mi |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 58.9 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 24.0 | A |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 35.6
Effective width of outside lane, We 39.12
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 4.69
Bicycle LOS E
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 15 (70.68-94.27) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.841 | 0.841 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 80 | pc/h | 58 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 9.5 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 13.5 |  |  |
| Percent time-spent-following, PTSFd | 17.3 | $\%$ |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.06 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 180 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 647 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.0 | veh-h |
| Capacity from ATS, CdATS | 839 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1044 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 839 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt |  | 14.7 | mi |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 1.6 | mi |
| Length of passing lane including tapers, Lpl | 2.9 | mi |  |
| Average travel speed, ATSd (from above) | 59.8 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 17.3 | A |  |

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 48.9
Effective width of outside lane, We 38.04
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.27
Bicycle LOS E
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 16 (94.27-96.11) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.90 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 21 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.2 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 8 | \% |
| Up/down | - | \% | Access point density | 0 | /mi |
| Analysis direction vol | lume | 31 | veh/h |  |  |
| Opposing direction vol | lume | 42 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.841 | 0.841 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 56 | pc/h | 76 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 6.8 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 18.4 |  |  |
| Percent time-spent-following, PTSFd |  | 14.6 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.04 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 10 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 37 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.2 | veh-h |
| Capacity from ATS, CdATS | 839 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1044 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 839 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.2 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 0.1 | mi |
| Length of passing lane including tapers, Lpl | 1.1 | mi |  |
| Average travel speed, ATSd (from above) | 60.3 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 14.6 | A |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld

Adj. | factor for the effect of passing lane |
| :--- |

on average speed, fpl
Average travel speed including passing lane, ATSpl

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 13.00 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -13.00 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15
veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 34.4
Effective width of outside lane, We 39.21
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 4.63
Bicycle LOS E
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 16 (94.27-96.11) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.841 | 0.841 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 76 | pc/h | 56 |
| Base percent time-spent-following, (note-4) | BPTSFd | 9.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 53.3 |  |
| Percent time-spent-following, PTSFd |  | 39.7 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.06 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 14 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 50 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.2 | veh-h |
| Capacity from ATS, CdATS | 839 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1044 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 839 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | $57.5 \mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 39.7 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 46.7
Effective width of outside lane, We 38.22
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.18
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 17 (96.11-116.3) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.94 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 21 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 12.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 45 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 33 | veh/h |  |  |
| Opposing direction vol | lume | 45 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.841 | 0.841 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 57 | pc/h | 78 |
| Base percent time-spent-following, (note-4) | BPTSFd | 6.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 43.9 |  |
| Percent time-spent-following, PTSFd | 25.4 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.04 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 111 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 416 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.9 | veh-h |
| Capacity from ATS, CdATS | 839 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1044 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 839 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 12.6 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 58.8 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 25.4 | A |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 35.1
Effective width of outside lane, We 39.03
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 4.71
Bicycle LOS E
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 17 (96.11-116.3) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.94 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 21 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 12.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 44 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 45 | veh/h |  |  |
| Opposing direction vol | lume | 33 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.841 | 0.841 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 78 | pc/h | 57 |
| Base percent time-spent-following, (note-4) | BPTSFd | 9.3 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 43.4 |  |
| Percent time-spent-following, PTSFd |  | 34.4 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.06 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 151 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 567 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.6 | veh-h |
| Capacity from ATS, CdATS | 839 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1044 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 839 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 47.9
Effective width of outside lane, We 37.95
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.29
Bicycle LOS E
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 1 (12.52-20.35) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.6 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.933 | 0.923 |  |
| Grade adjustment factor, (note-1) fg | 0.88 | 0.81 |  |
| Directional flow rate, (note-2) vi | 439 | pc/h | 284 |
| Base percent time-spent-following, (note-4) | BPTSFd | 42.7 | \% |
| Adjustment for no-passing zones, fnp |  | 41.4 |  |
| Percent time-spent-following, PTSFd |  | 67.8 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.27 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 441 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1553 | veh-mi |
| Peak 15-min total travel time, TT15 | 8.4 | veh-h |
| Capacity from ATS, CdATS | 1231 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1317 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1231 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.9 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad-\quad \mathrm{mi}$ |  |
| Length of passing lane including tapers, Lpl | mi |  |
| Average travel speed, ATSd (from above) | 52.4 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 67.8 |  |
| Level of service, LOSd (from above) | D |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 360.2
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.78
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 1 (12.52-20.35) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 12 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 4.9 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 4 | \% |
| Grade: Length | - | mi | \% No-passing zones | 69 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 187 | veh/h |  |  |
| Opposing direction vol | lume | 317 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.6 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.923 | 0.933 |  |
| Grade adjustment factor, (note-1) fg | 0.81 | 0.88 |  |
| Directional flow rate, (note-2) vi | 284 | pc/h | 439 |
| Base percent time-spent-following, (note-4) | BPTSFd | 34.1 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 42.3 |  |
| Percent time-spent-following, PTSFd | 50.7 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.19 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 260 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 916 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.9 | veh-h |
| Capacity from ATS, CdATS | 1406 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1492 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1406 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.9 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 53.0 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 50.7 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 212.5
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.51
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 2 (20.35-29.46) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.883 | 0.868 |  |
| Grade adjustment factor, (note-1) fg | 0.84 | 0.77 |  |
| Directional flow rate, (note-2) vi | 374 | pc/h | 243 |
| Base percent time-spent-following, (note-4) | BPTSFd | 38.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 46.5 |  |
| Percent time-spent-following, PTSFd | 66.2 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.24 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 395 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1391 | veh-mi |
| Peak 15-min total travel time, TT15 | 7.5 | veh-h |
| Capacity from ATS, CdATS | 1079 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1230 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1079 | $\mathrm{veh} / \mathrm{h}$ |


_Average Travel Speed with Passing Lane $\qquad$
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde 1.70 mi
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld -1.70 mi
Adj. factor for the effect of passing lane
on average speed, fpl 1.10
Average travel speed including passing lane, ATSpl 54.1
Percent free flow speed including passing lane, PFFSpl 87.9 \%
Percent Time-Spent-Following with Passing Lane__
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde
Length of two-lane highway downstream of effective length of
the passing lane for percent time-spent-following, Ld
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl
Percent time-spent-following
including passing lane, PTSFpl
___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl C
Peak 15-min total travel time, TT15 7.3 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 277.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.28
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 2 (20.35-29.46) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.868 | 0.883 |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.84 |  |
| Directional flow rate, (note-2) vi | 243 | pc/h | 374 |
| Base percent time-spent-following, (note-4) | BPTSFd | 29.2 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 44.5 |  |
| Percent time-spent-following, PTSFd | 46.7 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 232 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 815 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.3 | veh-h |
| Capacity from ATS, CdATS | 1257 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1358 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1257 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 162.5
Effective width of outside lane, We 29.13
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.64
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 3 (29.46-32.86) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.87 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 37 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 225 | veh/h |  |  |
| Opposing direction vol | lume | 132 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.24 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 136 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 472 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.5 | veh-h |
| Capacity from ATS, CdATS | 1049 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1208 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1049 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 258.6
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.11
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 3 (29.46-32.86) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.87 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 51 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 132 | veh/h |  |  |
| Opposing direction vol | lume | 225 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.850 | 0.867 |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.83 |  |
| Directional flow rate, (note-2) vi | 232 | pc/h | 360 |
| Base percent time-spent-following, (note-4) | BPTSFd | 27.5 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 45.9 |  |
| Percent time-spent-following, PTSFd | 45.5 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 80 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 277 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.5 | veh-h |
| Capacity from ATS, CdATS | 1213 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1322 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1213 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 2.1 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | $-\quad \mathrm{mi}$ |  |
| Average travel speed, ATSd (from above) | mi |  |
| Percent time-spent-following, PTSFd (from above) | 45.5 | $\mathrm{mi} / \mathrm{h}$ |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 151.7
Effective width of outside lane, We 30.12
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.18
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 26 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 4 (32.86-36.28) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.85 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 53 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 231 | veh/h |  |  |
| Opposing direction vol | lume | 136 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.867 | 0.850 |  |
| Grade adjustment factor, (note-1) fg | 0.84 | 0.77 |  |
| Directional flow rate, (note-2) vi | 373 | pc/h | 244 |
| Base percent time-spent-following, (note-4) | BPTSFd | 37.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 45.6 |  |
| Percent time-spent-following, PTSFd | 65.5 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.25 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 143 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 485 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.7 | veh-h |
| Capacity from ATS, CdATS | 1062 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1208 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1062 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 271.8
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.13
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 26 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 4 (32.86-36.28) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.85 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 42 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 136 | veh/h |  |  |
| Opposing direction vol | lume | 231 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.850 | 0.867 |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.84 |  |
| Directional flow rate, (note-2) vi | 244 | pc/h | 373 |
| Base percent time-spent-following, (note-4) | BPTSFd | 29.4 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 41.9 |  |
| Percent time-spent-following, PTSFd | 46.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 84 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 286 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.5 | veh-h |
| Capacity from ATS, CdATS | 1227 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1337 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1227 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 2.1 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 54.3 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 46.0 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 160.0
Effective width of outside lane, We 29.76
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.32
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 5 (36.28-41.52) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 27 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 3.3 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 26 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 240 | veh/h |  |  |
| Opposing direction vol | lume | 142 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  | ( 0 ) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.841 |  |  | 0.822 |  |  |
| Grade adjustment factor, (note-1) fg | 0.84 |  |  | 0.77 |  |  |
| Directional flow rate, (note-2) vi | 386 | $\mathrm{pc} / \mathrm{h}$ |  | 255 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 38.4 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 35.5 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 59.8 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.26 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 225 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 792 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.2 | veh-h |
| Capacity from ATS, CdATS | 1014 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1187 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1014 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 272.7
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 14.66
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 5 (36.28-41.52) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  | 1.7 |  |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 |  | 0.841 |  |  |
| Grade adjustment factor, (note-1) fg | 0.77 |  | 0.84 |  |  |
| Directional flow rate, (note-2) vi | 255 | $\mathrm{pc} / \mathrm{h}$ | 386 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4) | -4) BPTSFd | 29.9 | \% |  |  |
| Adjustment for no-passing zones, fnp |  | 35.8 |  |  |  |
| Percent time-spent-following, PTSFd |  | 44.1 | \% |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.19 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 133 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 469 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.4 | veh-h |
| Capacity from ATS, CdATS | 1191 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1302 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1191 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 3.3 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 54.7 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 44.1 |  |
| Level of service, LOSd (from above) | B |  |

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 161.4
Effective width of outside lane, We 29.22
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 13.00
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | AM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 6 (41.52-43.89) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 27 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.5 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 54 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 240 | veh/h |  |  |
| Opposing direction vol | lume | 142 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.25 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 98 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak-hour vehicle-miles of travel, VMT60 | 360 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak 15-min total travel time, TT15 | 1.8 | $\mathrm{veh}-\mathrm{h}$ |
| Capacity from ATS, CdATS | 1014 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1172 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity |  |  |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 260.9
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 14.63
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | AM Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 6 (41.52-43.89) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 27 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.5 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 60 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 142 | veh/h |  |  |
| Opposing direction vol | lume | 240 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 | 0.841 |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.83 |  |
| Directional flow rate, (note-2) vi | 244 | pc/h | 374 |
| Base percent time-spent-following, (note-4) | BPTSFd | 29.3 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 48.0 |  |
| Percent time-spent-following, PTSFd | 48.3 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 58 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 213 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.1 | veh-h |
| Capacity from ATS, CdATS | 1177 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1302 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1177 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 154.3
Effective width of outside lane, We 29.22
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.98
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 7 (43.89-53.44) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 28 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 6.0 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 72 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 216 | veh/h |  |  |
| Opposing direction vol | lume | 127 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.24 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 352 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1296 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.6 | veh-h |
| Capacity from ATS, CdATS | 959 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1151 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 959 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 6.0 mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad-\quad \mathrm{mi}$ |
| Length of passing lane including tapers, Lpl | mi |
| Average travel speed, ATSd (from above) | $53.5 \mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 65.1 |
| Level of service, LOSd (from above) | D |

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 234.8
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 15.35
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 7 (43.89-53.44) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 28 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 6.0 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 76 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 127 | veh/h |  |  |
| Opposing direction vol | lume | 216 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.16 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 207 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 762 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.8 | veh-h |
| Capacity from ATS, CdATS | 1118 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1266 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1118 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 138.0
Effective width of outside lane, We 30.57
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 13.29
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 28 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 11.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 52 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 186 | veh/h |  |  |
| Opposing direction vol | lume | 110 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.836 | 0.817 |  |
| Grade adjustment factor, (note-1) fg | 0.80 | 0.74 |  |
| Directional flow rate, (note-2) vi | 302 | pc/h | 198 |
| Base percent time-spent-following, (note-4) | BPTSFd | 30.4 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 47.2 |  |
| Percent time-spent-following, PTSFd | 58.9 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.22 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 586 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 2158 | veh-mi |
| Peak 15-min total travel time, TT15 | 10.9 | veh-h |
| Capacity from ATS, CdATS | 935 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1111 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 935 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 11.6 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | mi |  |
| Average travel speed, ATSd (from above) | $-\quad 54.0$ | mi |
| Percent time-spent-following, PTSFd (from above) | 58.9 |  |
| Level of service, LOSd (from above) | C |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 202.2
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 15.27
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 28 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 11.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 49 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 110 | veh/h |  |  |
| Opposing direction vol | lume | 186 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.817 | 0.836 |  |
| Grade adjustment factor, (note-1) fg | 0.74 | 0.80 |  |
| Directional flow rate, (note-2) vi | 198 | pc/h | 302 | pc/h

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.15 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 347 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1276 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.3 | veh-h |
| Capacity from ATS, CdATS | 1079 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1237 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1079 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 11.6 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 54.7 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 41.9 | B |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 119.6
Effective width of outside lane, We 32.10
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.73
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 9 (71.94-87.9) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.817 | 0.799 |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.73 |  |
| Directional flow rate, (note-2) vi | 247 | pc/h | 157 |
| Base percent time-spent-following, (note-4) | BPTSFd | 25.8 | \% |
| Adjustment for no-passing zones, fnp |  | 48.9 |  |
| Percent time-spent-following, PTSFd |  | 55.7 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 388 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1490 | veh-mi |
| Peak 15-min total travel time, TT15 | 7.2 | veh-h |
| Capacity from ATS, CdATS | 862 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1069 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 862 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 155.2
Effective width of outside lane, We 28.59
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 13.93
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
E-Mail:

Fax:
$\qquad$ Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 9 (71.94-87.9) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.799 | 0.817 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.77 |  |
| Directional flow rate, (note-2) vi | 157 | pc/h | 247 |
| Base percent time-spent-following, (note-4) | BPTSFd | 18.6 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 49.7 |  |
| Percent time-spent-following, PTSFd |  | 37.9 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.12 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 229 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 880 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.2 | veh-h |
| Capacity from ATS, CdATS | 1006 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1166 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1006 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 91.7
Effective width of outside lane, We 34.08
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.95
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | MCElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | AM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 10a (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.828 | 0.810 |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.73 |  |
| Directional flow rate, (note-2) vi | 255 | pc/h | 161 |
| Base percent time-spent-following, (note-4) | BPTSFd | 26.5 | \% |
| Adjustment for no-passing zones, fnp |  | 51.2 |  |
| Percent time-spent-following, PTSFd | 57.9 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 536 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1888 | veh-mi |
| Peak 15-min total travel time, TT15 | 9.9 | veh-h |
| Capacity from ATS, CdATS | 880 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1084 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 880 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 13.2 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 54.0 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 57.9 | C |
| Level of service, LoSd (from above) |  |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 162.5
Effective width of outside lane, We 29.13
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.29
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | AM Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 10a (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.12 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 315 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1109 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.8 | veh-h |
| Capacity from ATS, CdATS | 1023 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1194 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1023 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 95.5
Effective width of outside lane, We 34.44
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.33
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.828 | 0.810 |  |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 255 | pc/h | 161 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 26.5 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 45.0 |  |  |
| Percent time-spent-following, PTSFd |  | 54.1 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 439 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1544 | veh-mi |
| Peak 15-min total travel time, TT15 | 8.0 | veh-h |
| Capacity from ATS, CdATS | 880 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1084 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 880 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 162.5
Effective width of outside lane, We 29.13
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.29
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 26 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 5.0 | mi | Truck crawl speed | 0.0 | $\mathrm{mi} / \mathrm{hr}$ |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 47 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vo | lume | 84 | veh/h |  |  |
| Opposing direction vol | lume | 143 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.12 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 119 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 420 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.2 | veh-h |
| Capacity from ATS, CdATS | 1023 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1194 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1023 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 5.0 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | $5.0 \mathrm{mi} / \mathrm{h}$ |  |  |
| Percent time-spent-following, PTSFd (from above) | 36.6 | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 95.5
Effective width of outside lane, We 34.44
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.33
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 11 (38.33-52.6) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.828 | 0.828 |  |
| Grade adjustment factor, (note-1) fg | 0.79 | 0.74 |  |
| Directional flow rate, (note-2) vi | 283 | pc/h | 178 |
| Base percent time-spent-following, (note-4) | BPTSFd | 28.8 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 45.9 |  |
| Percent time-spent-following, PTSFd | 57.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.20 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 412 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1451 | veh-mi |
| Peak 15-min total travel time, TT15 | 7.6 | veh-h |
| Capacity from ATS, CdATS | 910 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1098 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 910 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 185.2
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 13.71
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 11 (38.33-52.6) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 26 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 8.9 | mi | Truck crawl speed | 0.0 | $\mathrm{mi} / \mathrm{hr}$ |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 52 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 96 | veh/h |  |  |
| Opposing direction vol | lume | 163 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.828 | 0.828 |  |
| Grade adjustment factor, (note-1) fg | 0.74 | 0.79 |  |
| Directional flow rate, (note-2) vi | 178 | pc/h | 283 |
| Base percent time-spent-following, (note-4) | BPTSFd | 21.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 47.5 |  |
| Percent time-spent-following, PTSFd | 39.3 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.14 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 243 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 854 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.4 | veh-h |
| Capacity from ATS, CdATS | 1085 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1208 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1085 | $\mathrm{veh} / \mathrm{h}$ |


_Average Travel Speed with Passing Lane $\qquad$
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde - mi
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld - mi
Adj. factor for the effect of passing lane
on average speed, fpl
Average travel speed including passing lane, ATSpl
Percent free flow speed including passing lane, PFFSpl 0.0 \%
Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 109.1
Effective width of outside lane, We 33.36
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.76
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.828 | 0.828 |  |
| Grade adjustment factor, (note-1) fg | 0.80 | 0.74 |  |
| Directional flow rate, (note-2) vi | 297 | pc/h | 189 |
| Base percent time-spent-following, (note-4) | BPTSFd | 30.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 50.6 |  |
| Percent time-spent-following, PTSFd | 60.9 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.21 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 260 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 917 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.8 | veh-h |
| Capacity from ATS, CdATS | 940 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1112 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 940 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 196.6
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 13.75
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.828 | 0.828 |  |
| Grade adjustment factor, (note-1) fg | 0.74 | 0.80 |  |
| Directional flow rate, (note-2) vi | 189 | pc/h | 297 |
| Base percent time-spent-following, (note-4) | BPTSFd | 22.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 50.6 |  |
| Percent time-spent-following, PTSFd | 42.6 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.14 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 154 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 541 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.8 | veh-h |
| Capacity from ATS, CdATS | 1098 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1223 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1098 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 115.9
Effective width of outside lane, We 32.82
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.97
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 13 (61.1-63.93) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.867 | 0.850 |  |
| Grade adjustment factor, (note-1) fg | 0.82 | 0.76 | pch/h |
| Directional flow rate, (note-2) vi | 339 | pc/h | 220 |
| Base percent time-spent-following, (note-4) | BPTSFd | 34.4 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 48.4 |  |
| Percent time-spent-following, PTSFd | 63.8 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.23 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 108 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 329 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.0 | veh-h |
| Capacity from ATS, CdATS | 1018 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1193 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1018 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 240.8
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.07
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 13 (61.1-63.93) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.850 | 0.867 |  |
| Grade adjustment factor, (note-1) fg | 0.76 | 0.82 |  |
| Directional flow rate, (note-2) vi | 220 | pc/h | 339 |
| Base percent time-spent-following, (note-4) | BPTSFd | 27.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 48.4 |  |
| Percent time-spent-following, PTSFd | 46.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.16 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 64 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 194 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.2 | veh-h |
| Capacity from ATS, CdATS | 1177 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1307 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1177 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.8 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 54.5 | $\mathrm{mi} / \mathrm{m}$ |
| Percent time-spent-following, PTSFd (from above) | 46.0 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 142.1
Effective width of outside lane, We 32.28
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.47
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 14 (63.93-70.68) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 20 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 4.2 | mi | Truck crawl speed | 0.0 | $\mathrm{mi} / \mathrm{hr}$ |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 50 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 187 | veh/h |  |  |
| Opposing direction vol | lume | 110 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.877 | 0.862 |  |
| Grade adjustment factor, (note-1) fg | 0.80 | 0.74 |  |
| Directional flow rate, (note-2) vi | 290 | pc/h | 187 |
| Base percent time-spent-following, (note-4) | BPTSFd | 29.4 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 46.5 |  |
| Percent time-spent-following, PTSFd | 57.7 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.20 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 213 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 785 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.9 | veh-h |
| Capacity from ATS, CdATS | 982 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1158 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 982 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | $-\quad \mathrm{mi}$ |  |
| Average travel speed, ATSd (from above) | 54.1 | mi |
| Percent time-spent-following, PTSFd (from above) | 57.7 |  |
| Level of service, LOSd (from above) | $C$ |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 203.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.72
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 14 (63.93-70.68) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 20 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 4.2 | mi | Truck crawl speed | 0.0 | $\mathrm{mi} / \mathrm{hr}$ |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 45 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 110 | veh/h |  |  |
| Opposing direction vol | lume | 187 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.862 | 0.877 |  |
| Grade adjustment factor, (note-1) fg | 0.74 | 0.80 |  |
| Directional flow rate, (note-2) vi | 187 | pc/h | 290 | pc/h

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.13 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 126 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 462 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.3 | veh-h |
| Capacity from ATS, CdATS | 1143 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1268 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1143 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 119.6
Effective width of outside lane, We 32.10
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.18
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 15 (70.68-94.27) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 14.7 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 38 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| $\begin{array}{ll}\text { Analysis direction volume, Vd } & 62 \\ \text { Opposing direction volume, Vo } & 36\end{array}$ |  |  | veh/hveh/h |  |  |
|  |  |  |  |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.835 | 0.835 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 111 | pc/h | 64 |
| Base percent time-spent-following, (note-4) | BPTSFd | 12.8 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 39.0 |  |
| Percent time-spent-following, PTSFd |  | 37.5 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.08 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 248 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 911 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.2 | veh-h |
| Capacity from ATS, CdATS | 829 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1036 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 829 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt |  | 14.7 | mi |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |  |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 58.5 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 37.5 | B |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 67.4
Effective width of outside lane, We 36.42
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 6.67
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 15 (70.68-94.27) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.835 | 0.835 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 64 | pc/h | 111 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 7.7 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 13.5 |  |  |
| Percent time-spent-following, PTSFd | 12.6 | $\%$ |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.05 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 144 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 529 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.4 | veh-h |
| Capacity from ATS, CdATS | 842 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1070 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 842 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 14.7 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 1.6 | mi |
| Length of passing lane including tapers, Lpl | 2.9 | mi |  |
| Average travel speed, ATSd (from above) | 59.2 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 12.6 | A |  |

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 39.1
Effective width of outside lane, We 38.76
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.52
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 16 (94.27-96.11) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.2 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 8 | \% |
| Up/down | - | \% | Access point density | 0 | /mi |
| Analysis direction vol | lume | 59 | veh/h |  |  |
| Opposing direction vol | lume | 35 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.08 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 19 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 71 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.3 | veh-h |
| Capacity from ATS, CdATS | 829 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1036 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 829 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.2 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 0.1 | mi |
| Length of passing lane including tapers, Lpl | 1.1 | mi |  |
| Average travel speed, ATSd (from above) | 60.0 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 23.8 | A |  |

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl A
Peak 15-min total travel time, TT15 0.3 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 64.1
Effective width of outside lane, We 36.69
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 6.55
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 16 (94.27-96.11) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Anal | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 |  |  | 1.9 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.835 |  |  | 0. 835 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  |  | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 62 | $\mathrm{pc} / \mathrm{h}$ |  | 105 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4) | Le-4) BPTSFd | d 7.5 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 52.3 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 26.9 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.05 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 11 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 42 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.2 | veh-h |
| Capacity from ATS, CdATS | 829 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1055 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 829 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt |  | 1.2 | mi |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 5.8 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 26.9 | A |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 38.0
Effective width of outside lane, We 38.85
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.47
Bicycle LOS E
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 17 (96.11-116.3) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.867 | 0.867 |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  | 0.73 |
| Directional flow rate, (note-2) vi | 125 | pc/h | 74 |
| Base percent time-spent-following, (note-4) | BPTSFd | 14.2 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 42.7 |  |
| Percent time-spent-following, PTSFd |  | 41.0 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.09 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 249 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 806 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.3 | veh-h |
| Capacity from ATS, CdATS | 884 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1076 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 884 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 79.0
Effective width of outside lane, We 36.24
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 3.81
Bicycle LOS D
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 17 (96.11-116.3) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.05 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 172 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 559 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.0 | veh-h |
| Capacity from ATS, CdATS | 922 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1122 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 922 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt |  | 14.7 | mi |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 57.7 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 24.5 | A |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 46.9
Effective width of outside lane, We 38.58
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 2.67
Bicycle LOS C
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 1 (12.52-20.35) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.97 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 21 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 4.9 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 59 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 218 | veh/h |  |  |
| Opposing direction vol | lume | 246 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.872 | 0.872 |  |
| Grade adjustment factor, (note-1) fg | 0.81 | 0.83 |  |
| Directional flow rate, (note-2) vi | 318 | pc/h | 350 |
| Base percent time-spent-following, (note-4) | BPTSFd | 35.4 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 48.8 |  |
| Percent time-spent-following, PTSFd | 58.6 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.21 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 275 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1068 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.2 | veh-h |
| Capacity from ATS, CdATS | 1222 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1329 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1222 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.9 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 53.0 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 58.6 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 224.7
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.39
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 1 (12.52-20.35) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.872 | 0.872 |  |
| Grade adjustment factor, (note-1) fg | 0.83 | 0.81 |  |
| Directional flow rate, (note-2) vi | 350 | pc/h | 318 |
| Base percent time-spent-following, (note-4) | BPTSFd | 37.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 49.8 |  |
| Percent time-spent-following, PTSFd | 64.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.24 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 311 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1205 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.9 | veh-h |
| Capacity from ATS, CdATS | 1157 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1298 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1157 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 253.6
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.46
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 2 (20.35-29.46) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.812 | 0.812 |  |
| Grade adjustment factor, (note-1) fg | 0.78 | 0.80 |  |
| Directional flow rate, (note-2) vi | 272 | pc/h | 300 |
| Base percent time-spent-following, (note-4) | BPTSFd | 30.6 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 52.2 |  |
| Percent time-spent-following, PTSFd | 55.4 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | $C$ |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.20 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 245 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 952 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.6 | veh-h |
| Capacity from ATS, CdATS | 1070 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1201 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1070 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 5.7 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 4.4 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |  |
| Average travel speed, ATSd (from above) | 53.4 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 55.4 |  |  |
| Level of service, LOSd (from above) | C |  |  |


| Downstream length of two-lane highway within effective |  |  |
| :---: | :---: | :---: |
| Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld | -1.70 | mi |
| Adj. factor for the effect of passing lane on average speed, fpl | 1.10 |  |
| Average travel speed including passing lane, ATSpl | 54.6 |  |
| Percent free flow speed including passing lane, PFFSpl | 88.7 | \% |

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde 11.99 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -11.99 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.59
Percent time-spent-following including passing lane, PTSFpl 50.2 \%
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl C
Peak 15-min total travel time, TT15 4.5 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 172.2
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 15.98
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 2 (20.35-29.46) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.97 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 29 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 5.7 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 50 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 189 | veh/h |  |  |
| Opposing direction vol | lume | 167 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.812 | 0.812 |  |  |
| Grade adjustment factor, (note-1) fg | 0.80 | 0.78 |  |  |
| Directional flow rate, (note-2) vi | 300 | pc/h | 272 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 32.6 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 50.4 |  |  |
| Percent time-spent-following, PTSFd |  | 59.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.21 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 278 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1077 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.2 | veh-h |
| Capacity from ATS, CdATS | 1022 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1187 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1022 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 5.7 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 53.5 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 59.0 |  |
| Level of service, LOSd (from above) | C |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 194.8
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 16.04
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 3 (29.46-32.86) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.96 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 34 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 37 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 154 | veh/h |  |  |
| Opposing direction vol | lume | 175 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.20 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 84 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 323 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.6 | veh-h |
| Capacity from ATS, CdATS | 1027 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1167 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1027 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 2.1 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | $-\quad \mathrm{mi}$ |  |
| Average travel speed, ATSd (from above) | 54.1 | mi |
| Percent time-spent-following, PTSFd (from above) | 52.1 |  |
| Level of service, LOSd (from above) | C |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 160.4
Effective width of outside lane, We 28.14
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 19.11
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 3 (29.46-32.86) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.96 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 34 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 51 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 175 | veh/h |  |  |
| Opposing direction vol | lume | 154 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.786 |  |  | 0.786 |  |  |
| Grade adjustment factor, (note-1) fg | 0.79 |  |  | 0.77 |  |  |
| Directional flow rate, (note-2) vi | 294 | $\mathrm{pc} / \mathrm{h}$ |  | 265 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 32.4 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 51.0 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 59.2 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.21 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 96 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 367 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.8 | veh-h |
| Capacity from ATS, CdATS | 966 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1140 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 966 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 182.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 20.25
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 26 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 4 (32.86-36.28) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.96 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 33 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 53 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 158 | veh/h |  |  |
| Opposing direction vol | lume | 179 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  | ( 0 ) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.791 |  |  | 0.791 |  |  |
| Grade adjustment factor, (note-1) fg | 0.78 |  |  | 0.79 |  |  |
| Directional flow rate, (note-2) vi | 267 | $\mathrm{pc} / \mathrm{h}$ |  | 298 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 30.2 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 51.5 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 54.5 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.20 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 86 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 332 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.6 | veh-h |
| Capacity from ATS, CdATS | 1036 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1174 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1036 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 164.6
Effective width of outside lane, We 27.78
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 18.33
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 26 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 4 (32.86-36.28) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.96 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 33 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 42 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 179 | veh/h |  |  |
| Opposing direction vol | lume | 158 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.791 | 0.791 |  |
| Grade adjustment factor, (note-1) fg | 0.79 | 0.78 |  |
| Directional flow rate, (note-2) vi | 298 | pc/h | 267 |
| Base percent time-spent-following, (note-4) | BPTSFd | 32.6 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 48.1 |  |
| Percent time-spent-following, PTSFd | 58.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.22 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 98 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 376 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.8 | veh-h |
| Capacity from ATS, CdATS | 974 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1146 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 974 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 2.1 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | $-\quad \mathrm{mi}$ |  |
| Average travel speed, ATSd (from above) | 54.1 | mi |
| Percent time-spent-following, PTSFd (from above) | 58.0 |  |
| Level of service, LOSd (from above) | $C$ |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 186.5
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 19.37
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | $\mathrm{NB}-$ Segment 5 (36.28-41.52) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 |  |  | 1.7 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.794 |  |  | 0.794 |  |  |
| Grade adjustment factor, (note-1) fg | 0.80 |  |  | 0.82 |  |  |
| Directional flow rate, (note-2) vi | 321 | $\mathrm{pc} / \mathrm{h}$ |  | 354 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 35.5 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 38.0 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 53.6 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.24 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 168 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 544 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.1 | veh-h |
| Capacity from ATS, CdATS | 1080 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1224 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1080 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 3.3 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 53.4 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 53.6 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 203.7
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 23.10
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid-Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 5 (36.28-41.52) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.81 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 37 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 3.3 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 27 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 187 | veh/h |  |  |
| Opposing direction vol | lume | 165 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.26 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 190 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 617 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.5 | veh-h |
| Capacity from ATS, CdATS | 1015 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1196 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1015 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 3.3 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 54.1 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 58.3 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 230.9
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 23.17
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 6 (41.52-43.89) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.25 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 84 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 248 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.6 | veh-h |
| Capacity from ATS, CdATS | 1104 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1238 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1104 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 223.0
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 23.15
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 6 (41.52-43.89) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 |  |  | 1.7 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.794 |  |  | 0.794 |  |  |
| Grade adjustment factor, (note-1) fg | 0.83 |  |  | 0.81 |  |  |
| Directional flow rate, (note-2) vi | 383 | $\mathrm{pc} / \mathrm{h}$ |  | 347 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 40.8 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 45.9 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 64.9 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.27 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 95 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 281 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.8 | veh-h |
| Capacity from ATS, CdATS | 1039 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1210 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1039 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 1.5 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 52.2 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 64.9 | C |
| Level of service, LOSd (from above) |  |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 252.7
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 23.21
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 7 (43.89-53.44) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.772 | 0.772 |  |
| Grade adjustment factor, (note-1) fg | 0.78 | 0.79 | pch |
| Directional flow rate, (note-2) vi | 281 | pc/h | 313 |
| Base percent time-spent-following, (note-4) | BPTSFd | 32.4 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 53.9 |  |
| Percent time-spent-following, PTSFd | 57.9 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.21 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 254 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 894 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.7 | veh-h |
| Capacity from ATS, CdATS | 1015 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1196 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1015 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 169.3
Effective width of outside lane, We 28.59
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 21.80
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 7 (43.89-53.44) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.772 | 0.772 |  |
| Grade adjustment factor, (note-1) fg | 0.79 | 0.78 |  |
| Directional flow rate, (note-2) vi | 313 | pc/h | 281 |
| Base percent time-spent-following, (note-4) | BPTSFd | 33.4 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 54.3 |  |
| Percent time-spent-following, PTSFd | 62.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.22 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 286 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1008 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.3 | veh-h |
| Capacity from ATS, CdATS | 979 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1134 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 979 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 6.0 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 53.5 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 62.0 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 190.9
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 23.07
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.772 | 0.772 |  |
| Grade adjustment factor, (note-1) fg | 0.76 | 0.78 |  |
| Directional flow rate, (note-2) vi | 248 | pc/h | 274 |
| Base percent time-spent-following, (note-4) | BPTSFd | 27.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 52.4 |  |
| Percent time-spent-following, PTSFd | 52.8 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.19 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 422 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1485 | veh-mi |
| Peak 15-min total travel time, TT15 | 7.8 | veh-h |
| Capacity from ATS, CdATS | 954 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1134 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 954 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 11.6 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 54.1 | mi |
| Average travel speed, ATSd (from above) | 52.8 |  |  |
| Percent time-spent-following, PTSFd (from above) | C |  |  |
| Level of service, LOSd (from above) |  |  |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 145.5
Effective width of outside lane, We 30.48
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 21.17
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 37 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 11.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 49 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 145 | veh/h |  |  |
| Opposing direction vol | lume | 128 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.772 |  |  | 0.772 |  |  |
| Grade adjustment factor, (note-1) fg | 0.78 |  |  | 0.76 |  |  |
| Directional flow rate, (note-2) vi | 274 | $\mathrm{pc} / \mathrm{h}$ |  | 248 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 29.7 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 51.4 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 56.7 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.20 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 478 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1682 | veh-mi |
| Peak 15-min total travel time, TT15 | 8.8 | veh-h |
| Capacity from ATS, CdATS | 931 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1107 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 931 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 11.6 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 54.1 | mi |
| Average travel speed, ATSd (from above) | 56.7 |  |  |
| Percent time-spent-following, PTSFd (from above) | C |  |  |
| Level of service, LOSd (from above) |  |  |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 164.8
Effective width of outside lane, We 28.95
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 21.69
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid-Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 9 (71.94-87.9) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.776 | 0.776 |  |
| Grade adjustment factor, (note-1) fg | 0.74 | 0.76 |  |
| Directional flow rate, (note-2) vi | 211 | pc/h | 234 |
| Base percent time-spent-following, (note-4) | BPTSFd | 23.1 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 55.3 |  |
| Percent time-spent-following, PTSFd | 49.3 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.16 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 304 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1020 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.6 | veh-h |
| Capacity from ATS, CdATS | 926 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1113 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 926 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 121.4
Effective width of outside lane, We 32.82
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 19.38
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 9 (71.94-87.9) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.776 |  |  | 0.776 |  |  |
| Grade adjustment factor, (note-1) fg | 0.76 |  |  | 0.74 |  |  |
| Directional flow rate, (note-2) vi | 234 | $\mathrm{pc} / \mathrm{h}$ |  | 211 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 24.3 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 56.0 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 53.7 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 345 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1160 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.4 | veh-h |
| Capacity from ATS, CdATS | 880 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1100 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 880 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 138.1
Effective width of outside lane, We 31.56
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 19.85
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | MCElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | Mid-Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 10a (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.14 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 367 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1294 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.7 | veh-h |
| Capacity from ATS, CdATS | 944 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1144 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 944 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 13.2 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 54.5 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 47.5 | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 111.4
Effective width of outside lane, We 33.18
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.58
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 10a (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 | 0.822 |  |
| Grade adjustment factor, (note-1) fg | 0.75 | 0.74 |  |
| Directional flow rate, (note-2) vi | 205 | pc/h | 183 |
| Base percent time-spent-following, (note-4) | BPTSFd | 22.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 58.5 |  |
| Percent time-spent-following, PTSFd | 52.9 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.15 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 416 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1465 | veh-mi |
| Peak 15-min total travel time, TT15 | 7.7 | veh-h |
| Capacity from ATS, CdATS | 913 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1104 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 913 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 126.1
Effective width of outside lane, We 32.01
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.02
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid-Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 |  |  | 0.822 |  |  |
| Grade adjustment factor, (note-1) fg | 0.74 |  |  | 0.75 |  |  |
| Directional flow rate, (note-2) vi | 183 | $\mathrm{pc} / \mathrm{h}$ |  | 205 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 19.9 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 52.7 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 44.8 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.14 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 301 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1058 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.5 | veh-h |
| Capacity from ATS, CdATS | 944 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1144 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 944 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 10.8 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 55.0 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 4.8 .8 |  |  |
| Level of service, LoSd (from above) | B |  |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 111.4
Effective width of outside lane, We 33.18
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.58
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 | 0.822 |  |
| Grade adjustment factor, (note-1) fg | 0.75 | 0.74 |  |
| Directional flow rate, (note-2) vi | 205 | pc/h | 183 |
| Base percent time-spent-following, (note-4) | BPTSFd | 22.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 53.5 |  |
| Percent time-spent-following, PTSFd | 50.3 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.15 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 341 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1199 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.2 | veh-h |
| Capacity from ATS, CdATS | 913 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1104 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 913 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 126.1
Effective width of outside lane, We 32.01
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.02
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 11 (38.33-52.6) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 27 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 8.9 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 48 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 112 | veh/h |  |  |
| Opposing direction vol | lume | 127 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 |  |  | 0.822 |  |  |
| Grade adjustment factor, (note-1) fg | 0.75 |  |  | 0.76 |  |  |
| Directional flow rate, (note-2) vi | 206 | $\mathrm{pc} / \mathrm{h}$ |  | 231 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 22.6 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 53.4 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 47.8 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.15 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 283 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 997 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.2 | veh-h |
| Capacity from ATS, CdATS | 988 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1172 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 988 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 127.3
Effective width of outside lane, We 31.92
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.05
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid-Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 11 (38.33-52.6) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 |  |  | 0.822 |  |  |
| Grade adjustment factor, (note-1) fg | 0.76 |  |  | 0.75 |  |  |
| Directional flow rate, (note-2) vi | 231 | $\mathrm{pc} / \mathrm{h}$ |  | 206 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 24.1 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 54.9 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 53.1 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 321 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1130 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.9 | veh-h |
| Capacity from ATS, CdATS | 944 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1144 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 944 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 8.9 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 54.6 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 53.1 |  |
| Level of service, LoSd (from above) | C |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 144.3
Effective width of outside lane, We 30.57
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.54
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 |  |  | 0.822 |  |  |
| Grade adjustment factor, (note-1) fg | 0.75 |  |  | 0.77 |  |  |
| Directional flow rate, (note-2) vi | 219 | $\mathrm{pc} / \mathrm{h}$ |  | 242 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | d 24.8 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 57.2 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 52.0 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.16 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 179 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 631 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.3 | veh-h |
| Capacity from ATS, CdATS | 1001 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1172 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1001 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 5.3 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad$ mi |  |
| Length of passing lane including tapers, Lpl | $-\quad 54.6$ | mi |
| Average travel speed, ATSd (from above) | 52.0 |  |
| Percent time-spent-following, PTSFd (from above) | C |  |
| Level of service, LOSd (from above) |  |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 135.2
Effective width of outside lane, We 31.29
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.28
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | Mid-Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.822 |  |  | 0.822 |  |  |
| Grade adjustment factor, (note-1) fg | 0.77 |  |  | 0.75 |  |  |
| Directional flow rate, (note-2) vi | 242 | $\mathrm{pc} / \mathrm{h}$ |  | 219 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 26.3 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 57.2 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 56.3 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 203 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 716 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.7 | veh-h |
| Capacity from ATS, CdATS | 969 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1158 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 969 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 153.4
Effective width of outside lane, We 29.85
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.79
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | $\mathrm{NB}-$ Segment 13 (61.1-63.93) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.90 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 27 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.8 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 57 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 126 | veh/h |  |  |
| Opposing direction vol | lume | 142 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 63 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 227 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.2 | veh-h |
| Capacity from ATS, CdATS | 1014 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1172 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1014 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 140.0
Effective width of outside lane, We 30.66
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.50
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 13 (61.1-63.93) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.90 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 27 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.8 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 57 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 142 | veh/h |  |  |
| Opposing direction vol | lume | 126 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 71 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 256 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.3 | veh-h |
| Capacity from ATS, CdATS | 969 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1158 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 969 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.8 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 54.5 | $\mathrm{mi} / \mathrm{m}$ |
| Percent time-spent-following, PTSFd (from above) | 56.1 |  |
| Level of service, LOSd (from above) | C |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 157.8
Effective width of outside lane, We 29.22
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.99
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 14 (63.93-70.68) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.817 |  |  | 0.817 |  |  |
| Grade adjustment factor, (note-1) fg | 0.76 |  |  | 0.77 |  |  |
| Directional flow rate, (note-2) vi | 219 | $\mathrm{pc} / \mathrm{h}$ |  | 245 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 24.8 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 53.4 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 50.0 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 143 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 538 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.6 | veh-h |
| Capacity from ATS, CdATS | 1006 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1166 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1006 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 54.3 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 50.0 |  |
| Level of service, LOSd (from above) | B |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 136.2
Effective width of outside lane, We 30.48
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 13.31
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 14 (63.93-70.68) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.817 |  |  | 0.817 |  |  |
| Grade adjustment factor, (note-1) fg | 0.77 |  |  | 0.76 |  |  |
| Directional flow rate, (note-2) vi | 245 | $\mathrm{pc} / \mathrm{h}$ |  | 219 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 26.5 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 51.6 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 53.7 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 162 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 609 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.0 | veh-h |
| Capacity from ATS, CdATS | 959 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1151 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 959 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad$ mi |  |
| Length of passing lane including tapers, Lpl | $-\quad 54.6$ | mi |
| Average travel speed, ATSd (from above) | 53.7 |  |
| Percent time-spent-following, PTSFd (from above) | C |  |
| Level of service, LOSd (from above) |  |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 154.3
Effective width of outside lane, We 28.95
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 13.82
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid-Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 15 (70.68-94.27) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.06 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 177 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 617 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.1 | veh-h |
| Capacity from ATS, CdATS | 746 | veh/h |
| Capacity from PTSF, CdPTSF | 970 | veh/h |
| Directional Capacity | 746 | veh/h |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 14.7 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |  |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 57.5 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 33.4 | A |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 48.3
Effective width of outside lane, We 38.22
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.54
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 15 (70.68-94.27) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.07 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 203 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 706 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.4 | veh-h |
| Capacity from ATS, CdATS | 746 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 970 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 746 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 14.7 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 1.6 | mi |
| Length of passing lane including tapers, Lpl | 2.9 | mi |  |
| Average travel speed, ATSd (from above) | 59.2 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 18.1 | A |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld
Adj. factor for the effect of passing lane
on average speed, fpl
Average travel speed including passing lane, ATSpl

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 13.00 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -2.80 mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl A
Peak 15-min total travel time, TT15 3.4 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 55.2
Effective width of outside lane, We 37.68
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.82
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid-Day Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 16 (94.27-96.11) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.06 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 14 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 49 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.2 | veh-h |
| Capacity from ATS, CdATS | 746 | veh/h |
| Capacity from PTSF, CdPTSF | 970 | veh/h |
| Directional Capacity | 746 | veh/h |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.2 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 0.1 | mi |
| Length of passing lane including tapers, Lpl | 1.1 | mi |  |
| Average travel speed, ATSd (from above) | 59.6 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 18.1 | A |  |

__Average Travel Speed with Passing Lane___
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld
Adj. factor for the effect of passing lane
on average speed, fpl
Average travel speed including passing lane, ATSpl
Percent free flow speed including passing lane, PFFSpl

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 13.00 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -13.00 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl A
Peak 15-min total travel time, TT15 0.2 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 47.1
Effective width of outside lane, We 38.31
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.50
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 27 / 2015$ |  |
| Analysis Time Period | Mid Day Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 16 (94.27-96.11) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.07 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 16 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 55 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.3 | veh-h |
| Capacity from ATS, CdATS | 746 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 970 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 746 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 56.9 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 38.9 | B |
| Level of service, LOSd (from above) |  |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 52.9
Effective width of outside lane, We 37.86
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.73
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 17 (96.11-116.3) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.829 | 0.829 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 94 | pc/h | 107 |
| Base percent time-spent-following, (note-4) | BPTSFd | 11.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 44.5 |  |
| Percent time-spent-following, PTSFd | 31.8 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.07 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 180 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 554 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.1 | veh-h |
| Capacity from ATS, CdATS | 831 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1048 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 831 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 12.6 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |  |
| Average travel speed, ATSd (from above) | 57.8 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 31.8 | A |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 57.1
Effective width of outside lane, We 38.04
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 6.65
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | Mid Day Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 17 (96.11-116.3) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.829 | 0.829 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 107 | pc/h | 94 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 12.4 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 44.1 |  |  |
| Percent time-spent-following, PTSFd |  | 35.9 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.08 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 205 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 630 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.5 | veh-h |
| Capacity from ATS, CdATS | 819 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1028 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 819 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 64.9
Effective width of outside lane, We 37.50
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 6.92
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 1 (12.52-20.35) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 15 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 4.9 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 59 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 287 | veh/h |  |  |
| Opposing direction vol | lume | 394 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.6 | 1.4 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.917 | 0.943 |  |
| Grade adjustment factor, (note-1) fg | 0.86 | 0.92 |  |
| Directional flow rate, (note-2) vi | 395 | pc/h | 493 |
| Base percent time-spent-following, (note-4) | BPTSFd | 44.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 37.4 |  |
| Percent time-spent-following, PTSFd | 60.6 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.25 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 382 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1406 | veh-mi |
| Peak 15-min total travel time, TT15 | 7.3 | veh-h |
| Capacity from ATS, CdATS | 1442 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1540 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1442 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.9 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 52.1 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 60.6 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 312.0
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.14
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 1 (12.52-20.35) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 15 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 4.9 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 4 | \% |
| Grade: Length | - | mi | \% No-passing zones | 69 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 394 | veh/h |  |  |
| Opposing direction vol | lume | 287 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.4 | 1.6 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.943 | 0.917 |  |
| Grade adjustment factor, (note-1) fg | 0.92 | 0.86 |  |
| Directional flow rate, (note-2) vi | 493 | pc/h | 395 |
| Base percent time-spent-following, (note-4) | BPTSFd | 49.2 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 38.2 |  |
| Percent time-spent-following, PTSFd |  | 70.4 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.31 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 525 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1931 | veh-mi |
| Peak 15-min total travel time, TT15 | 10.2 | veh-h |
| Capacity from ATS, CdATS | 1327 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1404 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1327 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.9 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 51.5 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 70.4 |  |
| Level of service, LOSd (from above) | D |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 428.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.30
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 2 (20.35-29.46) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 18 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 5.7 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 56 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 221 | veh/h |  |  |
| Opposing direction vol | lume | 303 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.6 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.888 | 0.903 |  |
| Grade adjustment factor, (note-1) fg | 0.82 | 0.86 |  |
| Directional flow rate, (note-2) vi | 330 | pc/h | 424 |
| Base percent time-spent-following, (note-4) | BPTSFd | 37.4 | \% |
| Adjustment for no-passing zones, fnp |  | 41.4 |  |
| Percent time-spent-following, PTSFd |  | 55.5 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.22 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 342 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1260 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.5 | veh-h |
| Capacity from ATS, CdATS | 1310 | veh/h |
| Capacity from PTSF, CdPTSF | 1443 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1310 | $\mathrm{veh} / \mathrm{h}$ |


| Total length of analysis segment, Lt | 5.7 | mi |
| :---: | :---: | :---: |
| Length of two-lane highway upstream of the passing lane, Lu | 4.4 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |
| Average travel speed, ATSd (from above) | 52.8 | mi/h |
| Percent time-spent-following, PTSFd (from above) | 55.5 |  |
| Level of service, LOSd (from above) | C |  |
| _Average Travel Speed with Passing Lane |  |  |
| Downstream length of two-lane highway within effective | 1.70 |  |
| length of passing lane for average travel speed, Lde Length of two-lane highway downstream of effective | 1.70 | m |
| length of the passing lane for average travel speed, Ld | -1.70 | mi |
| Adj. factor for the effect of passing lane on average speed, fpl | 1.10 |  |
| Average travel speed including passing lane, ATSpl | 53.9 |  |
| Percent free flow speed including passing lane, PFFSpl | 87.7 | \% |

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 10.55 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -10.55 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.60
Percent time-spent-following including passing lane, PTSFpl 50.4 \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl C
Peak 15-min total travel time, TT15 6.3 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 240.2
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.62
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 2 (20.35-29.46) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.27 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 469 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1727 | veh-mi |
| Peak 15-min total travel time, TT15 | 8.9 | veh-h |
| Capacity from ATS, CdATS | 1207 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1335 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1207 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 329.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 8.78
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 3 (29.46-32.86) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.89 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 20 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 37 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 204 | veh/h |  |  |
| Opposing direction vol | lume | 279 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.6 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.877 | 0.893 |  |
| Grade adjustment factor, (note-1) fg | 0.81 | 0.86 |  |
| Directional flow rate, (note-2) vi | 323 | pc/h | 408 |
| Base percent time-spent-following, (note-4) | BPTSFd | 36.2 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 37.4 |  |
| Percent time-spent-following, PTSFd | 52.7 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.22 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 120 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 428 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.2 | veh-h |
| Capacity from ATS, CdATS | 1274 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1417 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1274 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 2.1 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | $53.5 \mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 52.7 |  |
| Level of service, LOSd (from above) | C |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 229.2
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.78
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 3 (29.46-32.86) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.89 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 20 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 51 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 279 | veh/h |  |  |
| Opposing direction vol | lume | 204 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.6 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.893 | 0.877 |  |
| Grade adjustment factor, (note-1) fg | 0.86 |  | 0.81 |
| Directional flow rate, (note-2) vi | 408 | pc/h | 323 |
| Base percent time-spent-following, (note-4) | BPTSFd | 42.1 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 41.4 |  |
| Percent time-spent-following, PTSFd |  | 65.2 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.27 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 165 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 586 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.1 | veh-h |
| Capacity from ATS, CdATS | 1185 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1305 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1185 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 313.5
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.94
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 26 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 4 (32.86-36.28) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.89 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 20 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 53 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 209 | veh/h |  |  |
| Opposing direction vol | lume | 287 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.6 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.877 | 0.893 |  |
| Grade adjustment factor, (note-1) fg | 0.82 | 0.86 |  |
| Directional flow rate, (note-2) vi | 326 | pc/h | 420 |
| Base percent time-spent-following, (note-4) | BPTSFd | 37.3 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 41.1 |  |
| Percent time-spent-following, PTSFd | 55.3 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.22 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 123 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 439 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.3 | veh-h |
| Capacity from ATS, CdATS | 1289 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1432 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1289 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 234.8
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.79
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 26 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 4 (32.86-36.28) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.89 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 20 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 42 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 287 | veh/h |  |  |
| Opposing direction vol | lume | 209 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.6 | 1.7 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.893 | 0.877 |  |  |
| Grade adjustment factor, (note-1) fg | 0.86 | 0.82 |  |  |
| Directional flow rate, (note-2) vi | 420 | pc/h | 326 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 43.0 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 38.1 |  |  |
| Percent time-spent-following, PTSFd |  | 64.5 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.27 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 169 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 603 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.2 | veh-h |
| Capacity from ATS, CdATS | 1185 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1305 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1185 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 2.1 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 53.2 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 64.5 |  |
| Level of service, LOSd (from above) | C |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 322.5
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.95
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 5 (36.28-41.52) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.82 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 3.3 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 26 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 218 | veh/h |  |  |
| Opposing direction vol | lume | 299 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.6 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.867 | 0.883 |  |
| Grade adjustment factor, (note-1) fg | 0.83 | 0.88 |  |
| Directional flow rate, (note-2) vi | 370 | pc/h | 469 |
| Base percent time-spent-following, (note-4) | BPTSFd | 42.2 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 30.4 |  |
| Percent time-spent-following, PTSFd | 55.6 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.25 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 219 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 719 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.1 | veh-h |
| Capacity from ATS, CdATS | 1320 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1469 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1320 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 3.3 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 52.9 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 55.6 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 265.9
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.12
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 5 (36.28-41.52) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.82 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 3.3 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 27 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 299 | veh/h |  |  |
| Opposing direction vol | lume | 218 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.6 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.883 | 0.867 |  |
| Grade adjustment factor, (note-1) fg | 0.88 | 0.83 |  |
| Directional flow rate, (note-2) vi | 469 | pc/h | 370 |
| Base percent time-spent-following, (note-4) | BPTSFd | 47.3 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 30.6 |  |
| Percent time-spent-following, PTSFd | 64.4 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.30 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 301 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 987 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.6 | veh-h |
| Capacity from ATS, CdATS | 1227 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1322 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1227 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 3.3 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 53.4 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 64.4 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 364.6
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.28
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 6 (41.52-43.89) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.6 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.867 | 0.883 |  |
| Grade adjustment factor, (note-1) fg | 0.83 | 0.88 |  |
| Directional flow rate, (note-2) vi | 365 | pc/h | 463 |
| Base percent time-spent-following, (note-4) | BPTSFd | 40.8 | \% |
| Adjustment for no-passing zones, fnp |  | 37.7 |  |
| Percent time-spent-following, PTSFd |  | 57.4 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.24 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 98 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 327 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.9 | veh-h |
| Capacity from ATS, CdATS | 1320 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1469 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1320 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 1.5 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 52.9 |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 57.4 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 262.7
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.12
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 6 (41.52-43.89) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.83 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 22 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.5 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 60 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 299 | veh/h |  |  |
| Opposing direction vol | lume | 218 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.6 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.883 | 0.867 |  |
| Grade adjustment factor, (note-1) fg | 0.88 | 0.83 |  |
| Directional flow rate, (note-2) vi | 463 | pc/h | 365 |
| Base percent time-spent-following, (note-4) | BPTSFd | 47.3 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 39.1 |  |
| Percent time-spent-following, PTSFd | 69.2 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.30 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 135 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 449 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.6 | veh-h |
| Capacity from ATS, CdATS | 1227 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1322 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1227 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 360.2
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.27
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 7 (43.89-53.44) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 23 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 6.0 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 72 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 196 | veh/h |  |  |
| Opposing direction vol | lume | 269 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.6 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.861 | 0.879 |  |
| Grade adjustment factor, (note-1) fg | 0.81 | 0.85 |  |
| Directional flow rate, (note-2) vi | 319 | pc/h | 409 |
| Base percent time-spent-following, (note-4) | BPTSFd | 35.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 44.8 |  |
| Percent time-spent-following, PTSFd | 55.5 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.22 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 334 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1176 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.3 | veh-h |
| Capacity from ATS, CdATS | 1244 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1417 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1244 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 222.7
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.70
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 7 (43.89-53.44) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 23 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 6.0 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 76 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 269 | veh/h |  |  |
| Opposing direction vol | lume | 196 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.27 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 459 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1614 | veh-mi |
| Peak 15-min total travel time, TT15 | 8.7 | veh-h |
| Capacity from ATS, CdATS | 1140 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1285 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1140 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 305.7
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.86
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 23 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 11.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 52 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 169 | veh/h |  |  |
| Opposing direction vol | lume | 231 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.845 | 0.861 |  |
| Grade adjustment factor, (note-1) fg | 0.79 | 0.83 |  |
| Directional flow rate, (note-2) vi | 288 | pc/h | 367 |
| Base percent time-spent-following, (note-4) | BPTSFd | 33.6 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 45.9 |  |
| Percent time-spent-following, PTSFd | 53.8 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.20 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 557 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1960 | veh-mi |
| Peak 15-min total travel time, TT15 | 10.3 | veh-h |
| Capacity from ATS, CdATS | 1216 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1315 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1216 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 11.6 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 53.8 | mi |
| Average travel speed, ATSd (from above) | 53.8 |  |  |
| Percent time-spent-following, PTSFd (from above) | C |  |  |
| Level of service, LOSd (from above) |  |  |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 192.0
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.62
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 24 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 23 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 11.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 49 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 231 | veh/h |  |  |
| Opposing direction vol | lume | 169 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Analysis(d) |  |  | Opposing (o) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.861 |  | 0.845 |  |  |
| Grade adjustment factor, (note-1) fg | 0.83 |  | 0.79 |  |  |
| Directional flow rate, (note-2) vi | 367 | $\mathrm{pc} / \mathrm{h}$ | 288 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Ee-4) BPTSFd | 39.0 | \% |  |  |
| Adjustment for no-passing zones, fnp |  | 44.9 |  |  |  |
| Percent time-spent-following, PTSFd |  | 64.2 | \% |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.25 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 761 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 2680 | veh-mi |
| Peak 15-min total travel time, TT15 | 14.2 | veh-h |
| Capacity from ATS, CdATS | 1112 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1230 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1112 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 11.6 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 53.5 | mi |
| Average travel speed, ATSd (from above) | 64.2 | C |  |
| Percent time-spent-following, PTSFd (from above) |  |  |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 262.5
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.78
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 9 (71.94-87.9) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.82 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 26 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 10.0 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 54 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 135 | veh/h |  |  |
| Opposing direction vol | lume | 185 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.828 | 0.846 |  |
| Grade adjustment factor, (note-1) fg | 0.78 | 0.81 |  |
| Directional flow rate, (note-2) vi | 255 | pc/h | 329 |
| Base percent time-spent-following, (note-4) | BPTSFd | 29.5 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 49.8 |  |
| Percent time-spent-following, PTSFd |  | 51.2 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 412 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1350 | veh-mi |
| Peak 15-min total travel time, TT15 | 7.7 | veh-h |
| Capacity from ATS, CdATS | 1124 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1265 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1124 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 164.6
Effective width of outside lane, We 29.85
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.08
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $3 / 24 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 9 (71.94-87.9) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.82 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 26 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 10.0 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 56 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 185 | veh/h |  |  |
| Opposing direction vol | lume | 135 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.846 | 0.828 |  |  |
| Grade adjustment factor, (note-1) fg | 0.81 | 0.78 |  |  |
| Directional flow rate, (note-2) vi | 329 | pc/h | 255 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 34.0 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 50.5 |  |  |
| Percent time-spent-following, PTSFd |  | 62.4 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.23 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 564 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1850 | veh-mi |
| Peak 15-min total travel time, TT15 | 10.6 | veh-h |
| Capacity from ATS, CdATS | 1023 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1194 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1023 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 225.6
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 13.82
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | MCElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 10a (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 487 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1716 | veh-mi |
| Peak 15-min total travel time, TT15 | 9.0 | veh-h |
| Capacity from ATS, CdATS | 1116 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1237 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1116 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 13.2 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 54.0 | $\mathrm{mi} / \mathrm{m}$ |
| Percent time-spent-following, PTSFd (from above) | 50.4 |  |
| Level of service, LoSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 147.7
Effective width of outside lane, We 30.30
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.46
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 10s (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.21 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 667 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 2350 | veh-mi |
| Peak 15-min total travel time, TT15 | 12.5 | veh-h |
| Capacity from ATS, CdATS | 1029 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1193 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1029 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 13.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 53.5 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 60.0 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl - \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 202.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.33
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 24 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 10.8 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 45 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 130 | veh/h |  |  |
| Opposing direction vol | lume | 178 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.839 | 0.856 |  |
| Grade adjustment factor, (note-1) fg | 0.76 | 0.80 |  |
| Directional flow rate, (note-2) vi | 232 | pc/h | 295 |
| Base percent time-spent-following, (note-4) | BPTSFd | 27.1 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 47.4 |  |
| Percent time-spent-following, PTSFd | 48.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 399 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1404 | veh-mi |
| Peak 15-min total travel time, TT15 | 7.3 | veh-h |
| Capacity from ATS, CdATS | 1116 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1237 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1116 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 147.7
Effective width of outside lane, We 30.30
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.46
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.21 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 546 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1922 | veh-mi |
| Peak 15-min total travel time, TT15 | 10.1 | veh-h |
| Capacity from ATS, CdATS | 1029 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1193 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1029 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 10.8 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 53.9 | $\mathrm{mi} / \mathrm{m}$ |
| Percent time-spent-following, PTSFd (from above) | 57.3 |  |
| Level of service, LOSd (from above) | C |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 202.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.33
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 11 (38.33-52.6) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.839 | 0.856 |  |
| Grade adjustment factor, (note-1) fg | 0.78 | 0.82 |  |
| Directional flow rate, (note-2) vi | 257 | pc/h | 329 |$\quad$ pc/h

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 374 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1317 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.9 | veh-h |
| Capacity from ATS, CdATS | 1143 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1278 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1143 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 8.9 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad-\quad \mathrm{mi}$ |  |
| Length of passing lane including tapers, Lpl | mi |  |
| Average travel speed, ATSd (from above) | 54.2 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 50.6 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 168.2
Effective width of outside lane, We 28.68
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.00
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 11 (38.33-52.6) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.856 | 0.839 |  |  |
| Grade adjustment factor, (note-1) fg | 0.82 | 0.78 |  |  |
| Directional flow rate, (note-2) vi | 329 | pc/h | 257 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 34.0 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 49.1 |  |  |
| Percent time-spent-following, PTSFd | 61.6 | $\%$ |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.23 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 513 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1807 | veh-mi |
| Peak 15-min total travel time, TT15 | 9.6 | veh-h |
| Capacity from ATS, CdATS | 1055 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1208 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1055 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 230.7
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.40
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.839 | 0.856 |  |
| Grade adjustment factor, (note-1) fg | 0.78 | 0.82 |  |
| Directional flow rate, (note-2) vi | 273 | pc/h | 348 |
| Base percent time-spent-following, (note-4) | BPTSFd | 31.7 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 50.5 |  |
| Percent time-spent-following, PTSFd | 53.9 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.19 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 236 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 832 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.4 | veh-h |
| Capacity from ATS, CdATS | 1156 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1293 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1156 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 178.4
Effective width of outside lane, We 27.87
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.26
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 24 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 5.3 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 62 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 215 | veh/h |  |  |
| Opposing direction vol | lume | 157 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.856 | 0.839 |  |
| Grade adjustment factor, (note-1) fg | 0.82 | 0.78 |  |
| Directional flow rate, (note-2) vi | 348 | pc/h | 273 |
| Base percent time-spent-following, (note-4) | BPTSFd | 36.5 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 50.5 |  |
| Percent time-spent-following, PTSFd | 64.8 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.23 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 324 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1140 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.0 | veh-h |
| Capacity from ATS, CdATS | 1069 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1223 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1069 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 5.3 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | $-\quad-\quad \mathrm{mi}$ |  |
| Length of passing lane including tapers, Lpl | mi |  |
| Average travel speed, ATSd (from above) | 53.6 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 64.8 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 244.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.42
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 13 (61.1-63.93) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.97 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 28 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.8 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 57 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 166 | veh/h |  |  |
| Opposing direction vol | lume | 228 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.817 | 0.836 |  |
| Grade adjustment factor, (note-1) fg | 0.78 | 0.82 |  |
| Directional flow rate, (note-2) vi | 269 | pc/h | 343 |
| Base percent time-spent-following, (note-4) | BPTSFd | 31.5 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 49.8 |  |
| Percent time-spent-following, PTSFd | 53.4 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.19 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 77 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 299 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.4 | veh-h |
| Capacity from ATS, CdATS | 1118 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1266 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1118 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 171.1
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 15.19
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 13 (61.1-63.93) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.97 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 28 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.8 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 57 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 228 | veh/h |  |  |
| Opposing direction vol | lume | 166 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.836 | 0.817 |  |
| Grade adjustment factor, (note-1) fg | 0.82 | 0.78 |  |
| Directional flow rate, (note-2) vi | 343 | pc/h | 269 |
| Base percent time-spent-following, (note-4) | BPTSFd | 36.3 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 49.8 |  |
| Percent time-spent-following, PTSFd | 64.2 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.24 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 106 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 410 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.0 | veh-h |
| Capacity from ATS, CdATS | 1031 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1180 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1031 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 235.1
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 15.35
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 14 (63.93-70.68) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  | 1.7 |  |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.862 |  | 0.877 |  |  |
| Grade adjustment factor, (note-1) fg | 0.78 |  | 0.82 |  |  |
| Directional flow rate, (note-2) vi | 261 | $\mathrm{pc} / \mathrm{h}$ | 333 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4) | e-4) BPTSFd | 29.9 | \% |  |  |
| Adjustment for no-passing zones, fnp |  | 48.3 |  |  |  |
| Percent time-spent-following, PTSFd |  | 51.1 | \% |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 184 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 714 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.4 | veh-h |
| Capacity from ATS, CdATS | 1185 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1321 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1185 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | - |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 54.0 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 51.1 |  |
| Level of service, LOSd (from above) | C |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 175.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.64
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 14 (63.93-70.68) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.877 | 0.862 |  |
| Grade adjustment factor, (note-1) fg | 0.83 | 0.79 | pch/h |
| Directional flow rate, (note-2) vi | 354 | pc/h | 277 |
| Base percent time-spent-following, (note-4) | BPTSFd | 36.8 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 44.9 |  |
| Percent time-spent-following, PTSFd | 62.0 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.24 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 271 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 974 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.0 | veh-h |
| Capacity from ATS, CdATS | 1129 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1253 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1129 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 257.8
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.84
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 15 (70.68-94.27) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.90 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 21 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 14.7 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 38 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 56 | veh/h |  |  |
| Opposing direction vol | lume | 77 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.841 | 0.841 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 101 | pc/h | 139 |
| Base percent time-spent-following, (note-4) | BPTSFd | 11.7 | \% |
| Adjustment for no-passing zones, fnp |  | 41.5 |  |
| Percent time-spent-following, PTSFd |  | 29.2 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.07 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 229 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 823 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.0 | veh-h |
| Capacity from ATS, CdATS | 904 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1106 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 904 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 14.7 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | mi |
| Average travel speed, ATSd (from above) | 57.0 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 29.2 | A |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 62.2
Effective width of outside lane, We 36.96
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.79
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 15 (70.68-94.27) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.841 | 0.841 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  | 0.73 |  |
| Directional flow rate, (note-2) vi | 139 | pc/h | 101 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 15.7 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 14.5 |  |  |
| Percent time-spent-following, PTSFd |  | 24.1 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.10 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 314 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1132 | veh-mi |
| Peak 15-min total travel time, TT15 | 5.4 | veh-h |
| Capacity from ATS, CdATS | 839 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1063 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 839 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 14.7 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 1.6 | mi |
| Length of passing lane including tapers, Lpl | 2.9 | mi |  |
| Average travel speed, ATSd (from above) | 58.5 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 24.1 |  |  |
| Level of service, LoSd (from above) | A |  |  |

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl A
Peak 15-min total travel time, TT15 5.3 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 85.6
Effective width of outside lane, We 35.07
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 6.64
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 16 (94.27-96.11) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.90 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 21 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 1.2 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 8 | \% |
| Up/down | - | \% | Access point density | 0 | /mi |
| Analysis direction vol | lume | 54 | veh/h |  |  |
| Opposing direction vol | lume | 74 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 |  |  | 1.9 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.841 |  |  | 0.841 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 |  |  | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 98 | $\mathrm{pc} / \mathrm{h}$ |  | 134 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 11.4 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 19.3 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 19.6 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.07 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 18 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 65 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.3 | veh-h |
| Capacity from ATS, CdATS | 891 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1092 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 891 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.2 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 0.1 | mi |
| Length of passing lane including tapers, Lpl | 1.1 | mi |  |
| Average travel speed, ATSd (from above) | 58.6 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 19.6 |  |  |
| Level of service, LoSd (from above) | A |  |  |

__Average Travel Speed with Passing Lane___
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld
Adj. factor for the effect of passing lane
on average speed, fpl
Average travel speed including passing lane, ATSpl
Percent free flow speed including passing lane, PFFSpl

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 13.00 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -13.00 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl A
Peak 15-min total travel time, TT15 0.3 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 60.0
Effective width of outside lane, We 37.14
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.71
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $1 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 16 (94.27-96.11) |
| Jurisdiction | BC |
| Analysis Year | 2014 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.841 | 0.841 |  |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 134 | pc/h | 98 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 15.2 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 54.1 |  |  |
| Percent time-spent-following, PTSFd |  | 46.4 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.10 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 25 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 89 | veh-mi |
| Peak 15-min total travel time, TT15 | 0.4 | veh-h |
| Capacity from ATS, CdATS | 839 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1044 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 839 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

| Total length of analysis segment, Lt | 1.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | - | mi |
| Length of passing lane including tapers, Lpl | - | 56.3 mi |
| Average travel speed, ATSd (from above) | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 46.4 |  |
| Level of service, LOSd (from above) | B |  |

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 82.2
Effective width of outside lane, We 35.34
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 6.52
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 17 (96.11-116.3) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.94 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 21 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 12.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 45 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 58 | veh/h |  |  |
| Opposing direction vol | lume | 79 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.841 | 0.841 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 100 | pc/h | 137 |
| Base percent time-spent-following, (note-4) | BPTSFd | 11.6 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 44.8 |  |
| Percent time-spent-following, PTSFd | 30.5 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | A |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.07 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 194 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 731 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.4 | veh-h |
| Capacity from ATS, CdATS | 891 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1106 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 891 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 61.7
Effective width of outside lane, We 36.78
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.86
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 17 (96.11-116.3) |
| Jurisdiction | BC |
| Analysis Year | 2039 |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.9 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.841 | 0.841 |  |
| Grade adjustment factor, (note-1) fg | 0.73 | 0.73 |  |
| Directional flow rate, (note-2) vi | 137 | pc/h | 100 |
| Base percent time-spent-following, (note-4) | BPTSFd | 15.5 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 44.4 |  |
| Percent time-spent-following, PTSFd |  | 41.2 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.10 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 265 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 995 | veh-mi |
| Peak 15-min total travel time, TT15 | 4.6 | veh-h |
| Capacity from ATS, CdATS | 839 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1044 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 839 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis $\qquad$

__Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde - mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld - mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl
Percent time-spent-following including passing lane, PTSFpl -
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl E
Peak 15-min total travel time, TT15 - veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 84.0
Effective width of outside lane, We 34.89
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 6.69
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```


## Appendix F: Passing Lane HCS Analysis Reports

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 2 / 2015$ |  |
| Analysis Time Period | AM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 1 (12.52-20.35) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 12 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 4.9 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 59 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 317 | veh/h |  |  |
| Opposing direction vo | lume | 187 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.6 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.933 | 0.923 |  |
| Grade adjustment factor, (note-1) fg | 0.88 | 0.81 |  |
| Directional flow rate, (note-2) vi | 439 | pc/h | 284 |
| Base percent time-spent-following, (note-4) | BPTSFd | 42.7 | \% |
| Adjustment for no-passing zones, fnp |  | 41.4 |  |
| Percent time-spent-following, PTSFd |  | 67.8 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.27 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 441 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1553 | veh-mi |
| Peak 15-min total travel time, TT15 | 8.4 | veh-h |
| Capacity from ATS, CdATS | 1231 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1317 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1231 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.9 | mi |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | 3.2 | mi |
| Length of passing lane including tapers, Lpl | 1.7 | mi |
| Average travel speed, ATSd (from above) | 52.4 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 67.8 |  |
| Level of service, LOSd (from above) | D |  |



Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 7.79 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -7.79 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.61
Percent time-spent-following including passing lane, PTSFpl 58.6 \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl C
Peak 15-min total travel time, TT15 8.2 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 360.2
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 5.78
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 2 / 2015$ |  |
| Analysis Time Period | AM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 4 (32.86-36.28) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.867 | 0.850 |  |
| Grade adjustment factor, (note-1) fg | 0.84 | 0.77 |  |
| Directional flow rate, (note-2) vi | 373 | pc/h | 244 |
| Base percent time-spent-following, (note-4) | BPTSFd | 37.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 45.6 |  |
| Percent time-spent-following, PTSFd | 65.5 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.25 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 143 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 485 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.7 | veh-h |
| Capacity from ATS, CdATS | 1062 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1208 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1062 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 2.1 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 0.6 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |  |
| Average travel speed, ATSd (from above) | 53.4 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 65.5 | D |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld
Adj. factor for the effect of passing lane
on average speed, fpl
Average travel speed including passing lane, ATSpl
Percent free flow speed including passing lane, PFFSpl

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 9.05 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -8.85 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.60
Percent time-spent-following including passing lane, PTSFpl 46.8 \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 2.5 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 271.8
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.13
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 2 / 2015$ |  |
| Analysis Time Period | AM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 6 (41.52-43.89) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.25 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 98 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak-hour vehicle-miles of travel, VMT60 | 360 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak l5-min total travel time, TT15 | 1.8 | $\mathrm{veh}-\mathrm{h}$ |
| Capacity from ATS, CdATS | 1001 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1172 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1001 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 1.5 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | 0.0 | mi |  |
| Length of passing lane including tapers, Lpl | 1.3 mi |  |  |
| Average travel speed, ATSd (from above) | 53.3 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 65.9 | D |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld
Adj. $\quad$ factor for the effect of passing lane
on average speed, fpl

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 9.01 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -8.81 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.60
Percent time-spent-following including passing lane, PTSFpl 39.6 \%
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 1.7 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 260.9
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 14.63
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 2 / 2015$ |  |
| Analysis Time Period | AM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 7 (43.89-53.44) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 28 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 6.0 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 72 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 216 | veh/h |  |  |
| Opposing direction vol | lume, | 127 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.24 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 352 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1296 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.6 | veh-h |
| Capacity from ATS, CdATS | 959 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1151 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 959 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 6.0 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 1.0 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |  |
| Average travel speed, ATSd (from above) | 53.5 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 65.1 |  |  |
| Level of service, LOSd (from above) | D |  |  |



Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 10.13 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -6.43 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.60
Percent time-spent-following including passing lane, PTSFpl 46.3 \%
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 6.4 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 234.8
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 15.35
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2039 with PL @ ACR |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 28 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 11.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 52 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 186 | veh/h |  |  |
| Opposing direction vol | lume | 110 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.836 | 0.817 |  |
| Grade adjustment factor, (note-1) fg | 0.80 | 0.74 |  |
| Directional flow rate, (note-2) vi | 302 | pc/h | 198 |
| Base percent time-spent-following, (note-4) | BPTSFd | 30.4 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 47.2 |  |
| Percent time-spent-following, PTSFd |  | 58.9 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.22 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 586 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 2158 | veh-mi |
| Peak 15-min total travel time, TT15 | 10.9 | veh-h |
| Capacity from ATS, CdATS | 935 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1111 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 935 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 11.6 mi |  |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 1.0 |
| Length of passing lane including tapers, Lpl | mi |  |
| Average travel speed, ATSd (from above) | 1.6 | mi |
| Percent time-spent-following, PTSFd (from above) | 54.0 | $\mathrm{mi} / \mathrm{h}$ |
| Level of service, LOSd (from above) | C |  |

Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde 11.53 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -2.53 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.60
Percent time-spent-following including passing lane, PTSFpl 44.5 \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 10.6 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 202.2
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 15.27
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2039 with PL @ ILR |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 28 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 11.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 52 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 186 | veh/h |  |  |
| Opposing direction vol | lume | 110 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.836 | 0.817 |  |
| Grade adjustment factor, (note-1) fg | 0.80 | 0.74 |  |
| Directional flow rate, (note-2) vi | 302 | pc/h | 198 |
| Base percent time-spent-following, (note-4) | BPTSFd | 30.4 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 47.2 |  |
| Percent time-spent-following, PTSFd |  | 58.9 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.22 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 586 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 2158 | veh-mi |
| Peak 15-min total travel time, TT15 | 10.9 | veh-h |
| Capacity from ATS, CdATS | 935 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1111 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 935 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 11.6 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 9.4 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |  |
| Average travel speed, ATSd (from above) | 54.0 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 58.9 | C |  |
| Level of service, LoSd (from above) |  |  |  |


| Downstream length of two-lane highway within effective |  |  |
| :---: | :---: | :---: |
| Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld | -0.80 | mi |
| Adj. factor for the effect of passing lane on average speed, fpl | 1.10 |  |
| Average travel speed including passing lane, ATSpl | 54.8 |  |
| Percent free flow speed including passing lane, PFFSpl | 88.4 | \% |

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 11.53 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -10.63 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.60
Percent time-spent-following including passing lane, PTSFpl 54.5 \%
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl C
Peak 15-min total travel time, TT15 10.7 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 202.2
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 15.27
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2039 with PL Gundy |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.828 | 0.810 |  |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 255 | pc/h | 161 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 26.5 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 45.0 |  |  |
| Percent time-spent-following, PTSFd |  | 54.1 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 439 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1544 | veh-mi |
| Peak 15-min total travel time, TT15 | 8.0 | veh-h |
| Capacity from ATS, CdATS | 880 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1084 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 880 | $\mathrm{veh} / \mathrm{h}$ |


|  |  |  |  |
| :--- | :--- | :--- | :--- |
| Total length of analysis segment, Lt |  |  |  |
| Length of two-lane highway upstream of the passing lane, Lu | 10.8 | 4.3 | mi |
| Length of passing lane including tapers, Lpl | 1.6 | mi |  |
| Average travel speed, ATSd (from above) | 54.6 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 54.1 |  |  |
| Level of service, LOSd (from above) | C |  |  |

Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde 1.70 mi
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld 3.20 mi
Adj. factor for the effect of passing lane
on average speed, fpl 1.10
Average travel speed including passing lane, ATSpl 55.7
Percent free flow speed including passing lane, PFFSpl 90.3 \%
Percent Time-Spent-Following with Passing Lane__
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde
Length of two-lane highway downstream of effective length of
the passing lane for percent time-spent-following, Ld
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl
Percent time-spent-following
including passing lane, PTSFpl
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 7.9 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 162.5
Effective width of outside lane, We 29.13
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.29
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | AM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2039 with PL |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.828 | 0.810 |  |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.73 |  |  |
| Directional flow rate, (note-2) vi | 255 | pc/h | 161 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 26.5 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 45.0 |  |  |
| Percent time-spent-following, PTSFd |  | 54.1 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 439 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1544 | veh-mi |
| Peak 15-min total travel time, TT15 | 8.0 | veh-h |
| Capacity from ATS, CdATS | 880 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1084 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 880 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 10.8 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 9.2 | mi |
| Length of passing lane including tapers, Lpl | 1.6 | mi |  |
| Average travel speed, ATSd (from above) | 54.6 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 54.1 |  |  |
| Level of service, LOSd (from above) | $C$ |  |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld
Adj. $\quad$ factor for the effect of passing lane
on average speed, fpl

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 12.23 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -12.23 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.59
Percent time-spent-following including passing lane, PTSFpl 50.8 \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl C
Peak 15-min total travel time, TT15 7.9 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 162.5
Effective width of outside lane, We 29.13
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.29
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | AM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 10a (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.9 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.828 | 0.810 |  |
| Grade adjustment factor, (note-1) fg | 0.77 | 0.73 |  |
| Directional flow rate, (note-2) vi | 255 | pc/h | 161 |
| Base percent time-spent-following, (note-4) | BPTSFd | 26.5 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 51.2 |  |
| Percent time-spent-following, PTSFd | 57.9 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | $C$ |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.18 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 536 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak-hour vehicle-miles of travel, VMT60 | 1888 | $\mathrm{veh}-\mathrm{mi}$ |
| Peak l5-min total travel time, TT15 | 9.9 | $\mathrm{veh}-\mathrm{h}$ |
| Capacity from ATS, CdATS | 880 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1084 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 880 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 13.2 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 11.8 | mi |
| Length of passing lane including tapers, Lpl | 1.4 | mi |  |
| Average travel speed, ATSd (from above) | 54.0 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 57.9 | C |  |
| Level of service, LoSd (from above) |  |  |  |

_Average Travel Speed with Passing Lane___
Downstream length of two-lane highway within effective

Percent Time-Spent-Following with Passing Lane
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 12.23 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -12.23 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.59
Percent time-spent-following including passing lane, PTSFpl 55.4 \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl C
Peak 15-min total travel time, TT15 9.8 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 162.5
Effective width of outside lane, We 29.13
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.29
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 26 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 1 (12.52-20.35) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.6 | 1.4 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.917 | 0.943 |  |
| Grade adjustment factor, (note-1) fg | 0.86 | 0.92 |  |
| Directional flow rate, (note-2) vi | 395 | pc/h | 493 |
| Base percent time-spent-following, (note-4) | BPTSFd | 44.0 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 37.4 |  |
| Percent time-spent-following, PTSFd | 60.6 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.25 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 382 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1406 | veh-mi |
| Peak 15-min total travel time, TT15 | 7.3 | veh-h |
| Capacity from ATS, CdATS | 1442 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1540 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1442 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.9 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 3.2 | mi |
| Length of passing lane including tapers, Lpl | 1.7 | mi |  |
| Average travel speed, ATSd (from above) | 52.1 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 60.6 |  |  |
| Level of service, LOSd (from above) | $C$ |  |  |

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl C
Peak 15-min total travel time, TT15 7.1 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 312.0
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.14
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 26 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 4 (32.86-36.28) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.89 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 20 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 2.1 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 53 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 209 | veh/h |  |  |
| Opposing direction vol | lume | 287 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.6 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.877 | 0.893 |  |
| Grade adjustment factor, (note-1) fg | 0.82 | 0.86 |  |
| Directional flow rate, (note-2) vi | 326 | pc/h | 420 |
| Base percent time-spent-following, (note-4) | BPTSFd | 37.3 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 41.1 |  |
| Percent time-spent-following, PTSFd | 55.3 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.22 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 123 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 439 | veh-mi |
| Peak 15-min total travel time, TT15 | 2.3 | veh-h |
| Capacity from ATS, CdATS | 1289 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1432 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1289 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 2.1 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 0.6 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |  |
| Average travel speed, ATSd (from above) | 53.4 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 55.3 | C |  |
| Level of service, LoSd (from above) |  |  |  |


| Downstream length of two-lane highway within effective |  |  |
| :---: | :---: | :---: |
| Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld | -1. 50 | mi |
| Adj. factor for the effect of passing lane on average speed, fpl | 1.10 |  |
| Average travel speed including passing lane, ATSpl | 57.0 |  |
| Percent free flow speed including passing lane, PFFSpl | 92.0 | \% |

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 10.69 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -10.49 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.60
Percent time-spent-following including passing lane, PTSFpl 39.5 \%
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 2.2 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 234.8
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.79
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
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Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 26 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 6 (41.52-43.89) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.6 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.867 | 0.883 |  |
| Grade adjustment factor, (note-1) fg | 0.83 | 0.88 |  |
| Directional flow rate, (note-2) vi | 365 | pc/h | 463 |
| Base percent time-spent-following, (note-4) | BPTSFd | 40.8 | \% |
| Adjustment for no-passing zones, fnp |  | 37.7 |  |
| Percent time-spent-following, PTSFd |  | 57.4 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.24 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 98 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 327 | veh-mi |
| Peak 15-min total travel time, TT15 | 1.9 | veh-h |
| Capacity from ATS, CdATS | 1320 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1469 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1320 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 1.5 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 0.0 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |  |
| Average travel speed, ATSd (from above) | 52.9 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 57.4 |  |  |
| Level of service, LOSd (from above) | C |  |  |


| Downstream length of two-lane highway within effective |  |  |
| :---: | :---: | :---: |
| length of passing lane for average travel speed, Lde | 1.70 | mi |
| Length of two-lane highway downstream of effective |  |  |
| length of the passing lane for average travel speed, Ld | -1.50 | mi |
| Adj. factor for the effect of passing lane on average speed, fpl | 1.10 |  |
| Average travel speed including passing lane, ATSpl | 58.1 |  |
| Percent free flow speed including passing lane, PFFSpl | 93.8 | \% |

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 9.33 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -9.13 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.60
Percent time-spent-following including passing lane, PTSFpl 34.5 \%
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl A
Peak 15-min total travel time, TT15 1.
1.7 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 262.7
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.12
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 20 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 7 (43.89-53.44) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.6 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.861 | 0.879 |  |
| Grade adjustment factor, (note-1) fg | 0.81 | 0.85 |  |
| Directional flow rate, (note-2) vi | 319 | pc/h | 409 |
| Base percent time-spent-following, (note-4) | BPTSFd | 35.9 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 44.8 |  |
| Percent time-spent-following, PTSFd | 55.5 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.22 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 334 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1176 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.3 | veh-h |
| Capacity from ATS, CdATS | 1244 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1417 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1244 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 6.0 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 1.0 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |  |
| Average travel speed, ATSd (from above) | 53.3 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 55.5 |  |  |
| Level of service, LOSd (from above) | $C$ |  |  |

Average Travel Speed with Passing Lane___
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld
Adj. factor for the effect of passing lane
on average speed, fpl
Average travel speed including passing lane, ATSpl

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 10.94 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -7.24 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.60
Percent time-spent-following including passing lane, PTSFpl 39.3 \%
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 6.1 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 222.7
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.70
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2039 with PL @ ACR |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.845 | 0.861 |  |
| Grade adjustment factor, (note-1) fg | 0.79 | 0.83 |  |
| Directional flow rate, (note-2) vi | 288 | pc/h | 367 |
| Base percent time-spent-following, (note-4) | BPTSFd | 33.6 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 45.9 |  |
| Percent time-spent-following, PTSFd | 53.8 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.20 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 557 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1960 | veh-mi |
| Peak 15-min total travel time, TT15 | 10.3 | veh-h |
| Capacity from ATS, CdATS | 1216 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1315 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1216 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 11.6 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 1.0 | mi |
| Length of passing lane including tapers, Lpl | 1.6 | mi |  |
| Average travel speed, ATSd (from above) | 53.8 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 53.8 |  |  |
| Level of service, LoSd (from above) | C |  |  |

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 10.1 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 192.0
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.62
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2039 with PL @ ILR |
| Description Alaska Highway Corridor Study |  |



Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 | 1.7 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.845 | 0.861 |  |
| Grade adjustment factor, (note-1) fg | 0.79 | 0.83 |  |
| Directional flow rate, (note-2) vi | 288 | pc/h | 367 |
| Base percent time-spent-following, (note-4) | BPTSFd | 33.6 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 45.9 |  |
| Percent time-spent-following, PTSFd | 53.8 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.20 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 557 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1960 | veh-mi |
| Peak 15-min total travel time, TT15 | 10.3 | veh-h |
| Capacity from ATS, CdATS | 1216 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1315 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1216 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 11.6 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 9.4 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |  |
| Average travel speed, ATSd (from above) | 53.8 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 53.8 |  |  |
| Level of service, LOSd (from above) | $C$ |  |  |

_Average Travel Speed with Passing Lane___
Downstream length of two-lane highway within effective

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde 11.77 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -10.87 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.59
Percent time-spent-following including passing lane, PTSFpl 49.7 \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 10.2 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 192.0
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.62
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
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Phone:
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Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | NB - Segment 10a (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 24 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 13.2 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 60 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 130 | veh/h |  |  |
| Opposing direction vol | lume | 178 | veh/h |  |  |

Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 487 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1716 | veh-mi |
| Peak 15-min total travel time, TT15 | 9.0 | veh-h |
| Capacity from ATS, CdATS | 1116 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1237 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1116 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 13.2 | mi |
| :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 11.8 |
| Length of passing lane including tapers, Lpl | mi |  |
| Average travel speed, ATSd (from above) | 1.4 | mi |
| Percent time-spent-following, PTSFd (from above) | 54.0 | $\mathrm{mi} / \mathrm{h}$ |
| Level of service, LOSd (from above) | 50.4 |  |

_Average Travel Speed with Passing Lane___
Downstream length of two-lane highway within effective Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 12.55 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -12.55 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.59
Percent time-spent-following including passing lane, PTSFpl 48.2 \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 8.9 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 147.7
Effective width of outside lane, We 30.30
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.46
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2039 with PL |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 24 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 10.8 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 45 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 130 | veh/h |  |  |
| Opposing direction vol | lume | 178 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.7 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.839 |  |  | 0. 856 |  |  |
| Grade adjustment factor, (note-1) fg | 0.76 |  |  | 0.80 |  |  |
| Directional flow rate, (note-2) vi | 232 | $\mathrm{pc} / \mathrm{h}$ |  | 295 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 27.1 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 47.4 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 48.0 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 399 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1404 | veh-mi |
| Peak 15-min total travel time, TT15 | 7.3 | veh-h |
| Capacity from ATS, CdATS | 1116 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1237 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1116 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 10.8 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 4.3 | mi |
| Length of passing lane including tapers, Lpl | 1.6 | mi |  |
| Average travel speed, ATSd (from above) | 54.4 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 48.0 | B |  |

_ Average Travel Speed with Passing Lane___
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld
Adj. factor for the effect of passing lane
on average speed, fpl
Average travel speed including passing lane, ATSpl

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 12.55 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -7.65 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.59
Percent time-spent-following including passing lane, PTSFpl 37.9 \%
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 7.2 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 147.7
Effective width of outside lane, We 30.30
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.46
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 25 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | NB - Segment 10b (21.1-38.33) |
| Jurisdiction | BC |
| Analysis Year | 2039 with PL |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 24 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 10.8 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 45 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 130 | veh/h |  |  |
| Opposing direction vol | lume | 178 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.8 |  |  | 1.7 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.839 |  |  | 0. 856 |  |  |
| Grade adjustment factor, (note-1) fg | 0.76 |  |  | 0.80 |  |  |
| Directional flow rate, (note-2) vi | 232 | $\mathrm{pc} / \mathrm{h}$ |  | 295 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 27.1 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 47.4 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 48.0 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | B |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.17 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 399 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1404 | veh-mi |
| Peak 15-min total travel time, TT15 | 7.3 | veh-h |
| Capacity from ATS, CdATS | 1116 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1237 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1116 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 10.8 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 9.2 | mi |
| Length of passing lane including tapers, Lpl | 1.6 | mi |  |
| Average travel speed, ATSd (from above) | 54.4 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 48.0 | B |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld
Adj. $\quad$ factor for the effect of passing lane
on average speed, fpl

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 12.55 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -12.55 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.59
Percent time-spent-following including passing lane, PTSFpl 45.1 \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 7.3 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 147.7
Effective width of outside lane, We 30.30
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 10.46
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 26 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 1 (12.52-20.35) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.92 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 15 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 4.9 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 4 | \% |
| Grade: Length | - | mi | \% No-passing zones | 69 | \% |
| Up/down | - | \% | Access point density | 4 | /mi |
| Analysis direction vol | lume | 394 | veh/h |  |  |
| Opposing direction vol | lume | 287 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.4 | 1.6 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.943 | 0.917 |  |
| Grade adjustment factor, (note-1) fg | 0.92 | 0.86 |  |
| Directional flow rate, (note-2) vi | 493 | pc/h | 395 |
| Base percent time-spent-following, (note-4) | BPTSFd | 49.2 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 38.2 |  |
| Percent time-spent-following, PTSFd |  | 70.4 | $\%$ |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.31 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 525 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1931 | veh-mi |
| Peak 15-min total travel time, TT15 | 10.2 | veh-h |
| Capacity from ATS, CdATS | 1327 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1404 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1327 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 4.9 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 3.1 | mi |
| Length of passing lane including tapers, Lpl | 1.6 | mi |  |
| Average travel speed, ATSd (from above) | 51.5 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 70.4 | D |  |

_ Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld
Adj. $\quad$ factor for the effect of passing lane
on average speed, fpl

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 7.36 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -7.16 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.61
Percent time-spent-following including passing lane, PTSFpl 60.3 \%
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl C
Peak 15-min total travel time, TT15 9.9 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 428.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 7.30
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 26 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 4 (32.86-36.28) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.6 |  | 1.7 |  |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.893 |  | 0.877 |  |  |
| Grade adjustment factor, (note-1) fg | 0.86 |  | 0.82 |  |  |
| Directional flow rate, (note-2) vi | 420 | $\mathrm{pc} / \mathrm{h}$ | 326 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4) | e-4) BPTSFd | 43.0 | \% |  |  |
| Adjustment for no-passing zones, fnp |  | 38.1 |  |  |  |
| Percent time-spent-following, PTSFd |  | 64.5 | \% |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.27 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 169 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 603 | veh-mi |
| Peak 15-min total travel time, TT15 | 3.2 | veh-h |
| Capacity from ATS, CdATS | 1185 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1305 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1185 | $\mathrm{veh} / \mathrm{h}$ |


| Total length of analysis segment, Lt | 2.1 | mi |
| :---: | :---: | :---: |
| Length of two-lane highway upstream of the passing lane, Lu | 0.5 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |
| Average travel speed, ATSd (from above) | 53.2 | mi/h |
| Percent time-spent-following, PTSFd (from above) | 64.5 |  |
| Level of service, LOSd (from above) | C |  |
| _Average Travel Speed with Passing Lane |  |  |
| Downstream length of two-lane highway within effective | 1.70 |  |
| length of passing lane for average travel speed, Lde Length of two-lane highway downstream of effective | 1.70 | m |
| length of the passing lane for average travel speed, Ld | $-1.40$ | mi |
| Adj. factor for the effect of passing lane on average speed, fpl | 1.10 |  |
| Average travel speed including passing lane, ATSpl | 57.1 |  |
| Percent free flow speed including passing lane, PFFSpl | 92.1 | \% |

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 7.94 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -7.64 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.61
Percent time-spent-following including passing lane, PTSFpl 45.4 \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 3.0 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 322.5
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 9.95
Bicycle LOS F
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:
Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $1 / 26 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 7 (43.89-53.44) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction Ana | Analysis(d) |  | Opposing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.6 |  |  | 1.7 |  |  |
| PCE for RVs, ER | 1.0 |  |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.879 |  |  | 0.861 |  |  |
| Grade adjustment factor, (note-1) fg | 0.85 |  |  | 0.81 |  |  |
| Directional flow rate, (note-2) vi | 409 | $\mathrm{pc} / \mathrm{h}$ |  | 319 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Le-4) BPTSFd | 42.4 | \% |  |  |  |
| Adjustment for no-passing zones, fnp |  | 45.1 |  |  |  |  |
| Percent time-spent-following, PTSFd |  | 67.7 | \% |  |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | D |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.27 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 459 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1614 | veh-mi |
| Peak 15-min total travel time, TT15 | 8.7 | veh-h |
| Capacity from ATS, CdATS | 1140 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1285 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1140 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 6.0 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 3.0 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |  |
| Average travel speed, ATSd (from above) | 52.9 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 67.7 |  |  |
| Level of service, LOSd (from above) | D |  |  |



Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 8.03 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -6.33 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.61
Percent time-spent-following including passing lane, PTSFpl 55.3 \%
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl C
Peak 15-min total travel time, TT15 8.4 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 305.7
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.86
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | McElhanney |
| Date Performed | $3 / 24 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 8 (53.44-71.94) |
| Jurisdiction | BC |
| Analysis Year | 2039 with PL at ACR |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 23 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 11.6 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 49 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 231 | veh/h |  |  |
| Opposing direction vol | lume | 169 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction Analysis(d) |  |  | Opposing (o) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.861 |  | 0.845 |  |  |
| Grade adjustment factor, (note-1) fg | 0.83 |  | 0.79 |  |  |
| Directional flow rate, (note-2) vi | 367 | $\mathrm{pc} / \mathrm{h}$ | 288 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Ee-4) BPTSFd | 39.0 | \% |  |  |
| Adjustment for no-passing zones, fnp |  | 44.9 |  |  |  |
| Percent time-spent-following, PTSFd |  | 64.2 | \% |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.25 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 761 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 2680 | veh-mi |
| Peak 15-min total travel time, TT15 | 14.2 | veh-h |
| Capacity from ATS, CdATS | 1112 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1230 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1112 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 11.6 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 9.7 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |  |
| Average travel speed, ATSd (from above) | 53.5 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 64.2 | C |  |

_Average Travel Speed with Passing Lane__
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl C
Peak 15-min total travel time, TT15 14.0 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 262.5
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.78
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 24 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 8 (53.44-71.94) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$

| Direction Analysis(d) |  |  | Opposing (o) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 |  | 1.8 |  |  |
| PCE for RVs, ER | 1.0 |  | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.861 |  | 0.845 |  |  |
| Grade adjustment factor, (note-1) fg | 0.83 |  | 0.79 |  |  |
| Directional flow rate, (note-2) vi | 367 | $\mathrm{pc} / \mathrm{h}$ | 288 |  | $\mathrm{pc} / \mathrm{h}$ |
| Base percent time-spent-following, (note-4 | Ee-4) BPTSFd | 39.0 | \% |  |  |
| Adjustment for no-passing zones, fnp |  | 44.9 |  |  |  |
| Percent time-spent-following, PTSFd |  | 64.2 | \% |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.25 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 761 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 2680 | veh-mi |
| Peak 15-min total travel time, TT15 | 14.2 | veh-h |
| Capacity from ATS, CdATS | 1112 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1230 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1112 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 11.6 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 0.5 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |  |
| Average travel speed, ATSd (from above) | 53.5 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 64.2 | C |  |


$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl C
Peak 15-min total travel time, TT15 14.0 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 262.5
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 11.78
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $3 / 24 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 9 (71.94-87.9) |
| Jurisdiction | BC |
| Analysis Year | 2039 with PL |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.82 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 26 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 10.0 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 56 | \% |
| Up/down | - | \% | Access point density | 3 | /mi |
| Analysis direction vol | lume | 185 | veh/h |  |  |
| Opposing direction vol | lume | 135 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.846 | 0.828 |  |  |
| Grade adjustment factor, (note-1) fg | 0.81 | 0.78 |  |  |
| Directional flow rate, (note-2) vi | 329 | pc/h | 255 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 34.0 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 50.5 |  |  |
| Percent time-spent-following, PTSFd |  | 62.4 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.23 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 564 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1850 | veh-mi |
| Peak 15-min total travel time, TT15 | 10.6 | veh-h |
| Capacity from ATS, CdATS | 1023 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1194 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1023 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 10.0 mi |  |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 3.6 | mi |
| Length of passing lane including tapers, Lpl | 1.3 mi |  |  |
| Average travel speed, ATSd (from above) | 53.4 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 62.4 |  |  |
| Level of service, LOSd (from above) | C |  |  |

_Average Travel Speed with Passing Lane___
Downstream length of two-lane highway within effective

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 10.59 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -5.48 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.60
Percent time-spent-following including passing lane, PTSFpl 49.5 \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 10.4 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 225.6
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 13.82
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 10s (1183 0-21.1) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |



Average Travel Speed

$\qquad$


Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.21 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 667 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 2350 | veh-mi |
| Peak 15-min total travel time, TT15 | 12.5 | veh-h |
| Capacity from ATS, CdATS | 1029 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1193 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1029 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 13.2 | mi |  |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, | Lu | 3.9 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |  |
| Average travel speed, ATSd (from above) | 53.5 | $\mathrm{mi} / \mathrm{h}$ |  |
| Percent time-spent-following, PTSFd (from above) | 60.0 |  |  |
| Level of service, LOSd (from above) | $C$ |  |  |


___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 12.3 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 202.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.33
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |  |
| :--- | :--- | :--- |
| Agency/Co. | McElhanney |  |
| Date Performed | $3 / 25 / 2015$ |  |
| Analysis Time Period | PM Peak Hr |  |
| Highway | 97 |  |
| From/To | SB - Segment 11 (38.33-52.6) |  |
| Jurisdiction | BC |  |
| Analysis Year | 2039 with PL |  |
| Description Alaska Highway Corridor Study |  |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 24 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 8.9 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 52 | \% |
| Up/down | - | \% | Access point density | 2 | /mi |
| Analysis direction vol | lume | 203 | veh/h |  |  |
| Opposing direction vol | lume | 148 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |  |
| :--- | :---: | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |  |
| Heavy-vehicle adjustment factor, fHV | 0.856 | 0.839 |  |  |
| Grade adjustment factor, (note-1) fg | 0.82 | 0.78 |  |  |
| Directional flow rate, (note-2) vi | 329 | pc/h | 257 | pc/h |
| Base percent time-spent-following, (note-4) | BPTSFd | 34.0 | $\%$ |  |
| Adjustment for no-passing zones, fnp |  | 49.1 |  |  |
| Percent time-spent-following, PTSFd | 61.6 | $\%$ |  |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.23 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 513 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1807 | veh-mi |
| Peak 15-min total travel time, TT15 | 9.6 | veh-h |
| Capacity from ATS, CdATS | 1055 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1208 | $\mathrm{veh} / \mathrm{h}$ |
| Directional capacity | 1055 | $\mathrm{veh} / \mathrm{h}$ |


| Total length of analysis segment, Lt | 8.9 | mi |
| :---: | :---: | :---: |
| Length of two-lane highway upstream of the passing lane, Lu | 7.6 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |
| Average travel speed, ATSd (from above) | 53.7 | mi/h |
| Percent time-spent-following, PTSFd (from above) | 61.6 |  |
| Level of service, LOSd (from above) | C |  |
| _Average Travel Speed with Passing Lane |  |  |
| Downstream length of two-lane highway within effective | 1.70 |  |
| length of passing lane for average travel speed, Lde Length of two-lane highway downstream of effective | 1.70 | m |
| length of the passing lane for average travel speed, Ld | -1.70 | mi |
| Adj. factor for the effect of passing lane on average speed, fpl | 1.10 |  |
| Average travel speed including passing lane, ATSpl | 54.4 |  |
| Percent free flow speed including passing lane, PFFSpl | 87.8 | \% |

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 10.59 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -10.59 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.60
Percent time-spent-following including passing lane, PTSFpl 58.0 \%
$\ldots$ ___ Level of Service and Other Performance Measures with Passing Lane ___
Level of service including passing lane, LOSpl C
Peak 15-min total travel time, TT15 9.4 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P
Flow rate in outside lane, vOL 230.7
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.40
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2039 with PL |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 24 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 5.3 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 62 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 215 | veh/h |  |  |
| Opposing direction vol | lume | 157 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.856 | 0.839 |  |
| Grade adjustment factor, (note-1) fg | 0.82 | 0.78 |  |
| Directional flow rate, (note-2) vi | 348 | pc/h | 273 |
| Base percent time-spent-following, (note-4) | BPTSFd | 36.5 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 50.5 |  |
| Percent time-spent-following, PTSFd | 64.8 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | C |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.23 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 324 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1140 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.0 | veh-h |
| Capacity from ATS, CdATS | 1069 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1223 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1069 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 5.3 | mi |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | 0.0 | mi |
| Length of passing lane including tapers, Lpl | 1.3 mi |  |
| Average travel speed, ATSd (from above) | 53.6 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 64.8 |  |
| Level of service, LOSd (from above) | C |  |



Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 9.92 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -5.92 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.60
Percent time-spent-following including passing lane, PTSFpl 42.8 \%
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 5.8 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 244.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.42
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```

Phone:
Fax:
E-Mail:

Directional Two-Lane Highway Segment Analysis $\qquad$

| Analyst | MR |
| :--- | :--- |
| Agency/Co. | MCElhanney |
| Date Performed | $2 / 27 / 2015$ |
| Analysis Time Period | PM Peak Hr |
| Highway | 97 |
| From/To | SB - Segment 12 (52.6-61.1) |
| Jurisdiction | BC |
| Analysis Year | 2039 with PL2 |
| Description Alaska Highway Corridor Study |  |


| Highway class Class | 1 |  | Peak hour factor, PHF | 0.88 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shoulder width | 6.0 | ft | \% Trucks and buses | 24 | \% |
| Lane width | 12.0 | ft | \% Trucks crawling | 0.0 | \% |
| Segment length | 5.3 | mi | Truck crawl speed | 0.0 | mi/hr |
| Terrain type | Roll |  | \% Recreational vehicles | 0 | \% |
| Grade: Length | - | mi | \% No-passing zones | 62 | \% |
| Up/down | - | \% | Access point density | 1 | /mi |
| Analysis direction vol | lume | 215 | veh/h |  |  |
| Opposing direction vol | lume | 157 | veh/h |  |  |

Average Travel Speed

$\qquad$

| Direction | Analysis(d) | Opposing (o) |  |
| :--- | :---: | :---: | :---: |
| PCE for trucks, ET | 1.7 | 1.8 |  |
| PCE for RVs, ER | 1.0 | 1.0 |  |
| Heavy-vehicle adjustment factor, fHV | 0.856 | 0.839 |  |
| Grade adjustment factor, (note-1) fg | 0.82 | 0.78 |  |
| Directional flow rate, (note-2) vi | 348 | pc/h | 273 |
| Base percent time-spent-following, (note-4) | BPTSFd | 36.5 | $\%$ |
| Adjustment for no-passing zones, fnp |  | 50.5 |  |
| Percent time-spent-following, PTSFd | 64.8 | $\%$ |  |

Level of Service and Other Performance Measures $\qquad$

| Level of service, LOS | $C$ |  |
| :--- | :--- | :--- |
| Volume to capacity ratio, v/c | 0.23 |  |
| Peak 15-min vehicle-miles of travel, VMT15 | 324 | veh-mi |
| Peak-hour vehicle-miles of travel, VMT60 | 1140 | veh-mi |
| Peak 15-min total travel time, TT15 | 6.0 | veh-h |
| Capacity from ATS, CdATS | 1069 | $\mathrm{veh} / \mathrm{h}$ |
| Capacity from PTSF, CdPTSF | 1223 | $\mathrm{veh} / \mathrm{h}$ |
| Directional Capacity | 1069 | $\mathrm{veh} / \mathrm{h}$ |

Passing Lane Analysis

| Total length of analysis segment, Lt | 5.3 | mi |
| :--- | :--- | :--- | :--- |
| Length of two-lane highway upstream of the passing lane, Lu | 1.5 | mi |
| Length of passing lane including tapers, Lpl | 1.3 | mi |
| Average travel speed, ATSd (from above) | 53.6 | $\mathrm{mi} / \mathrm{h}$ |
| Percent time-spent-following, PTSFd (from above) | 64.8 |  |
| Level of service, LOSd (from above) | C |  |

_ Average Travel Speed with Passing Lane___
Downstream length of two-lane highway within effective
length of passing lane for average travel speed, Lde
Length of two-lane highway downstream of effective
length of the passing lane for average travel speed, Ld
Adj. factor for the effect of passing lane
on average speed, fpl
Average travel speed including passing lane, ATSpl

Percent Time-Spent-Following with Passing Lane $\qquad$
Downstream length of two-lane highway within effective length
of passing lane for percent time-spent-following, Lde 9.92 mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld -7.42 mi
Adj. factor for the effect of passing lane
on percent time-spent-following, fpl 0.60
Percent time-spent-following including passing lane, PTSFpl 47.8 \%
___ Level of Service and Other Performance Measures with Passing Lane $\qquad$
Level of service including passing lane, LOSpl B
Peak 15-min total travel time, TT15 5.8 veh-h

```
Posted speed limit, Sp 55
Percent of segment with occupied on-highway parking 0
Pavement rating, P 3
Flow rate in outside lane, vOL 244.3
Effective width of outside lane, We 24.00
Effective speed factor, St 4.79
Bicycle LOS Score, BLOS 12.42
Bicycle LOS
Notes:
1. Note that the adjustment factor for level terrain is 1.00, as level terrain
    is one of the base conditions. For the purpose of grade adjustment, specific
    dewngrade segments are treated as level terrain.
2. If vi (vd or vo ) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a
    specific downgrade.
```


## Appendix G: Provincial Average Collision Rates Table

# British Columbia Ministry of Transportation and Infrastuct <br> <br> AVERAGE PROVINCIAL COLLISION RATES BY HIGHWAY SERVICE CLASS AND TRAFFIC VOLUME RANGE 

 <br> <br> AVERAGE PROVINCIAL COLLISION RATES BY HIGHWAY SERVICE CLASS AND TRAFFIC VOLUME RANGE}

## January 1, 2006 to December 31, 2010 Data ( 5 years)

| Average Daily <br> Traffic Volume <br> (vpd) | Highway Class |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | UAU2 |  |  | UAU4 |  |  | UAD4 |  |  | UED4** |  |  | UFD4** |  |  | RAU2 |  |  | RAU4 |  |  | RAD4** |  |  | RED4** |  |  | RFD4** |  |  |
|  | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) |
| 1-5,000 | 1.02 | 228 | 1116 | 2.73 | 10 | 123 | 2.05 | 2 | 29 | 1.39 | 0 | 1 |  |  |  | 0.55 | 8536 | 15179 | 0.52 | 78 | 287 | 0.48 | 49 | 134 |  |  |  | 0.45 | 640 | 1922 |
| 5,001-10,000 | 0.83 | 120 | 1115 | 1.16 | 29 | 512 | 1.17 | 8 | 132 |  |  |  |  |  |  | 0.48 | 852 | 4944 | 0.25 | 11 | 39 | 0.67 | 19 | 126 | 0.53 | 39 | 279 | 0.39 | 221 | 990 |
| 10,001-15,000 | 0.69 | 57 | 859 | 1.01 | 20 | 440 | 0.28 | 1 | 8 | 0.59 | 18 | 264 | 1.14 | 3 | 80 | 0.50 | 112 | 1202 | 0.40 | 7 | 69 | 0.44 | 96 | 939 | 0.42 | 95 | 835 | 0.28 | 23 | 139 |
| 15,001-20,000 | 0.52 | 18 | 299 | 0.85 | 18 | 463 | 0.92 | 6 | 175 | 1.23 | 2 | 76 | 0.46 | 2 | 30 | 0.23 | 45 | 310 | 0.31 | 36 | 360 | 0.28 | 23 | 223 | 0.52 | 10 | 168 | 0.28 | 20 | 183 |
| over 20,000 | 0.38 | 4 | 73 | 0.82 | 44 | 2041 | 1.11 | 25 | 1401 | 0.53 | 46 | 1495 | 0.42 | 135 | 4691 | 0.36 | 50 | 783 | 0.37 | 55 | 992 | 0.47 | 45 | 1127 | 0.61 | 15 | 409 | 0.28 | 254 | 3861 |
| All Volumes | 0.78 | 427 | 3462 | 0.90 | 120 | 3579 | 1.08 | 42 | 1745 | 0.56 | 65 | 1836 | 0.42 | 140 | 4801 | 0.51 | 9595 | 22418 | 0.37 | 187 | 1747 | 0.44 | 232 | 2549 | 0.48 | 159 | 1691 | 0.33 | 1158 | 7095 |

Collisions Occurring At All Intersections (MV6020 Accident Location Code 01, LKI Landmarks A1, A2, A3 \& A5). Zero radius from intersection point.


Collisions Occurring At Signalized Intersections (LKI Landmarks A3 \& A5). Zero radius from intersection point.

| Average DailyTraffic Volume(vpd) | Highway Class |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | UAU2 |  |  | UAU4 |  |  | UAD4 |  |  | UED4 ** |  |  | UFD4** |  |  | RaU2 |  |  | RAU4 |  |  | RAD4** |  |  | RED4** |  |  | RFD4** |  |  |
|  | (C/MV) | (\# int) | (\# coll) | (C/MV) | (\#int) | (\# coll) | (C/MV) | (\# int) | (\# coll) | (C/MV) | (\# int) | (\# coll) | (C/MV) | (\# int) | (\# coll) | (C/MV) | (\#int) | (\# coll) | (C/MV) | (\# int) | (\# coll) | (C/MV) | (\# int) | (\# coll) | (C/MV) | (\# int) | (\# coll) | (C/MV) | (\#int) | (\# coll) |
| 1-5,000 | 0.71 | 16 | 76 | 0.94 | 6 | 33 | 1.12 | 3 | 17 |  |  |  |  |  |  | 0.70 | 9 | 39 | 0.32 | 2 | 4 | 0.70 | 13 | 54 |  |  |  | 0.41 | 4 |  |
| 5,001-10,000 | 0.44 | 33 | 202 | 0.53 | 19 | 160 | 0.41 | 9 | 58 |  |  |  |  |  |  | 0.63 | 13 | 111 | 0.31 | 4 | 19 |  |  |  | 0.76 | 7 | 84 |  |  |  |
| 10,001-15,000 | 0.33 | 32 | 232 | 0.38 | 16 | 141 | 0.28 | 3 | 20 | 0.46 | 4 | 43 | 0.04 | 1 | 1 | 0.63 | 16 | 241 | 0.30 | 1 | 7 | 0.83 | 12 | 213 | 0.56 | 23 | 278 |  |  |  |
| 15,001-20,000 | 0.55 | 6 | 102 | 0.39 | 14 | 175 | 0.22 | 16 | 116 | 1.37 | 1 | 47 |  |  |  | 0.44 | 11 | 165 | 0.39 | 1 | 14 | 0.47 | 21 | 320 | 0.32 | 12 | 124 |  |  |  |
| over 20,000 | 0.28 | 4 | 59 | 0.37 | 48 | 964 | 0.43 | 38 | 843 | 0.43 | 25 | 735 |  |  |  | 0.31 | 17 | 254 | 0.44 | 18 | 444 | 0.42 | 23 | 547 | 0.38 | 11 | 185 | 0.20 | 1 | 14 |
| All Volumes | 0.40 | 91 | 671 | 0.39 | 103 | 1473 | 0.39 | 69 | 1054 | 0.45 | 30 | 825 | 0.04 | 1 | 1 | 0.45 | 66 | 810 | 0.43 | 26 | 488 | 0.49 | 69 | 1134 | 0.45 | 53 | 671 | 0.25 | 5 | 23 |

Non-Intersection Collisions (collisions not occurring at intersections above)

| $\begin{gathered} \hline \text { Average Daily } \\ \text { Traffic Volume } \\ \text { (vpd) } \end{gathered}$ | Highway Class |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | UAU2 |  |  | UAU4 |  |  | UAD4 |  |  | UED4** |  |  | UFD4** |  |  | RAU2 |  |  | RaU4 |  |  | RAD4** |  |  | RED4** |  |  | RFD4** |  |  |
|  | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (C/MVK) | (km) | (\# coll) | (/MVK) | (km) | (\# coll) |
| 1-5,000 | 0.29 | 228 | 318 | 0.31 | 10 | 14 | 0.21 | 2 | 3 | 1.39 | 0 | 1 |  |  |  | 0.36 | 8536 | 9967 | 0.32 | 78 | 176 | 0.25 | 49 | 71 |  |  |  | 0.42 | 640 | 1790 |
| 5,001-10,000 | 0.18 | 120 | 237 | 0.12 | 29 | 55 | 0.05 | 8 | 6 |  |  |  |  |  |  | 0.27 | 852 | 2818 | 0.08 | 11 | 12 | 0.44 | 19 | 83 | 0.25 | 39 | 133 | 0.34 | 221 | 886 |
| 10,001 - 15,000 | 0.15 | 57 | 185 | 0.11 | 20 | 50 | 0.11 | 1 | 3 | 0.29 | 18 | ${ }^{131}$ | 0.10 | 3 | 7 | 0.15 | 112 | 365 | 0.13 | 7 | 22 | 0.13 | 96 | 268 | 0.12 | 95 | 241 | 0.23 | 23 | 118 |
| 15,001-20,000 | 0.08 | 18 | 44 | 0.13 | 18 | 71 | 0.04 | 6 | 8 | 0.24 | 2 | 15 | 0.46 | 2 | 30 | 0.11 | 45 | 149 | 0.10 | 36 | 115 | 0.13 | 23 | 106 | 0.13 | 10 | 41 | 0.25 | 20 | 164 |
| over 20,000 | 0.05 | 4 | 9 | 0.08 | 44 | 199 | 0.05 | 25 | 67 | 0.07 | 46 | 194 | 0.29 | 135 | 3295 | 0.07 | 50 | 153 | 0.08 | 55 | 214 | 0.07 | 45 | 160 | 0.13 | 15 | 87 | 0.21 | 254 | 2821 |
| All Volumes | 0.18 | 427 | 793 | 0.10 | 120 | 389 | 0.05 | 42 | 87 | 0.10 | 65 | 341 | 0.29 | 140 | 3332 | 0.31 | 9595 | 13452 | 0.12 | 187 | 539 | 0.12 | 232 | 688 | 0.14 | 159 | 502 | 0.27 | 1158 | 5779 |

1. ** All RFD4 \& UFD4 and most UED4, RED4, \& RAD4 roadways have a separate LKI segment for each direction of travel (see the "opposing LKI segments" tab for details). Therefore, the length in the tables above, which represents LKI segment length, will differ from roadway length for these 5 service classes. As well, for these 5 classes the rate is based on the collisions and volumes for each 1 -directional LKI segment. Therefore to find an average rate by volume range for any of these 5 classes use the volume range that best represents the 1 -way AADT at your site
2. Provincial average intersection collision rates are artificially high due to the lack of cross-street volume data in the CIS and the fact that the CIS analysis does not include intersections where there are zero collisions when calculating provincial average rates
been blacked out. However, these rates can still be seen and may be used at the discretion of the analyst
3. Analysis dates: 7-14 September 2012. CIS version 1.7.3. CIS collision data last updated 29 August 2012. Traffic volume updated to the end of 2011. Effective LKI: July 2011. Subseques. $7-14$ September 2012 . CIS version 1.7.3. Co

## LEGEND:

## $\mathrm{U}=\mathrm{Urban}$

A = Arterial
$A=$ Arterial
$E=$ Expressway, multi-lanes with at grade intersections
$\mathrm{F}=$ Freeway, multi-lane with grade separations
U2 $=$ Undivided Up to 3 Lanes
U4 $=$ Undivided 4 or More Lan
D4 = Divided 4 or More Lanes
vpd $=$ Vehicles per Day
C/MVK = Collisions per Million Vehicle Kilometres
$\mathrm{C} / \mathrm{MV}=$ Collisions per Million Entering Vehicles
coll = Number of Collisions
\# int = Number of Intersections

A1 = Intersection with stop sign or flashing red lights, no turning slots
A2 = Intersection with stop sign or flashing red lights, and turning slots
A3 $=$ Intersection with traffic control lights, no turning slots
A5 $=$ Intersection with traffic control lights, and turning slots A5 = intersection with traffic control lights, and turning slots
MV6020 Form Accident Location Code $01=$ at intersection
$\square$ Less than 25 coliisions for this volume range and service class
ero collisions or no inventory for this volume range and service class

## Appendix H: Highway 97 / Highway 29 Sensitivity Analysis Synchro Reports

HCM Unsignalized Intersection Capacity Analysis
1: Highway 29 \& Highway 97

|  | 4 | $\rightarrow$ | $\cdots$ | 7 | $\nleftarrow$ | 4 | 4 | 4 | \% | - | $\dagger$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | 7 |  | $\uparrow$ | 「 | ${ }^{7}$ | 中 ${ }^{\text {a }}$ |  | ${ }^{1}$ | 4 | F' |
| Volume (veh/h) | 6 | 7 | 165 | 19 | 3 | 10 | 154 | 208 | 24 | 7 | 371 | 10 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 7 | 8 | 183 | 21 | 3 | 11 | 171 | 231 | 27 | 8 | 412 | 11 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (m/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  | 3 |  |  | 3 |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 887 | 1028 | 412 | 1018 | 1026 | 129 | 423 |  |  | 258 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC 2 , stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 887 | 1028 | 412 | 1018 | 1026 | 129 | 423 |  |  | 258 |  |  |
| tC , single (s) | 7.8 | 6.8 | 7.2 | 7.8 | 6.8 | 7.2 | 4.4 |  |  | 4.4 |  |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.6 | 4.1 | 3.4 | 3.6 | 4.1 | 3.4 | 2.3 |  |  | 2.3 |  |  |
| p0 queue free \% | 96 | 96 | 67 | 79 | 98 | 99 | 84 |  |  | 99 |  |  |
| cM capacity (veh/h) | 187 | 178 | 556 | 99 | 179 | 860 | 1051 |  |  | 1221 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |  |  |  |  |
| Volume Total | 198 | 36 | 171 | 154 | 104 | 8 | 412 | 11 |  |  |  |  |
| Volume Left | 7 | 21 | 171 | 0 | 0 | 8 | 0 | 0 |  |  |  |  |
| Volume Right | 183 | 11 | 0 | 0 | 27 | 0 | 0 | 11 |  |  |  |  |
| cSH | 600 | 160 | 1051 | 1700 | 1700 | 1221 | 1700 | 1700 |  |  |  |  |
| Volume to Capacity | 0.33 | 0.22 | 0.16 | 0.09 | 0.06 | 0.01 | 0.24 | 0.01 |  |  |  |  |
| Queue Length 95th (m) | 10.9 | 6.2 | 4.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |  |  |  |  |
| Control Delay (s) | 15.5 | 35.1 | 9.1 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 |  |  |  |  |
| Lane LOS | C | E | A |  |  | A |  |  |  |  |  |  |
| Approach Delay (s) | 15.5 | 35.1 | 3.6 |  |  | 0.1 |  |  |  |  |  |  |
| Approach LOS | C | E |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 5.4 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 45.9\% |  | CU Level | f Service |  |  | A |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |

HCM Unsignalized Intersection Capacity Analysis
1：Highway 29 \＆Highway 97

|  | $\downarrow$ |  |  | 7 | $\downarrow$ | 4 | 4 | 4 | $p$ | $\checkmark$ | $\downarrow$ | $\checkmark$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | $\overline{7}$ |  | $\uparrow$ | 「 | \％ | 中t |  | ＊ | $\uparrow$ | 「 |
| Volume（veh／h） | 6 | 7 | 184 | 21 | 3 | 11 | 172 | 232 | 27 | 7 | 414 | 11 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\％ |  |  | 0\％ |  |  | 0\％ |  |  | 0\％ |  |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate（vph） | 7 | 8 | 204 | 23 | 3 | 12 | 191 | 258 | 30 | 8 | 460 | 12 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width（ m ） |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed（ $\mathrm{m} / \mathrm{s}$ ） |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare（veh） |  |  | 3 |  |  | 3 |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh） |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal（ m ） |  |  |  |  |  |  |  |  |  |  |  |  |
| pX，platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| VC ，conflicting volume | 988 | 1146 | 460 | 1134 | 1143 | 144 | 472 |  |  | 288 |  |  |
| $\mathrm{vC1}$ ，stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC2，stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu ，unblocked vol | 988 | 1146 | 460 | 1134 | 1143 | 144 | 472 |  |  | 288 |  |  |
| tC，single（s） | 7.8 | 6.8 | 7.2 | 7.8 | 6.8 | 7.2 | 4.4 |  |  | 4.4 |  |  |
| $\mathrm{tC}, 2$ stage（s） |  |  |  |  |  |  |  |  |  |  |  |  |
| tF（s） | 3.6 | 4.1 | 3.4 | 3.6 | 4.1 | 3.4 | 2.3 |  |  | 2.3 |  |  |
| p0 queue free \％ | 96 | 95 | 60 | 67 | 98 | 99 | 81 |  |  | 99 |  |  |
| cM capacity（veh／h） | 152 | 146 | 517 | 71 | 146 | 841 | 1006 |  |  | 1189 |  |  |
| Direction，Lane \＃ | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |  |  |  |  |
| Volume Total | 219 | 39 | 191 | 172 | 116 | 8 | 460 | 12 |  |  |  |  |
| Volume Left | 7 | 23 | 191 | 0 | 0 | 8 | 0 | 0 |  |  |  |  |
| Volume Right | 204 | 12 | 0 | 0 | 30 | 0 | 0 | 12 |  |  |  |  |
| cSH | 553 | 117 | 1006 | 1700 | 1700 | 1189 | 1700 | 1700 |  |  |  |  |
| Volume to Capacity | 0.40 | 0.33 | 0.19 | 0.10 | 0.07 | 0.01 | 0.27 | 0.01 |  |  |  |  |
| Queue Length 95th（m） | 14.3 | 10.0 | 5.3 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |  |  |  |  |
| Control Delay（s） | 17.5 | 51.6 | 9.4 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 |  |  |  |  |
| Lane LOS | C | F | A |  |  | A |  |  |  |  |  |  |
| Approach Delay（s） | 17.5 | 51.6 | 3.8 |  |  | 0.1 |  |  |  |  |  |  |
| Approach LOS | C | F |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 6.3 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 49．3\％ |  | CU Level | f Service |  |  | A |  |  |  |
| Analysis Period（min） |  |  | 15 |  |  |  |  |  |  |  |  |  |

HCM Unsignalized Intersection Capacity Analysis
1：Highway 29 \＆Highway 97

|  | 4 | $\rightarrow$ | $\checkmark$ | 7 |  | 4 | 4 | 4 | $p$ | （ | $\downarrow$ | 4 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | 7 |  | $\uparrow$ | 「 | ${ }^{7}$ | 中 ${ }^{\text {a }}$ |  | ${ }^{7}$ | 4 | 「 |
| Volume（veh／h） | 8 | 10 | 252 | 29 | 4 | 15 | 234 | 316 | 37 | 10 | 566 | 15 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\％ |  |  | 0\％ |  |  | 0\％ |  |  | 0\％ |  |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate（vph） | 9 | 11 | 280 | 32 | 4 | 17 | 260 | 351 | 41 | 11 | 629 | 17 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width（m） |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed（m／s） |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare（veh） |  |  | 3 |  |  | 3 |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh） |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal（m） |  |  |  |  |  |  |  |  |  |  |  |  |
| pX，platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC ，conflicting volume | 1349 | 1563 | 629 | 1548 | 1559 | 196 | 646 |  |  | 392 |  |  |
| $\mathrm{vC1}$ ，stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC 2 ，stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu ，unblocked vol | 1349 | 1563 | 629 | 1548 | 1559 | 196 | 646 |  |  | 392 |  |  |
| tC，single（s） | 7.8 | 6.8 | 7.2 | 7.8 | 6.8 | 7.2 | 4.4 |  |  | 4.4 |  |  |
| tC， 2 stage（s） |  |  |  |  |  |  |  |  |  |  |  |  |
| tF（s） | 3.6 | 4.1 | 3.4 | 3.6 | 4.1 | 3.4 | 2.3 |  |  | 2.3 |  |  |
| p0 queue free \％ | 87 | 84 | 30 | 0 | 94 | 98 | 70 |  |  | 99 |  |  |
| cM capacity（veh／h） | 70 | 68 | 397 | 14 | 68 | 776 | 859 |  |  | 1081 |  |  |
| Direction，Lane \＃ | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |  |  |  |  |
| Volume Total | 300 | 53 | 260 | 234 | 158 | 11 | 629 | 17 |  |  |  |  |
| Volume Left | 9 | 32 | 260 | 0 | 0 | 11 | 0 | 0 |  |  |  |  |
| Volume Right | 280 | 17 | 0 | 0 | 41 | 0 | 0 | 17 |  |  |  |  |
| cSH | 426 | 24 | 859 | 1700 | 1700 | 1081 | 1700 | 1700 |  |  |  |  |
| Volume to Capacity | 0.70 | 2.19 | 0.30 | 0.14 | 0.09 | 0.01 | 0.37 | 0.01 |  |  |  |  |
| Queue Length 95th（m） | 40.6 | 50.4 | 9.7 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |  |  |  |  |
| Control Delay（s） | 36.0 | 887.8 | 11.0 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 |  |  |  |  |
| Lane LOS | E | F | B |  |  | A |  |  |  |  |  |  |
| Approach Delay（s） | 36.0 | 887.8 | 4.4 |  |  | 0.1 |  |  |  |  |  |  |
| Approach LOS | E | F |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 36.8 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 61．2\％ |  | CU Level | Service |  |  | B |  |  |  |
| Analysis Period（min） |  |  | 15 |  |  |  |  |  |  |  |  |  |

HCM Unsignalized Intersection Capacity Analysis
1: Highway 29 \& Highway 97

|  | 4 | $\rightarrow$ | 7 | 7 |  | 4 | 4 | 4 | \% | - | $\dagger$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  | $\uparrow$ | 7 |  | $\uparrow$ | 「 | ${ }^{1 /}$ | 中 ${ }^{\text {a }}$ |  | ${ }^{7}$ | 4 | F' |
| Volume (veh/h) | 9 | 11 | 271 | 31 | 4 | 16 | 252 | 340 | 39 | 11 | 609 | 16 |
| Sign Control |  | Stop |  |  | Stop |  |  | Free |  |  | Free |  |
| Grade |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 10 | 12 | 301 | 34 | 4 | 18 | 280 | 378 | 43 | 12 | 677 | 18 |
| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (m/s) |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh) |  |  | 3 |  |  | 3 |  |  |  |  |  |  |
| Median type |  |  |  |  |  |  |  | None |  |  | None |  |
| Median storage veh) |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (m) |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked |  |  |  |  |  |  |  |  |  |  |  |  |
| vC , conflicting volume | 1452 | 1682 | 677 | 1667 | 1678 | 211 | 694 |  |  | 421 |  |  |
| $\mathrm{vC1}$, stage 1 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vC 2 , stage 2 conf vol |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu , unblocked vol | 1452 | 1682 | 677 | 1667 | 1678 | 211 | 694 |  |  | 421 |  |  |
| tC , single (s) | 7.8 | 6.8 | 7.2 | 7.8 | 6.8 | 7.2 | 4.4 |  |  | 4.4 |  |  |
| tC, 2 stage (s) |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s) | 3.6 | 4.1 | 3.4 | 3.6 | 4.1 | 3.4 | 2.3 |  |  | 2.3 |  |  |
| p0 queue free \% | 82 | 77 | 18 | 0 | 92 | 98 | 66 |  |  | 99 |  |  |
| cM capacity (veh/h) | 55 | 54 | 369 | 6 | 54 | 759 | 821 |  |  | 1054 |  |  |
| Direction, Lane \# | EB 1 | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |  |  |  |  |
| Volume Total | 323 | 57 | 280 | 252 | 169 | 12 | 677 | 18 |  |  |  |  |
| Volume Left | 10 | 34 | 280 | 0 | 0 | 12 | 0 | 0 |  |  |  |  |
| Volume Right | 301 | 18 | 0 | 0 | 43 | 0 | 0 | 18 |  |  |  |  |
| cSH | 396 | 11 | 821 | 1700 | 1700 | 1054 | 1700 | 1700 |  |  |  |  |
| Volume to Capacity | 0.82 | 5.08 | 0.34 | 0.15 | 0.10 | 0.01 | 0.40 | 0.01 |  |  |  |  |
| Queue Length 95th (m) | 56.1 | Err | 11.5 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 |  |  |  |  |
| Control Delay (s) | 50.8 | Err | 11.6 | 0.0 | 0.0 | 8.5 | 0.0 | 0.0 |  |  |  |  |
| Lane LOS | F | F | B |  |  | A |  |  |  |  |  |  |
| Approach Delay (s) | 50.8 | Err | 4.6 |  |  | 0.1 |  |  |  |  |  |  |
| Approach LOS | F | F |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay |  |  | 328.0 |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |  |  | 64.6\% |  | CU Level | Service |  |  | C |  |  |  |
| Analysis Period (min) |  |  | 15 |  |  |  |  |  |  |  |  |  |


c Critical Lane Group

## Appendix I: Signal Warrant Analysis Results

## 2005 Canadian Traffic Signal Warrant Matrix Analysis



## 2005 Canadian Traffic Signal Warrant Matrix Analysis



## 2005 Canadian Traffic Signal Warrant Matrix Analysis



## 2005 Canadian Traffic Signal Warrant Matrix Analysis



## 2005 Canadian Traffic Signal Warrant Matrix Analysis



## WARRANT NO.I MINIMUM VEHICULAR VOLUME

| Number of Incoming Lanes on Approach |  | Large Urban Areas (> 10000 population) |  |  |  | Small Urban Areas (<10000 population) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Posted or 85th Percentile Speed |  |  |  | Peak 7 Hour Volume (vph) |  |
|  |  | = $<70 \mathrm{~km} / \mathrm{hr}$ <br> Peak 7 Hour Volume (vph) |  | $>70 \mathrm{~km} / \mathrm{hr}$Peak 7 Hour Volume (vph) |  |  |  |
|  |  |  |  |  |  |  |  |
| Major | Minor | Major | Minor | Major | Minor | Major | Minor |
| 1 | I | 500 | 150 | 350 | 105 | 350 | 105 |
| 2 or more | 1 | 600 | 150 | 420 | 105 | 420 | 105 |
| 2 or more | 2 or more | 600 | 200 | 420 | 140 | 420 | 140 |
| I | 2 or more | 500 | 200 | 350 | 140 | 350 | 140 |


| Existing Scenario to be Considered |  |  |  |
| :---: | :---: | :---: | :---: |
| Number of Incoming Lanes <br> on Approach | Minimum Volumes |  |  |
| Major | Minor | Major | Minor |
| 2 or more | 2 or more | 420 | 140 |



| Number of Incoming Lanes on Approach |  | Large Urban Areas (> 10000 population) |  |  |  | Small Urban Areas (<10000 population) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Posted or 85th Percentile Speed |  |  |  | Peak 7 Hour Volume (vph) |  |
|  |  | = $<70 \mathrm{~km} / \mathrm{hr}$ |  | > 70 km/hr |  |  |  |
|  |  | Peak 7 Hour Volume (vph) |  | Peak 7 Hour Volume (vph) |  |  |  |
| Major | Minor | Major | Minor | Major | Minor | Major | Minor |
| 1 | 1 | 750 | 75 | 525 | 50 | 525 | 50 |
| 2 or more | 1 | 900 | 75 | 630 | 50 | 630 | 50 |
| 2 or more | 2 or more | 900 | 100 | 630 | 70 | 630 | 70 |
| I | 2 or more | 750 | 100 | 525 | 70 | 525 | 70 |


| Existing Scenario to be Considered |  |  |  |
| :---: | :---: | :---: | :---: |
| Number of Incoming Lanes <br> on Approach | Minimum Volumes |  |  |
| Major | Minor | Major | Minor |
| 2 or more | 2 or more | 630 | 70 |



## WARRANT NO. 3 Progressive Movement

I) Is the distance to the nearest signal greater than or equal to 300 m ?
Yes No

One Way
Are the adjacent signals so far apart that they do not provide a necessary

degree of vehicle platooning and speed control?

Two Way
Do the adjacent signals constitute a progressive system?
Yes

Are the adjacent signals so far apart that they do not provide a necessary
Yes No degree of vehicle platooning and speed control?

Warrant Satisfied? Yes No
Explanation: The adjacent signals do not constitute a progressive system, and the installation of a signal at this location will not provide a necessary degree of vehicle platooning and speed control.

## WARRANT NO. 4 Accident Experience (based on ICBC Claims Data)

## $x$

I) Have five or more reported accidents of types susceptible to correction

Yes
No by traffic signals occurred within a 12 month period, with each accident involving personal injury or damage exceeding $\$ 1000$ ?

- This intersection does warrant the installation of a traffic signal.

Yes
3) Will the installation of a signal allow progressive traffic flow?

Yes
Warrant Satisfied? Yes No

Explanation: - Previous 5 years (2008 to 2013): 7 accident
|'- Highest 12 months: 3 accident
'- Highest 12 months: 0 accident that may be correctable with a traffic

## WARRANT NO. 5 System Warrant

I) Are both the major and minor streets "Major Routes"?
Yes No
2) Does the total Peak Hour Volume over all approaches equal or exceed
Yes 1000 vph ?
3) Are one or more of Warrants $I, 2,6,7$ and 9 satisfied using Projected 5
4) Does the Peak 5 Hour Weekend Volume equal or exceed 1000 vph ?

Explanation: The warrant is satisfied.
I) Have other measures been tried which cause less delay and
Yes
No invonvenience to traffic than traffic signals?

| Number of Incoming Lanes on Approach |  | Large Urban Areas (> 10000 population) |  |  |  | Small Urban Areas (<10000 population) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Posted or 85th Percentile Speed |  |  |  | Peak 7 Hour Volume (vph) |  |
|  |  | $=<70 \mathrm{~km} / \mathrm{hr}$Peak 7 Hour Volume (vph) |  | $>70 \mathrm{~km} / \mathrm{hr}$ |  |  |  |
|  |  | Peak 7 Hour Volume (vph) |  |  |
| Major | Minor |  |  | Major | Minor | Major | Minor | Major | Minor |
| 1 | I | 600 | 120 | 420 | 85 | 420 | 85 |
| 2 or more | 1 | 720 | 120 | 500 | 85 | 500 | 85 |
| 2 or more | 2 or more | 720 | 160 | 500 | 110 | 500 | 110 |
| 1 | 2 or more | 600 | 160 | 420 | 110 | 420 | 110 |


| Existing Scenario to be Considered |  |  |  |
| :---: | :---: | :---: | :---: |
| Number of Incoming Lanes <br> on Approach | Minimum Volumes |  |  |
| Major | Minor | Major | Minor |
| 2 or more | 2 or more | 500 | $\times$ |



## WARRANT NO. 7 Four Hour Volumes

| Location Type | Large Urban Areas (> 10000 population) |  |
| :---: | :---: | :---: |
|  | Posted or 85th Percentile Speed |  |
|  | $=<70 \mathrm{~km} / \mathrm{hr}$ | $>70 \mathrm{~km} / \mathrm{hr}$ |
| Large Urban |  |  |
| (>10000 pop.) | Figure I | Figure 2 |
| Small Urban <br> $(<10000$ pop.) | Figure 1 | Figure 2 |


|  | Existing Scenario to be Considered |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Location Type |  | Figure |  |  |  |  |
|  | Rural |  | Figure 2 |  |  |  |  |
| Highest of 4 consecutive hours on an average day |  |  |  | Highest of 4 consecutive hours on an average day |  |  |  |
|  |  |  |  | Time Period | Eastbound | Westbound | Higher of |
| Time Period | Southbound | Northbound | Total of Both |  |  |  | Each |
| 3 pm to 4pm | 534 | 609 | 1143 | 3 pm to 4pm | 216 | 45 | 216 |
| 4 pm to 5pm | 648 | 663 | 1311 | 4 pm to 5pm | 230 | 47 | 230 |
| 5 pm to 6pm | 822 | 819 | 1641 | 5 pm to 6pm | 377 | 65 | 377 |



Figure 2. Warrant 7: four hour volumes 2

Explanation: The warrant is satisfied.

|  | Number of Minor Street Incoming Lanes on Approach with <br> Highest Peak <br> Hour Delay |  |
| :---: | :---: | :---: |
|  | 1 | 2 or more |
| Minimum Peak Hour Delay (veh <br> hr) | 4 | 5 |
| Minimum Peak Hour Traffic <br> (vph) | 100 | 150 |


| Number of Intersection <br> Approaches | Minimum total Peak Hour <br> Traffic for All Approaches <br> Combined (vph) |
| :---: | :---: |
| 3 | 650 |
| 4 | 800 |


| Existing Scenario to be Considered |  |
| :---: | :---: |
| Minimum Peak Hour Delay <br> (veh-hr) | 5 |
| Minimum Peak Hour Traffic <br> (vph) | 150 |
| Minimum total Peak Hour <br> Traffic for All Approaches <br> Combined (vph) | 800 |

Peak hour traffic volumes on an average day

| Peak hour traffic volumes on an average day |  |  |  |
| :---: | :---: | :---: | :---: |
| Time Period | Eastbound | Westbound | Higher of Each |
| - This | 377 | 65 | 377 |
| intersection |  |  |  |
| Existing Peak Hour Delay (veh-hr): |  |  |  |
|  | Eastboun |  | 1.91 |
|  | Westboun |  | 1.25 |

Warrant Satisfied? Yes No
Explanation: The warrant is satisfied.

## WARRANT NO. 9 Peak Hour Volumes

| Location Type | Large Urban Areas (> 10000 population) |  |
| :---: | :---: | :---: |
|  | Posted or 85th Percentile Speed |  |
|  | $=<70 \mathrm{~km} / \mathrm{hr}$ | $>70 \mathrm{~km} / \mathrm{hr}$ |
| Large Urban <br> (>10000 pop.) | Figure 3 | Figure 4 |
| Small Urban <br> $(<10000$ pop.) | Figure 3 |  |


| Existing Scenario to be Considered |  |
| :---: | :---: |
| Location Type | Figure |
| Rural | Figure 4 |




Figure 4. Warrant 9: peak hour volumes 2

Explanation: The warrant is satisfied.

## Summary

## Warrant

I) Minimum Vehicular Volume
2) Interruption of Continuous Traffic
3) Progressive Movement
4) Accident Experience
5) System Warrant
6) Combination Warrant
7) Four Hour Volume
8) Peak Hour Delay
9) Peak Hour Volume
x Satisfied
x Satisfied


Satisfied

x Satisfied
x Satisfied
x Satisfied
x Satisfied
x Satisfied

$\square$ Not Satisfied
$x$ Not Satisfied
$x$ Not Satisfied


## Comments:

- This intersection does warrant the installation of a traffic signal.

| Number of Incoming Lanes on Approach |  | Large Urban Areas (> 10000 population) |  |  |  | Small Urban Areas (<10000 population) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Posted or 85th Percentile Speed |  |  |  | Peak 7 Hour Volume (vph) |  |
|  |  | $=<70 \mathrm{~km} / \mathrm{hr}$Peak 7 Hour Volume (vph) |  | $>70 \mathrm{~km} / \mathrm{hr}$Peak 7 Hour Volume (vph) |  |  |  |
|  |  |  |  |  |  |  |  |
| Major | Minor | Major | Minor | Major | Minor | Major | Minor |
| 1 | 1 | 500 | 150 | 350 | 105 | 350 | 105 |
| 2 or more | 1 | 600 | 150 | 420 | 105 | 420 | 105 |
| 2 or more | 2 or more | 600 | 200 | 420 | 140 | 420 | 140 |
| I | 2 or more | 500 | 200 | 350 | 140 | 350 | 140 |


| Existing Scenario to be Considered |  |  |  |
| :---: | :---: | :---: | :---: |
| Number of Incoming Lanes <br> on Approach | Minimum Volumes |  |  |
| Major | Minor | Major | Minor |
| 2 or more | 2 or more | 420 | 140 |

Existing Traffic Volumes (by Approach)
8 hours traffic volume on an average day

Total of Both Major
Time Period
6am to 7am
7am to 8am
8am to 9am
Ilam to 12am
I2am to lpm
3pm to 4 pm
4pm to 5 pm

|  | Existing Traffic Volumes (by Approach) <br> 8 hours traffic volume on an average day |  |  |
| :---: | :---: | :---: | :---: |
| Higher than Minimum? | Time Period | Higher of Each Minor Approaches | Higher than Minimum? |
| Yes | 6am to 7am | 121 | No |
| Yes | 7 am to 8am | 140 | No |
| Yes | 8 am to 9am | 167 | Yes |
| No | Ilam to 12am | 124 | No |
| No | 12 am to Ipm | 106 | No |
| Yes | 3 pm to 4pm | 122 | No |
| Yes | 4 pm to 5pm | 130 | No |
| Yes | 5pm to 6pm | 214 | Yes |



Explanation: The warrant is not satisfied. Only 2 hours of traffic volume exceed the minimum vehicular volume criteria.

| Number of Incoming Lanes on Approach |  | Large Urban Areas (> 10000 population) |  |  |  | Small Urban Areas (<10000 population) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Posted or 85th Percentile Speed |  |  |  | Peak 7 Hour Volume (vph) |  |
|  |  | $=<70 \mathrm{~km} / \mathrm{hr}$Peak 7 Hour Volume (vph) |  | $>70 \mathrm{~km} / \mathrm{hr}$Peak 7 Hour Volume (vph) |  |  |  |
|  |  |  |  |  |  |  |  |
| Major | Minor | Major | Minor | Major | Minor | Major | Minor |
| 1 | 1 | 750 | 75 | 525 | 50 | 525 | 50 |
| 2 or more | 1 | 900 | 75 | 630 | 50 | 630 | 50 |
| 2 or more | 2 or more | 900 | 100 | 630 | 70 | 630 | 70 |
| 1 | 2 or more | 750 | 100 | 525 | 70 | 525 | 70 |


| Existing Scenario to be Considered |  |  |  |
| :---: | :---: | :---: | :---: |
| Number of Incoming Lanes <br> on Approach | Minimum Volumes |  |  |
| Major | Minor | Major | Minor |
| 2 or more | 2 or more | 630 | 70 |


| Existing Traffic Volumes (by Approach) <br> 8 hours traffic volume on an average day |  |  | Existing Traffic Volumes (by Approach) 8 hours traffic volume on an average day |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |
| Time Period | Total of Both Major | Higher than Minimum? | Time Period | Higher of Each Minor | Higher than |
|  | Approaches |  |  | Approaches | Minimum? |
| 6am to 7am | 499 | No | 6am to 7am | 121 | Yes |
| 7am to 8am | 722 | Yes | 7 am to 8am | 140 | Yes |
| 8 am to 9am | 576 | No | 8 am to 9am | 167 | Yes |
| Ilam to 12am | 414 | No | Ilam to 12am | 124 | Yes |
| 12 am to Ipm | 415 | No | 12 am to 1pm | 106 | Yes |
| 3 pm to 4pm | 653 | Yes | 3 pm to 4 pm | 122 | Yes |
| 4 pm to 5pm | 748 | Yes | 4 pm to 5 pm | 130 | Yes |
| 5 pm to 6pm | 934 | Yes | 5 pm to 6pm | 214 | Yes |



Explanation: The warrant is not satisfied. Only 4 hours of traffic volume exceed the minimum vehicular volume criteria.

## WARRANT NO. 3 Progressive Movement

I) Is the distance to the nearest signal greater than or equal to 300 m ?
Yes No

One Way
Are the adjacent signals so far apart that they do not provide a necessary

degree of vehicle platooning and speed control?

Two Way
Do the adjacent signals constitute a progressive system?
Yes

Are the adjacent signals so far apart that they do not provide a necessary
Yes No degree of vehicle platooning and speed control?

Warrant Satisfied? Yes No
Explanation: The adjacent signals do not constitute a progressive system, and the installation of a signal at this location will not provide a necessary degree of vehicle platooning and speed control.

## WARRANT NO. 4 Accident Experience (based on ICBC Claims Data)

I) Have five or more reported accidents of types susceptible to correction

Yes
 by traffic signals occurred within a 12 month period, with each accident involving personal injury or damage exceeding $\$ 1000$ ?
2) Have adequate trials of less restrictive remedies with satisfactory

Yes $\quad \mathrm{No}$ observance and enforcement failed to reduce the accident frequency?
3) Will the installation of a signal allow progressive traffic flow?

Yes

Warrant Satisfied? Yes No
Explanation: - Previous 5 years (2008 to 2013): 7 accident
'- Highest 12 months: 3 accident
'- Highest 12 months: 0 accident that may be correctable with a traffic

## WARRANT NO. 5 System Warrant

I) Are both the major and minor streets "Major Routes"?
2) Does the total Peak Hour Volume over all approaches equal or exceed
Yes $N o$ 1000 vph ?
3) Are one or more of Warrants $I, 2,6,7$ and 9 satisfied using Projected 5

Yes Year Volumes?
4) Does the Peak 5 Hour Weekend Volume equal or exceed 1000 vph ?
Warrant Satisfied? Yes No

Explanation: The warrant is satisfied.
I) Have other measures been tried which cause less delay and

Yes $\square$ invonvenience to traffic than traffic signals?

| Number of Incoming Lanes on Approach |  | Large Urban Areas (> 10000 population) |  |  |  | Small Urban Areas <br> (<10000 population) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Posted or 85th Percentile Speed |  |  |  | Peak 7 Hour Volume (vph) |  |
|  |  | $=<70 \mathrm{~km} / \mathrm{hr}$Peak 7 Hour Volume (vph) |  | $>70 \mathrm{~km} / \mathrm{hr}$Peak 7 Hour Volume (vph) |  |  |  |
|  |  |  |  |  |  |  |  |
| Major | Minor | Major | Minor | Major | Minor | Major | Minor |
| 1 | 1 | 600 | 120 | 420 | 85 | 420 | 85 |
| 2 or more | 1 | 720 | 120 | 500 | 85 | 500 | 85 |
| 2 or more | 2 or more | 720 | 160 | 500 | 110 | 500 | 110 |
| 1 | 2 or more | 600 | 160 | 420 | 110 | 420 | 110 |


| Existing Scenario to be Considered |  |  |  |
| :---: | :---: | :---: | :---: |
| Number of Incoming Lanes <br> on Approach | Minimum Volumes |  |  |
| Major | Minor | Major | Minor |
| 2 or more | 2 or more | 500 | IIO |


| Existing Traffic Volumes (by Approach) 8 hours traffic volume on an average day |  |  | Existing Traffic Volumes (by Approach) 8 hours traffic volume on an average day |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |
|  | Total of Both Major | Higher than Minimum? | Time Period | Higher of Each Minor | Higher than |
| Time Period | Approaches |  |  | Approaches | Minimum? |
| 6am to 7am | 499 | No | 6am to 7am | 121 | Yes |
| 7 am to 8am | 722 | Yes | 7 am to 8am | 140 | Yes |
| 8 am to 9am | 576 | Yes | 8 am to 9am | 167 | Yes |
| Ilam to 12am | 414 | No | 11 am to 12am | 124 | Yes |
| 12 am to Ipm | 415 | No | 12 am to 1 pm | 106 | No |
| 3 pm to 4pm | 653 | Yes | 3 pm to 4 pm | 122 | Yes |
| 4 pm to 5 pm | 748 | Yes | 4 pm to 5 pm | 130 | Yes |
| 5 pm to 6 pm | 934 | Yes | 5 pm to 6pm | 214 | Yes |

Warrant Satisfied? Yes $\quad$ No
Explanation: The warrant is not satisfied. Only 5 hours of traffic volume exceed the minimum vehicular volume criteria.

## WARRANT NO. 7 Four Hour Volumes

| Location Type | Large Urban Areas (> 10000 population) |  |
| :---: | :---: | :---: |
|  | Posted or 85th Percentile Speed |  |
|  | $=<70 \mathrm{~km} / \mathrm{hr}$ | $>70 \mathrm{~km} / \mathrm{hr}$ |
| Large Urban <br> (>10000 pop.) | Figure 1 | Figure 2 |
| Small Urban <br> $(<10000$ pop.) | Figure 1 |  |


|  | Existing Scenario to be Considered |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Location Type |  | Figure |  |  |  |  |
|  | Large Urban ( | (10000 pop.) | Figure 2 |  |  |  |  |
| Highest of 4 consecutive hours on an average day |  |  |  | Highest of 4 consecutive hours on an average day |  |  |  |
|  |  |  |  | Time Period | Eastbound | Westbound | Higher of |
| Time Period | Southbound | Northbound | Total of Both |  |  |  | Each |
| 3 pm to 4pm | 306 | 348 | 653 | 3 pm to 4 pm | 122 | 25 | 122 |
| 4 pm to 5pm | 370 | 379 | 748 | 4 pm to 5pm | 130 | 26 | 130 |
| 5 pm to 6 pm | 468 | 466 | 934 | 5 pm to 6pm | 214 | 36 | 214 |



Figure 2. Warrant 7: four hour volumes 2

Warrant Satisfied? Yes
No
Explanation: The warrant is not satisfied because only 2 of the 3 consecutive hours exceed or equal to the appropriate threshold.

|  | Number of Minor Street Incoming Lanes on Approach with <br> Highest Peak Hour Delay |  |
| :---: | :---: | :---: |
|  | 1 | 2 or more |
| Minimum Peak Hour Delay (veh <br> hr) | 4 | 5 |
| Minimum Peak Hour Traffic <br> (vph) | 100 | 150 |


| Number of Intersection <br> Approaches | Minimum total Peak Hour <br> Traffic for All Approaches <br> Combined (vph) |
| :---: | :---: |
| 3 | 650 |
| 4 | 800 |


| Existing Scenario to be Considered |  |
| :---: | :---: |
| Minimum Peak Hour Delay <br> (veh-hr) | 5 |
| Minimum Peak Hour Traffic <br> (vph) | 150 |
| Minimum total Peak Hour <br> Traffic for All Approaches <br> Combined (vph) | 800 |


| Peak hour traffic volumes on an average day |  |  |  | Peak hour traffic volumes on an average day |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time Period | Southbound | Northbound | Total of Both |  |  |  |  |
|  |  |  |  | Time Period | Eastbound | Westbound | Each |
| 1515 pm to | 468 | 466 | 934 | 1515 pm to | 214 | 36 | 214 |
| 1615 pm |  |  |  | 1615 pm |  |  |  |
|  |  |  |  | Existing Peak H | r Delay (veh |  |  |
|  |  |  |  |  | Eastboun |  | 1.08 |
|  |  |  |  |  | Westboun |  | 0.69 |

Warrant Satisfied? Yes $\quad$ No

Explanation: The warrant is not satisfied because the existing peak hour delay for the minor approach does not exceed 5 veh-hr.

## WARRANT NO. 9 Peak Hour Volumes

| Location Type | Large Urban Areas (> 10000 population) |  |
| :---: | :---: | :---: |
|  | Posted or 85th Percentile Speed |  |
|  | = $<70 \mathrm{~km} / \mathrm{hr}$ | $>70 \mathrm{~km} / \mathrm{hr}$ |
| Rural | Figure 3 | Figure 4 |
| $\begin{aligned} & \hline \text { Large Urban } \\ & \text { (> } 10000 \text { pop.) } \end{aligned}$ | Figure 3 | Figure 4 |
| $\begin{gathered} \hline \text { Small Urban } \\ \text { (<10000 pop.) } \end{gathered}$ | Figure 4 | Figure 4 |


| Existing Scenario to be Considered |  |
| :---: | :---: |
| Location Type | Figure |
| Rural | Figure 4 |

Peak hour traffic volumes on an average day

| Higher of |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |



Figure 4. Warrant 9: peak hour volumes 2

Warrant Satisfied? Yes No
Explanation: The warrant is satisfied.

## Summary

## Warrant

I) Minimum Vehicular Volume
2) Interruption of Continuous Traffic
3) Progressive Movement
4) Accident Experience
5) System Warrant
6) Combination Warrant
7) Four Hour Volume
8) Peak Hour Delay
9) Peak Hour Volume


Satisfied

Satisfied


Satisfied
x Satisfied Satisfied Satisfied Satisfied x Satisfied
$x$ Not Satisfied
$x$ Not Satisfied
$x$ Not Satisfied
$x$ Not Satisfied

$x$ Not Satisfied
x Not Satisfied
$x$ Not Satisfied
$\square$ Not Satisfied

Comments:

## WARRANT NO.I MINIMUM VEHICULAR VOLUME

| Number of Incoming Lanes on Approach |  | Large Urban Areas (> 10000 population) |  |  |  | Small Urban Areas (<10000 population) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Posted or 85th Percentile Speed |  |  |  | Peak 7 Hour Volume (vph) |  |
|  |  | = $<70 \mathrm{~km} / \mathrm{hr}$ <br> Peak 7 Hour Volume (vph) |  | $>70 \mathrm{~km} / \mathrm{hr}$Peak 7 Hour Volume (vph) |  |  |  |
|  |  |  |  |  |  |  |  |
| Major | Minor | Major | Minor | Major | Minor | Major | Minor |
| 1 | I | 500 | 150 | 350 | 105 | 350 | 105 |
| 2 or more | 1 | 600 | 150 | 420 | 105 | 420 | 105 |
| 2 or more | 2 or more | 600 | 200 | 420 | 140 | 420 | 140 |
| I | 2 or more | 500 | 200 | 350 | 140 | 350 | 140 |


| Existing Scenario to be Considered |  |  |  |
| :---: | :---: | :---: | :---: |
| Number of Incoming Lanes <br> on Approach | Minimum Volumes |  |  |
| Major | Minor | Major | Minor |
| 2 or more | 2 or more | 420 | 140 |



| Number of Incoming Lanes on Approach |  | Large Urban Areas (> 10000 population) |  |  |  | Small Urban Areas (<10000 population) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Posted or 85th Percentile Speed |  |  |  | Peak 7 Hour Volume (vph) |  |
|  |  | = $<70 \mathrm{~km} / \mathrm{hr}$ |  | > 70 km/hr |  |  |  |
|  |  | Peak 7 Hour Volume (vph) |  | Peak 7 Hour Volume (vph) |  |  |  |
| Major | Minor | Major | Minor | Major | Minor | Major | Minor |
| 1 | 1 | 750 | 75 | 525 | 50 | 525 | 50 |
| 2 or more | 1 | 900 | 75 | 630 | 50 | 630 | 50 |
| 2 or more | 2 or more | 900 | 100 | 630 | 70 | 630 | 70 |
| I | 2 or more | 750 | 100 | 525 | 70 | 525 | 70 |


| Existing Scenario to be Considered |  |  |  |
| :---: | :---: | :---: | :---: |
| Number of Incoming Lanes <br> on Approach | Minimum Volumes |  |  |
| Major | Minor | Major | Minor |
| 2 or more | 2 or more | 630 | 70 |



## WARRANT NO. 3 Progressive Movement

I) Is the distance to the nearest signal greater than or equal to 300 m ?
Yes No

One Way
Are the adjacent signals so far apart that they do not provide a necessary

degree of vehicle platooning and speed control?

Two Way
Do the adjacent signals constitute a progressive system?
Yes

Are the adjacent signals so far apart that they do not provide a necessary
Yes No degree of vehicle platooning and speed control?

Warrant Satisfied? Yes No
Explanation: The adjacent signals do not constitute a progressive system, and the installation of a signal at this location will not provide a necessary degree of vehicle platooning and speed control.

## WARRANT NO. 4 Accident Experience (based on ICBC Claims Data)

## $x$

I) Have five or more reported accidents of types susceptible to correction

Yes
No by traffic signals occurred within a 12 month period, with each accident involving personal injury or damage exceeding $\$ 1000$ ?

- This intersection does warrant the installation of a traffic signal.

Yes
3) Will the installation of a signal allow progressive traffic flow?

Yes
Warrant Satisfied? Yes No

Explanation: - Previous 5 years (2008 to 2013): 7 accident
|'- Highest 12 months: 3 accident
'- Highest 12 months: 0 accident that may be correctable with a traffic

## WARRANT NO. 5 System Warrant

I) Are both the major and minor streets "Major Routes"?
Yes No
2) Does the total Peak Hour Volume over all approaches equal or exceed
Yes 1000 vph ?
3) Are one or more of Warrants $I, 2,6,7$ and 9 satisfied using Projected 5
4) Does the Peak 5 Hour Weekend Volume equal or exceed 1000 vph ?

Explanation: The warrant is satisfied.
I) Have other measures been tried which cause less delay and
Yes
No invonvenience to traffic than traffic signals?

| Number of Incoming Lanes on Approach |  | Large Urban Areas (> 10000 population) |  |  |  | Small Urban Areas (<10000 population) |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Posted or 85th Percentile Speed |  |  |  | Peak 7 Hour Volume (vph) |  |
|  |  | $=<70 \mathrm{~km} / \mathrm{hr}$Peak 7 Hour Volume (vph) |  | $>70 \mathrm{~km} / \mathrm{hr}$ |  |  |  |
|  |  | Peak 7 Hour Volume (vph) |  |  |
| Major | Minor |  |  | Major | Minor | Major | Minor | Major | Minor |
| 1 | I | 600 | 120 | 420 | 85 | 420 | 85 |
| 2 or more | 1 | 720 | 120 | 500 | 85 | 500 | 85 |
| 2 or more | 2 or more | 720 | 160 | 500 | 110 | 500 | 110 |
| 1 | 2 or more | 600 | 160 | 420 | 110 | 420 | 110 |


| Existing Scenario to be Considered |  |  |  |
| :---: | :---: | :---: | :---: |
| Number of Incoming Lanes <br> on Approach | Minimum Volumes |  |  |
| Major | Minor | Major | Minor |
| 2 or more | 2 or more | 500 | $\times$ |



## WARRANT NO. 7 Four Hour Volumes

| Location Type | Large Urban Areas (> 10000 population) |  |
| :---: | :---: | :---: |
|  | Posted or 85th Percentile Speed |  |
|  | $=<70 \mathrm{~km} / \mathrm{hr}$ | $>70 \mathrm{~km} / \mathrm{hr}$ |
| Large Urban |  |  |
| (>10000 pop.) | Figure I | Figure 2 |
| Small Urban <br> $(<10000$ pop.) | Figure 1 | Figure 2 |


|  | Existing Scenario to be Considered |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Location Type |  | Figure |  |  |  |  |
|  | Rural |  | Figure 2 |  |  |  |  |
| Highest of 4 consecutive hours on an average day |  |  |  | Highest of 4 consecutive hours on an average day |  |  |  |
|  |  |  |  | Time Period | Eastbound | Westbound | Higher of |
| Time Period | Southbound | Northbound | Total of Both |  |  |  | Each |
| 3 pm to 4pm | 534 | 609 | 1143 | 3 pm to 4pm | 216 | 45 | 216 |
| 4 pm to 5pm | 648 | 663 | 1311 | 4 pm to 5pm | 230 | 47 | 230 |
| 5 pm to 6pm | 822 | 819 | 1641 | 5 pm to 6pm | 377 | 65 | 377 |



Figure 2. Warrant 7: four hour volumes 2

Explanation: The warrant is satisfied.

|  | Number of Minor Street Incoming Lanes on Approach with <br> Highest Peak <br> Hour Delay |  |
| :---: | :---: | :---: |
|  | 1 | 2 or more |
| Minimum Peak Hour Delay (veh <br> hr) | 4 | 5 |
| Minimum Peak Hour Traffic <br> (vph) | 100 | 150 |


| Number of Intersection <br> Approaches | Minimum total Peak Hour <br> Traffic for All Approaches <br> Combined (vph) |
| :---: | :---: |
| 3 | 650 |
| 4 | 800 |


| Existing Scenario to be Considered |  |
| :---: | :---: |
| Minimum Peak Hour Delay <br> (veh-hr) | 5 |
| Minimum Peak Hour Traffic <br> (vph) | 150 |
| Minimum total Peak Hour <br> Traffic for All Approaches <br> Combined (vph) | 800 |

Peak hour traffic volumes on an average day

| Peak hour traffic volumes on an average day |  |  |  |
| :---: | :---: | :---: | :---: |
| Time Period | Eastbound | Westbound | Higher of Each |
| - This | 377 | 65 | 377 |
| intersection |  |  |  |
| Existing Peak Hour Delay (veh-hr): |  |  |  |
|  | Eastboun |  | 1.91 |
|  | Westboun |  | 1.25 |

Warrant Satisfied? Yes No
Explanation: The warrant is satisfied.

## WARRANT NO. 9 Peak Hour Volumes

| Location Type | Large Urban Areas (> 10000 population) |  |
| :---: | :---: | :---: |
|  | Posted or 85th Percentile Speed |  |
|  | $=<70 \mathrm{~km} / \mathrm{hr}$ | $>70 \mathrm{~km} / \mathrm{hr}$ |
| Large Urban <br> (>10000 pop.) | Figure 3 | Figure 4 |
| Small Urban <br> $(<10000$ pop.) | Figure 3 |  |


| Existing Scenario to be Considered |  |
| :---: | :---: |
| Location Type | Figure |
| Rural | Figure 4 |




Figure 4. Warrant 9: peak hour volumes 2

Explanation: The warrant is satisfied.

## Summary

## Warrant

I) Minimum Vehicular Volume
2) Interruption of Continuous Traffic
3) Progressive Movement
4) Accident Experience
5) System Warrant
6) Combination Warrant
7) Four Hour Volume
8) Peak Hour Delay
9) Peak Hour Volume
x Satisfied
x Satisfied


Satisfied

x Satisfied
x Satisfied
x Satisfied
x Satisfied
x Satisfied

$\square$ Not Satisfied
$x$ Not Satisfied
$x$ Not Satisfied


## Comments:

- This intersection does warrant the installation of a traffic signal.


## Appendix J: Estimated Cost Details

## Alaska Hwy. (Hwy. 97) North of Fort St. John

Planning Construction Cost Estimate - Alaska Hwy. (Hwy. 97) NB and SB Passing Lanes

| Description | Alaska Hwy. <br> New NB <br> Passing Lane 248 Rd. <br> LKI 1180 <br> 17.6-19.6 | Alaska Hwy. New NB Passing Lane Becker Hill Rd. LKI 1180 33.78- 35.15 | Alaska Hwy. New NB Passing Lane S of Beatton Riv. LKI 1180 41.52-43.89 | Alaska Hwy. New NB Passing Lane Sof Aitken Cr Rd LKI 1180 $55.0-57.5$ | Alaska Hwy. <br> New NB <br> Passing Lane <br> S of Inga Lk Rd <br> LKI 1180 <br> 68.5-70.5 | Alaska Hwy. <br> New NB <br> Passing Lane <br> S of Tommy Lake <br> LKI 1183 <br> $19.0-21.19$ | Alaska Hwy. <br> New NB <br> Passing Lane <br> S of Jedney Rd <br> LKI 1183 <br> 35.83-38.33 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Road Length | 2000 | 2000 | 2370 | 2500 | 2000 | 2190 | 2500 |
| Engineering \& Project Management | \$0.275 M | \$0.256 M | \$0.320 M | \$0.317 M | \$0.264 M | \$0.298 M | \$0.354 M |
| Grade Construction | \$0.864 M | \$0.773 M | \$0.999 M | \$0.956 M | \$0.773 M | \$0.934 M | \$1.171 M |
| Other Construction (Environmental Mitigation) | \$0.023 M | \$0.023 M | \$0.023 M | \$0.023 M | \$0.023 M | \$0.023 M | \$0.023 M |
| Paving Construction | \$0.462 M | \$0.420 M | \$0.538 M | \$0.524 M | \$0.420 M | \$0.501 M | \$0.565 M |
| Structural Construction | \$0.000 M | \$0.000 M | \$0.000 M | \$0.000 M | \$0.000 M | \$0.000 M | \$0.000 M |
| Operational Construction (Lighting, Pavement Marking, Signing and Signal Improvements) | \$0.015 M | \$0.013 M | \$0.017 M | \$0.017 M | \$0.013 M | \$0.016 M | \$0.026 M |
| Utility Construction | \$0.000 M | \$0.000 M | \$0.000 M | \$0.000 M | \$0.160 M | \$0.000 M | \$0.000 M |
| Resident Engineering | \$0.122 M | \$0.110 M | \$0.141 M | \$0.135 M | \$0.110 M | \$0.131 M | \$0.159 M |
| Total Eng. \& PM \& Construction | \$1.760 M | \$1.595 M | \$2.039 M | \$1.972 M | \$1.764 M | \$1.903 M | \$2.298 M |
| Contingency 30\% | \$0.528 M | \$0.479 M | \$0.612 M | \$0.592 M | \$0.529 M | \$0.571 M | \$0.689 M |
| TOTAL | \$2.29 M | \$2.07 M | \$2.65 M | \$2.56 M | \$2.29 M | \$2.47 M | \$2.99 M |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
| Lower | \$1.72 M | \$1.56 M | \$1.99 M | \$1.92 M | \$1.72 M | \$1.86 M | \$2.24 M |
| Estimated | \$2.29 M | \$2.07 M | \$2.65 M | \$2.56 M | \$2.29 M | \$2.47 M | \$2.99 M |
| Upper | \$4.00 M | \$3.63 M | \$4.64 M | \$4.49 M | \$4.01 M | \$4.33 M | \$5.23 M |

Alaska Hwy. (Hwy. 97) North of Fort !

## Planning Construction Cost Estimate - Alaska H

| Description | Alaska Hwy. <br> New SB <br> Passing Lane <br> S of Stoddard Cr Rd <br> LKI 1180 <br> 17.5-20.0 | Alaska Hwy. New SB Passing Lane S of Lower Cache LKI 1180 $33.6-35.6$ | Alaska Hwy. New SB Passing Lane N of Beatton River LKI 1180 48.7-51.2 | Alaska Hwy. New SB Passing Lane S of Inga Lk Rd LKI 1180 69.2-71.2 | Alaska Hwy. New SB Passing Lane N of Upper Halfway LKI 1180 $\mathbf{8 0 . 2 - 8 2 . 2}$ |  | Alaska Hwy. New SB Passing Lane N of Jedney Rd LKI 1183 38.5-40.5 | Alaska Hwy. New SB Passing Lane N of 135 Rd LKI 1183 52.5-55.0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Road Length | 2500 | 2000 | 2500 | 2000 | 2000 | 2000 | 2000 | 2500 |
| Engineering \& Project Management | \$0.336 M | \$0.256 M | \$0.317 M | \$0.264 M | \$0.300 M | \$0.274 M | \$0.418 M | \$0.317 M |
| Grade Construction | \$1.050 M | \$0.773 M | \$0.956 M | \$0.835 M | \$1.009 M | \$0.864 M | \$1.730 M | \$0.956 M |
| Other Construction (Environmental Mitigation) | \$0.023 M | \$0.023 M | \$0.023 M | \$0.023 M | \$0.023 M | \$0.023 M | \$0.023 M | \$0.023 M |
| Paving Construction | \$0.565 M | \$0.420 M | \$0.524 M | \$0.420 M | \$0.462 M | \$0.462 M | \$0.462 M | \$0.524 M |
| Structural Construction | \$0.000 M | \$0.000 M | \$0.000 M | \$0.000 M | \$0.000 M | \$0.000 M | \$0.000 M | \$0.000 M |
| Operational Construction (Lighting, Pavement Marking, Signing and Signal Improvements) | \$0.018 M | \$0.013 M | \$0.017 M | \$0.013 M | \$0.013 M | \$0.013 M | \$0.177 M | \$0.014 M |
| Utility Construction | \$0.000 M | \$0.000 M | \$0.000 M | \$0.000 M | \$0.100 M | \$0.000 M | \$0.000 M | \$0.000 M |
| Resident Engineering | \$0.148 M | \$0.110 M | \$0.135 M | \$0.115 M | \$0.135 M | \$0.121 M | \$0.217 M | \$0.135 M |
| Total Eng. \& PM \& Construction | \$2.140 M | \$1.595 M | \$1.972 M | \$1.671 M | \$2.041 M | \$1.757 M | \$3.028 M | \$1.969 M |
| Contingency 30\% | \$0.642 M | \$0.479 M | \$0.592 M | \$0.501 M | \$0.612 M | \$0.527 M | \$0.908 M | \$0.591 M |
| TOTAL | \$2.78 M | \$2.07 M | \$2.56 M | \$2.17 M | \$2.65 M | \$2.28 M | \$3.94 M | \$2.56 M |


| Cost Range | Alaska Hwy. New SB Passing Lane S of Stoddard Cr Rd LKI 1180 17.520.0 | Alaska Hwy. New SB Passing Lane S of Lower Cache Rd LKI 118033.6 35.6 | Alaska Hwy. New SB Passing Lane N of Beatton River Arprt Rd LKI 1180 48.7-51.2 | Alaska Hwy. New SB Passing Lane S of Inga Lk Rd LKI 118069.2-71.2 | Alaska Hwy. New SB Passing Lane N of Upper Halfway Rd LKI 118080.2 82.2 | Alaska Hwy. New SB Passing Lane N of 109 Rd LKI 1183 12.9-14.9 | Alaska Hwy. New SB Passing Lane N of Jedney Rd LKI 1183 38.5-40.5 | Alaska Hwy. New SB Passing Lane N of 135 Rd LKI 118352.5-55.0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lower | \$2.09 M | \$1.56 M | \$1.92 M | \$1.63 M | \$1.99 M | \$1.71 M | \$2.95 M | \$1.92 M |
| Estimated | \$2.78 M | \$2.07 M | \$2.56 M | \$2.17 M | \$2.65 M | \$2.28 M | \$3.94 M | \$2.56 M |
| Upper | \$4.87 M | \$3.63 M | \$4.49 M | \$3.80 M | \$4.64 M | \$4.00 M | \$6.89 M | \$4.48 M |

## Appendix K: ShortBEN Analysis Worksheets

| SHORTBEN.XLS | Required Inputs in Yellow |  |  |
| :---: | :---: | :---: | :---: |
| Version 7 Feb 2013Intended for use as a screening tool prior to more complete benefit cost analysis |  |  |  |
|  |  |  |  |
| Make an original copy before using. | SB Passing Lane North of 135 Road |  |  |
| Alaska Hwy Traffic Study | Base | Proposed | Notes |
| General Information |  |  |  |
| Segment Length (km) | 2.40 | 2.40 | Important to show any differences between base \& prop. |
| AADT | 2,980 | 2,980 | Base \& Proposed AADT should normally be the same. |
| Annual Traffic Growth (\%) | 3.0\% | 3.0\% | Compound growth |
| \% Trucks | 20\% | 20\% |  |
| Base Year | 2015 | 2015 | Should be same for base and proposed. |
| Benefit Period (yrs) | 24 |  | Assumes 1 yr of construction prior to benefits starting. |
| Discount Rate | 6\% | 6\% |  |
| Financial Account |  |  |  |
| Property (\$) | \$0 | \$0 |  |
| Engineering (\$) | \$0 | \$232,727.27 | Typical 10\% to 20\% of Construction |
| Construction (\$) | \$0 | \$2,327,272.73 |  |
| Total (\$) | \$0 | \$2,560,000.00 |  |
| Maintenance (\$/km/yr) | \$24,000 | \$36,000 | Typical \$3,839/Ln-km |
| Resurfacing Cost (\$/km) | \$360,000 | \$540,000 | Typical $\$ 60,000 / \mathrm{n}$-km |
| Resurfacing Years | 2015 | 2030 | Typical Pavement life is 15 yrs from the last resurfacing |
|  | 2030 | 2045 | 2nd resurf yr is ignored if 0 or >(base yr + benefit period) |
| Salvage Value (\$) in Horizon Yr Present Value | \$86,400 | \$1,991,418 | Typical is $100 \%$ of prpty $+80 \%$ of Const. resurf. Residual |
| Present Value | \$1,886,368 | \$3,514,845 | Present Value of capital + maint. + resurf. - salvage |







| SHORTBEN.XLS | Required Inputs in Yellow |  |  |
| :---: | :---: | :---: | :---: |
| Version 7 Feb 2013 | Optional Inputs in Green |  |  |
| Intended for use as a screening tool | complete ben | efit cost analysis |  |
| Make an original copy before using. | SB Passing Lane North of 109 Road |  |  |
| Alaska Hwy Traffic Study | Base | Proposed | Notes |
| General Information |  |  |  |
| Segment Length (km) | 2.00 | 2.00 | Important to show any differences between base \& prop. |
| AADT | 2,460 | 2,460 | Base \& Proposed AADT should normally be the same. |
| Annual Traffic Growth (\%) | 3.0\% | 3.0\% | Compound growth |
| \% Trucks | 20\% | 20\% |  |
| Base Year | 2015 | 2015 | Should be same for base and proposed. |
| Benefit Period (yrs) | 24 | 24 | Assumes 1 yr of construction prior to benefits starting. |
| Discount Rate | 6\% | 6\% |  |
| Financial Account |  |  |  |
| Property (\$) | \$0 | \$0 |  |
| Engineering (\$) | \$0 | \$207,272.73 | Typical $10 \%$ to $20 \%$ of Construction |
| Construction (\$) | \$0 | \$2,072,727.27 |  |
| Total (\$) | \$0 | \$2,280,000.00 |  |
| Maintenance (\$/km/yr) | \$20,000 | \$30,000 | Typical \$3,839/Ln-km |
| Resurfacing Cost (\$/km) | \$300,000 | \$450,000 | Typical $\$ 60,000 / \mathrm{Ln}$-km |
| Resurfacing Years | 2015 | 2030 | Typical Pavement life is 15 yrs from the last resurfacing |
|  | 2030 | 2045 | 2nd resurf yr is ignored if 0 or $>$ (base yr + benefit period) |
| Salvage Value (\$) in Horizon Yr Present Value | $\$ 60,000$ $\$ 1,309,978$ | \$1,748,182 \$2,829,556 | Typical is $100 \%$ of prpty $+80 \%$ of Const. + resurf. Residual Present Value of capital + maint. resurf. - salvage |




| SHORTBEN.XLS | Required Inputs in Yellow |  |  |
| :---: | :---: | :---: | :---: |
| Version 7 Feb 2013Intended for use as a screening tool prior to more complete benefit cost analysis |  |  |  |
|  |  |  |  |
| Make an original copy before using. | SB Passing Lane North of Upper Halfway |  |  |
| Alaska Hwy Traffic Study | Base | Proposed | Notes |
| General Information |  |  |  |
| Segment Length (km) | 2.00 | 2.00 | Important to show any differences between base \& prop. |
| AADT | 2,560 | 2,560 | Base \& Proposed AADT should normally be the same. |
| Annual Traffic Growth (\%) | 3.0\% | 3.0\% | Compound growth |
| \% Trucks | 20\% | 20\% |  |
| Base Year | 2015 | 2015 | Should be same for base and proposed. |
| Benefit Period (yrs) | 24 |  | Assumes 1 yr of construction prior to benefits starting. |
| Discount Rate | 6\% | 6\% |  |
| Financial Account |  |  |  |
| Property (\$) | \$0 | \$0 |  |
| Engineering (\$) | \$0 | \$240,909.09 | Typical 10\% to 20\% of Construction |
| Construction (\$) | \$0 | \$2,409,090.91 |  |
| Total (\$) | \$0 | \$2,650,000.00 |  |
| Maintenance (\$/km/yr) | \$20,000 | \$30,000 | Typical \$3,839/Ln-km |
| Resurfacing Cost (\$/km) | \$300,000 | \$450,000 | Typical $\$ 60,000 / \mathrm{n}$-km |
| Resurfacing Years | 2015 | 2030 | Typical Pavement life is 15 yrs from the last resurfacing |
|  | 2030 | 2045 | 2nd resurf yr is ignored if 0 or $>$ (base $\mathrm{yr}+$ benefit period) |
| Salvage Value (\$) in Horizon Yr Present Value | \$60,000 | \$2,017,273 | Typical is $100 \%$ of prpty $+80 \%$ of Const. resurf. Residual |
| Present Value | \$1,309,978 | \$3,115,914 | Present Value of capital + maint.+ resurf. - salvage |


| \% of AADTPeakShoulderLowTotalAuto Speed (km/hr) | $\begin{aligned} & 30.0 \% \\ & 35.0 \% \\ & 35.0 \% \end{aligned}$ | $\begin{array}{\|} \hline 30.0 \% \\ 35.0 \% \\ 35.0 \% \\ 100.0 \% \end{array}$ | \% of AADT occurring in each period. For example a 3 hr peak period with $10 \%$ of AADT per $\mathrm{hr}=30 \%$ of AADT These splits are used to differentiate speed, delay and veh. Op. costs during different periods of the day. Total must equal $100 \%$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  | $100.0 \%$ |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
| Peak | 878790 | $\begin{array}{l\|l\|} \hline 90 \\ 90 & \mathrm{p} \\ 90 \end{array}$ | Representative average speeds in peak and shoulder periods are usually not much lower than speeds in the low period unless demand is exceeding $80 \%$ of capacity. |  |  |  |  |  |
| Shoulder |  |  |  |  |  |  |  |  |
| Low |  |  |  |  |  |  |  |  |
| Truck Speed (km/hr) | $\begin{array}{l\|l\|} \hline 90 \\ 87 & 90 \\ 87 & 90 \\ 90 & 90 \\ \hline \end{array}$ |  | the low period unless demand is exceeding $80 \%$ of capacity. |  |  |  |  |  |
| Peak |  |  |  |  | $\begin{aligned} & 90 \\ & 90 \end{aligned}$ |  |  |  |  |  |
| Shoulder |  |  |  |  |  |  |  |  |  |
| Low |  |  |  | LOS for Signalized I/S (see/veh) |  |  |  |  |  |
| Peak | 1616 |  | LOS | A | B | C | D | E |
| Shoulder |  |  | Max Delay | 10 | 20 | 35 | 55 | 80 |
| Low |  |  | \% Vehicles Stopping during each period should be 0 <br> if control delay is 0 . Values are used for fuel calculatons only. They do not impact delay calculations. |  |  |  |  |  |
| \% of Vehicles Stopping |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak | 0\% | 0\% |  |  |  |  |  |  |  |  |  |  |  |  |
| Shoulder | 0\% |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Low | 0\% |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Passenger Veh Occupancy | 1.2 | 1.2 | Use the same | ase a | ropo |  |  |  |
| Value of Time (\$/occupant) | \$15.94 | \$15.94 |  |  |  |  |  |  |
| Car (\$/veh) | \$19.13 | \$19.13 |  |  |  |  |  |  |
| Truck Driver (\$/veh) | \$29.16 | \$29.16 | Assumes occu | 1.0 |  |  |  |  |
| Travel Time (veh-hrs) in Year 1 |  |  | Excludes cros | t del |  |  |  |  |
| Car | 19,725 | 16,612 |  |  |  |  |  |  |
| Truck | 4,931 | 4,153 |  |  |  |  |  |  |
| Present Value of Time Costs (\$mill) for Benefit Period |  |  |  |  |  |  |  |  |
| Car | \$6.390 | \$5.381 |  |  |  |  |  |  |
| Truck | $\$ 2.435$ $\$ 8.825$ | $\$ 2.051$ $\$ 7.432$ |  |  |  |  |  |  |


| Accident Costs |  |  | Typical acc. rates and severities by service class (2006-2010 data) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Service Class | UAU2 | UAU4 | UAD4 | UED4 | UFD4 | RAU2 | RAU4 | RAD4 | RED4 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| \% Fatal | 2.6\% | 2.6\% | Fatal | 1.2\% | 0.8\% | 0.9\% | 0.7\% | 0.3\% | 2.6\% | 2.5\% | 1.2\% | 1.2\% |
| \% Injury | 41.3\% | 41.3\% | Injury | 39.3\% | 42.7\% | 48.3\% | 40.3\% | 33.9\% | 41.3\% | 44.2\% | 40.3\% | 44.5\% |
|  | 56.1\% | 56.1\% | PDO | 59.5\% | 56.5\% | 50.8\% | 59.0\% | 65.8\% | 56.1\% | 53.2\% | 58.5\% | 54.3\% |
| Cost/Collision |  |  |  |  |  |  |  |  |  |  |  |  |
| Fatala |  |  |  |  |  |  |  |  |  |  |  |  |
| Injury | \$135,577 |  |  |  |  |  |  |  |  |  |  |  |
| PDO | \$11,367 | \$11,367 |  |  |  |  |  |  |  |  |  |  |
| Weighted Average | \$228,406 | \$228,406 |  |  |  |  |  |  |  |  |  |  |
| Vehicle Operating Costs (VOC) |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Fuel consumed at running speed, no control delay |  |  |  |  |  |  |  |  |  |
| Car | $\begin{aligned} & 0.101 \\ & 0.441 \end{aligned}$ | 0.1030.450 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Composite Truck |  |  |  |  |  |  |  |  |  |  |  |  |
| Control Delay Fuel (L/veh) |  |  | $35 \%$ SU, semi - $20 \%$ empty $30 \%$ full, Btrain- $7 \%$ empty $8 \%$ full Additional fuel consumed due to control delay. |  |  |  |  |  |  |  |  |  |
| Car | 0.006 | 0.000 | includes deceleration, stop time and acceleration |  |  |  |  |  |  |  |  |  |
| Composite Truck | 0.127 | 0.000 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | Annual Fuel Consumption (L) |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Composite Truck 188,538 168,318 <br> Fuel Price $(\$ / L)$   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Composite Truck | \$0.98 | \$0.98 | Truck fuel is usually diesel which is less costly than gasoline. |  |  |  |  |  |  |  |  |  |
| Fuel Cost (\$/yr) |  |  | Includes excess fuel consumption due to control delay, if any. |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathrm{Car}(\$ / \mathrm{km})$ | \$0.113 | \$0.113 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Truck Time (\$/hr) | \$19.78 | \$19.78 | Use-related costs (other than fuel) Combination Truck <br> Excluds fuel |  |  |  |  |  |  |  |  |  |
| Truck Distance (\$/km) $\$ 0.213$ $\$ 0.213$ |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | Excluds fuel |  |  |  |  |  |  |  |  |  |
| Car | $\$ 308,747$ $\$ 97,517$ | $\begin{array}{r} \$ 307,243 \\ \$ 82,144 \end{array}$ | low period speeds. Assumes $0 \%$ grade. |  |  |  |  |  |  |  |  |  |
| Truck Distance $\$ 264,001$ $\$ 244,225$ <br> Present Value of VOC (\$millions)   |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\stackrel{\text { Car }}{\text { Truck }}$ | $\$ 5.229$ $\$ 6.123$ | $\$ 5.203$ $\$ 5.527$ |  |  |  |  |  |  |  |  |  |  |
| Truck Total | $\begin{array}{r} \$ 6.123 \\ \$ 11.351 \end{array}$ | \$ $\$ 1.5578$ |  |  |  |  |  |  |  |  |  |  |
| Summary of Discounted Costs (\$millions) |  |  |  |  |  |  |  |  |  |  |  |  |
| Capital | \$0.000 | \$2.500 |  |  |  |  |  |  |  |  |  |  |
| Maintenance \& Resurf | \$1.324 | \$1.086 |  |  |  |  |  |  |  |  |  |  |
| Salvage | (\$0.014) | (\$0.470) |  |  |  |  |  |  |  |  |  |  |
| Total | \$1.310 | \$3.116 | Sum of discounted Costs |  |  |  |  |  |  |  |  |  |
| Summary of Discounted Benefits |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Savings |  | \$1.39 | Savings due to higher speeds or shorter distance |  |  |  |  |  |  |  |  |  |
| Accident Savings Vehicle Operating Savings |  | \$1.037 | Savings due to reduced accident rate or severityOften negative with increasing fuel at higher speed |  |  |  |  |  |  |  |  |  |
|  |  | \$0.621 |  |  |  |  |  |  |  |  |  |  |
| Total Benefits |  | \$3.05 | Often negative with increasing fuel at higher speed |  |  |  |  |  |  |  |  |  |
| Summary of Results (Present Values in \$millions) |  |  |  |  |  |  |  |  |  |  |  |  |
| Incremental Cost |  | \$1.806 |  |  |  |  |  |  |  |  |  |  |
| Customer Service Account $\$ 24$ |  | \$21.274 | $=$ Proposed - Base$=$ Base -Proposed |  |  |  |  |  |  |  |  |  |
| Incremental Benefit |  | \$3.05 |  |  |  |  |  |  |  |  |  |  |
| B/C Ratio |  |  | $=$ Incremental benefits/incremental costs <br> $=$ Incremental Benefits - Incremental Costs |  |  |  |  |  |  |  |  |  |
| Net Present Value |  | \$1.24 |  |  |  |  |  |  |  |  |  |  |
| Greenhouse Gas Reduction |  |  |  |  |  |  |  |  |  |  |  |  |
| Gas Dies |  |  |  |  |  |  |  |  |  |  |  |  |
| Kg/Litre |  |  |  |  |  |  |  |  |  |  |  |  |
| 2.25 2.62 Carbon Dioxide |  | 57 | CO2 is 2016 std |  |  |  |  |  |  |  |  |  |
| 0.26 0.08 Nitrogen Oxide |  | ${ }^{2}$ |  |  |  |  |  |  |  |  |  |  |
| 0.120 .12 Hydrcarbons |  | 3 |  |  |  |  |  |  |  |  |  |  |
|  |  | 62 |  |  |  |  |  |  |  |  |  |  |


| SHORTBEN.XLS Required Inputs in Yellow | Required Inputs in Yellow |  |  |
| :---: | :---: | :---: | :---: |
| Version 7 Feb 2013Intended for use as a screening tool prior to more complete benefit cost analysis |  |  |  |
|  |  |  |  |
| Make an original copy before using.Alaska Hwy Traffic Study | SB Passing Lane South of Inga Lake |  |  |
|  | Base | Proposed | Notes |
| General Information |  |  |  |
| Segment Length (km) | 2.00 | 2.00 | Important to show any differences between base \& prop. |
| AADT | 3,200 | 3,200 | Base \& Proposed AADT should normally be the same. |
| Annual Traffic Growth (\%) | 3.0\% | 3.0\% | Compound growth |
| \% Trucks | 20\% | 20\% |  |
| Base Year | 2015 | 2015 | Should be same for base and proposed. |
| Benefit Period (yrs) | 24 |  | Assumes 1 yr of construction prior to benefits starting. |
| Discount Rate | 6\% | 6\% |  |
| Financial Account |  |  |  |
| Property (\$) | \$0 | \$0 |  |
| Engineering (\$) | \$0 | \$197,272.73 | Typical 10\% to 20\% of Construction |
| Construction (\$) | \$0 | \$1,972,727.27 |  |
| Total (\$) | \$0 | \$2,170,000.00 |  |
| Maintenance (\$/km/yr) | \$20,000 | \$30,000 | Typical \$3,839/Ln-km |
| Resurfacing Cost (\$/km) | \$300,000 | \$450,000 | Typical \$60,000/Ln-km |
| Resurfacing Years | 2015 | 2030 | Typical Pavement life is 15 yrs from the last resurfacing |
|  | 2030 | 2045 | 2nd resurf yr is ignored if 0 or $>$ (base $\mathrm{yr}+$ benefit period) |
| Salvage Value (\$) in Horizon Yr | \$60,000 | \$1,668,182 | Typical is $100 \%$ of prpty + 80\% of Const.+ resurf. Residual |
| Present Value | \$1,309,978 | \$2,744,422 | Present Value of capital + maint.+ resurf. - salvage |




| SHORTBEN.XLS Required Inputs in Yellow | Required Inputs in Yellow |  |  |
| :---: | :---: | :---: | :---: |
| Version 7 Feb 2013 | Optional Inputs | in Green |  |
| Intended for use as a screening tool prior to more complete benefit cost analysis |  |  |  |
| Make an original copy before using. | SB Passing Lane North of Beatton River |  |  |
| Alaska Hwy Traffic Study | Base | Proposed | Notes |
| General Information |  |  |  |
| Segment Length (km) | 2.50 | 2.50 | Important to show any differences between base \& prop. |
| AADT | 3,720 | 3,720 | Base \& Proposed AADT should normally be the same. |
| Annual Traffic Growth (\%) | 3.0\% | 3.0\% | Compound growth |
| \% Trucks | 20\% | 20\% |  |
| Base Year | 2015 | 2015 | Should be same for base and proposed. |
| Benefit Period (yrs) | 24 |  | Assumes 1 yr of construction prior to benefits starting. |
| Discount Rate | 6\% | 6\% |  |
| Financial Account |  |  |  |
| Property (\$) | \$0 | \$0 |  |
| Engineering (\$) | \$0 | \$232,727.27 | Typical 10\% to 20\% of Construction |
| Construction (\$) | \$0 | \$2,327,272.73 |  |
| Total (\$) | \$0 | \$2,560,000.00 |  |
| Maintenance (\$/km/yr) | \$25,000 | \$37,500 | Typical \$3,839/Ln-km |
| Resurfacing Cost (\$/km) | \$375,000 | \$562,500 | Typical \$60,000/Ln-km |
| Resurfacing Years | 2015 | 2030 | Typical Pavement life is 15 yrs from the last resurfacing |
|  | 2030 | 2045 | 2nd resurf yr is ignored if 0 or $>$ (base $\mathrm{yr}+$ benefit period) |
| Salvage Value (\$) in Horizon Yr Present Value | \$93,750 | \$2,002,443 | Typical is $100 \%$ of prpty $+80 \%$ of Const. resurf. Residual |
| Present Value | \$2,046,840 | \$3,645,303 | Present Value of capital + maint.+ resurf. - salvage |



| Accident Costs |  |  | Typical acc. rates and severities by service class (2006-2010 data) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Service Class | UAU2 | UAU4 | UAD4 | UED4 | UFD4 | RAU2 | RAU4 | RAD4 | RED4 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| \% Fatal | 2.6\% | 2.6\% | Fatal | 1.2\% | 0.8\% | 0.9\% | 0.7\% | 0.3\% | 2.6\% | 2.5\% | 1.2\% | 1.2\% |
| \% Injury | 41.3\% | 41.3\% | Injury | 39.3\% | 42.7\% | 48.3\% | 40.3\% | 33.9\% | 41.3\% | 44.2\% | 40.3\% | 44.5\% |
|  | 56.1\% | 56.1\% | PDO | 59.5\% | 56.5\% | 50.8\% | 59.0\% | 65.8\% | 56.1\% | 53.2\% | 58.5\% | 54.3\% |
| Cost/Collision |  |  |  |  |  |  |  |  |  |  |  |  |
| Fatal | \$6,385,999 | $\begin{array}{r} \$ 6,385,999 \\ \$ 135,577 \end{array} \mathbf{T}^{\top}$ |  |  |  |  |  |  |  |  |  |  |
| Injury | \$135,577 |  | This is per fatal collision. Not per fatality (typical is 1.2 fatalities/fat acc.) |  |  |  |  |  |  |  |  |  |
| PDO ${ }_{\text {Weighted Average }}$ | $\$ 11,367$ $\$ 228,406$ | \$11,367 |  |  |  |  |  |  |  |  |  |  |
| Present Value Coll. Costs (\$ mill) | $\$ 128.489$ | $\begin{array}{r} \$ 228,406 \\ \$ 1.867 \end{array}$ |  |  |  |  |  |  |  |  |  |  |
| Vehicle Operating Costs (VOC) |  |  |  |  |  |  |  |  |  |  |  |  |
| $\underset{\text { Running Fuel (L/km) }}{\text { Car }}$ |  | 0.101 | Fuel consumed at running speed, no control delay |  |  |  |  |  |  |  |  |  |
|  | 0.099 |  |  |  |  |  |  |  |  |  |  |  |
| Composite Truck Control Delay Fuel (L/veh) | 0.432 | 0.441 | 35\%SU, semi - 20\%empty 30\% full, Btrain-7\%empty 8\%full |  |  |  |  |  |  |  |  |  |
|  |  |  | Additional fuel consumed due to control delay. includes deceleration, stop time and acceleration |  |  |  |  |  |  |  |  |  |
| Car | ${ }^{0.006}$ | $\begin{aligned} & 0.000 \\ & 0.000 \end{aligned}$ |  |  |  |  |  |  |  |  |  |  |
| $\xrightarrow[\text { Fuel (Litres/yr) }]{\text { Composite Truck }}$ | 0.127 |  |  |  |  |  |  |  |  |  |  |  |
| Fuel (Litres/yr) | 275,022 |  | Annual Fuel Consumption (L) |  |  |  |  |  |  |  |  |  |
| Composite Truck | 327,646 | 299,206 |  |  |  |  |  |  |  |  |  |  |
| Fuel Price (\$/L) |  |  | Price net of taxes is about $55 \%$ of pump price |  |  |  |  |  |  |  |  |  |
| Car | \$0.90 | \$0.90 |  |  |  |  |  |  |  |  |  |  |
| Composite Truck <br> Fuel Cost (\$/yr) | \$0.98 | \$0.98 |  |  |  |  |  |  |  |  |  |  |
|  |  | \$245,447 | Includes excess fuel consumption due to control delay, if any. |  |  |  |  |  |  |  |  |  |
| Composite Truck Other Vehicle Costs | $\$ 246,970$ $\$ 320,438$ | \$245,447 |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Car (\$/km) | \$0.113 | \$0.113 |  |  |  |  |  |  |  |  |  |  |
| Truck Time (\$/hr) | \$19.78 | \$19.78 | Use-related costs (other than fuel)Combination Truck |  |  |  |  |  |  |  |  |  |
| Truck Distance ( $\$ / \mathrm{km}$ ) | \$0.213 | \$0.213 | Excluds fuel |  |  |  |  |  |  |  |  |  |
| Annual Cost ( $\$ / \mathrm{yr}$ )Car |  |  | Composite values based on peak, shoulder and low period speeds. Assumes 0\% grade. |  |  |  |  |  |  |  |  |  |
|  | $\$ 554,376$ <br> $\$ 175752$ | \$552,853 |  |  |  |  |  |  |  |  |  |  |
| Truck Time | $\$ 175,752$ <br> $\$ 465043$ | \$152,598 | low period speeds. Assumes $0 \%$ grade. |  |  |  |  |  |  |  |  |  |
| Truck Distance $\$ 465,043$ $\$ 437,229$ <br> Present Value of VOC (\$millions)   |  |  |  |  |  |  |  |  |  |  |  |  |
| Car | \$9.389 | $\left.\begin{array}{r} \$ 9.363 \\ \$ 9.989 \\ \$ 19.352 \end{array}\right]$ |  |  |  |  |  |  |  |  |  |  |
| Truck | \$10.852 |  |  |  |  |  |  |  |  |  |  |  |
| Total | \$20.241 |  |  |  |  |  |  |  |  |  |  |  |
| Summary of Discounted Costs (\$milions) |  |  |  |  |  |  |  |  |  |  |  |  |
| Capital | \$0.000 | \$2.415 |  |  |  |  |  |  |  |  |  |  |
| Maintenance \& Resurf | \$2.069 | \$1.697 | Sum of discounted Costs |  |  |  |  |  |  |  |  |  |
| 退 $\begin{aligned} & \text { Salvage } \\ & \text { Total }\end{aligned}$ | (\$0.022) | $\begin{gathered} (\$ 0.467) \\ \$ 3.645 \end{gathered}$ |  |  |  |  |  |  |  |  |  |  |
|  | \$2.047 |  |  |  |  |  |  |  |  |  |  |  |
| Summary of Discounted Benefits |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Savings |  | \$2.10 |  |  |  |  |  |  |  |  |  |  |
| Accident SavingsVehicle Operating Savings |  | \$0.622 |  |  |  |  |  |  |  |  |  |  |
|  |  | \$0.889 | Savings due to reduced accident rate or severity Often negative with increasing fuel at higher speed |  |  |  |  |  |  |  |  |  |
| Vehicle Operating Savings Total Benefits |  | \$3.61 | Often negative with increasing fuel at higher speed |  |  |  |  |  |  |  |  |  |
| Summary of Results (Present Values in \$millions) |  |  |  |  |  |  |  |  |  |  |  |  |
| Financial Account | \$2.047 | \$3.645 | = Proposed - Base |  |  |  |  |  |  |  |  |  |
| Incremental Cost |  | \$1.598 |  |  |  |  |  |  |  |  |  |  |
| Customer Service Account ${ }_{\text {Incremental Benefit }}$ | \$39 | $\begin{array}{r} \$ 35.025 \\ \$ 3.61 \end{array}=$ | =Base -Proposed |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| B/C Ratio Net Present Value |  | $\begin{array}{r} 2.26 \\ \$ 2.01 \\ \hline \end{array}$ | $=$ Incremental benefits $/$ incremental costs$=$ Incremental Benefits - Incremental Costs |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Greenhouse Gas Reduction |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2.25 2.62 Carbon Dioxide |  | 78 | CO2 is 2016 std |  |  |  |  |  |  |  |  |  |
|  |  | 3 |  |  |  |  |  |  |  |  |  |  |
| 0.120 .12 Hydrcarbons |  | 4 |  |  |  |  |  |  |  |  |  |  |
|  |  | 85 |  |  |  |  |  |  |  |  |  |  |


| SHORTBEN.XLS Required Inputs in Yellow | Required Inputs in Yellow |  |  |
| :---: | :---: | :---: | :---: |
| Version 7 Feb 2013 | Optional Inputs | in Green |  |
| Intended for use as a screening tool prior to more complete benefit cost analysis |  |  |  |
| Make an original copy before using. SB Passing L |  | ane South of Lo | ower Cache |
| Alaska Hwy Traffic Study | Base | Proposed | Notes |
| General Information |  |  |  |
| Segment Length (km) | 2.00 | 2.00 | Important to show any differences between base \& prop. |
| AADT | 3,970 | 3,970 | Base \& Proposed AADT should normally be the same. |
| Annual Traffic Growth (\%) | 3.0\% | 3.0\% | Compound growth |
| \% Trucks | 20\% | 20\% |  |
| Base Year | 2015 | 2015 | Should be same for base and proposed. |
| Benefit Period (yrs) | 24 |  | Assumes 1 yr of construction prior to benefits starting. |
| Discount Rate | 6\% | 6\% |  |
| Financial Account |  |  |  |
| Property (\$) \$0 |  |  |  |
| Engineering (\$) | \$0 | \$188,181.82 | Typical 10\% to 20\% of Construction |
| Construction (\$)Total (\$) | \$0 | \$1,881,818.18 |  |
|  | \$0 | \$2,070,000.00 |  |
| Maintenance (\$/km/yr) | \$20,000 | \$30,000 | Typical \$3,839/Ln-km |
| Resurfacing Cost (\$/km) | \$300,000 | \$450,000 | Typical \$60,000/Ln-km |
| Resurfacing Years | 2015 | 2030 | Typical Pavement life is 15 yrs from the last resurfacing |
|  | 2030 | 2045 | 2nd resurf yr is ignored if 0 or $>$ (base $\mathrm{yr}+$ benefit period) |
| Salvage Value (\$) in Horizon Yr | \$60,000 | \$1,595,455 | Typical is $100 \%$ of prpty + 80\% of Const.+ resurf. Residual |
| Present Value | \$1,309,978 | \$2,667,028 | Present Value of capital + maint.+ resurf. - salvage |




| SHORTBEN.XLS Required Inputs in Yellow | Required Inputs in Yellow |  |  |
| :---: | :---: | :---: | :---: |
| Version 7 Feb 2013 | Optional Inputs | in Green |  |
| Intended for use as a screening tool prior to more complete benefit cost analysis |  |  |  |
| Make an original copy before using. SB Passing L |  | ane South of S | toddard Creek |
| Alaska Hwy Traffic Study Base Proposed  <br> General Information   Notes |  |  |  |
|  |  |  |  |
| Segment Length (km) | 2.50 | 2.50 | Important to show any differences between base \& prop. |
| AADT | 5,450 | 5,450 | Base \& Proposed AADT should normally be the same. |
| Annual Traffic Growth (\%) | 3.0\% | 3.0\% | Compound growth |
| \% Trucks | 20\% | 20\% |  |
| Base Year | 2015 | 2015 | Should be same for base and proposed. |
| Benefit Period (yrs) | 24 |  | Assumes 1 yr of construction prior to benefits starting. |
| Discount Rate | 6\% | 6\% |  |
| Financial Account |  |  |  |
| Property (\$) \$0 <br> 10  |  |  |  |
| Engineering (\$) | \$0 | \$252,727.27 | Typical 10\% to 20\% of Construction |
| Construction (\$)Total (\$) | \$0 | \$2,527,272.73 |  |
|  | \$0 | \$2,780,000.00 |  |
| Maintenance (\$/km/yr) | \$25,000 | \$37,500 | Typical \$3,839/Ln-km |
| Resurfacing Cost (\$/km) | \$375,000 | \$562,500 | Typical \$60,000/Ln-km |
| Resurfacing Years | 2015 | 2030 | Typical Pavement life is 15 yrs from the last resurfacing |
|  | 2030 | 2045 | 2nd resurf yr is ignored if 0 or $>$ (base $\mathrm{yr}+$ benefit period) |
| Salvage Value (\$) in Horizon Yr | \$93,750 | \$2,162,443 | Typical is $100 \%$ of prpty $+80 \%$ of Const. + resurf. Residual |
| Present Value | \$2,046,840 | \$3,815,570 | Present Value of capital + maint.+ resurf. - salvage |



SHORTBEN. XLS

| Required Inputs in Yellow |
| :--- |
| Version 7 Feb 2013 |
| Optional Inputs in Green |

Intended for use as a screening tool prior to more complete benefit cost analysis

| \% of AADT |  | 30.0\% | \% of AADT occurring in each period. For example a 3 hr peak period with $10 \%$ of AADT per $\mathrm{hr}=30 \%$ of AADT These splits are used to differentiate speed, delay and veh. Op. costs during different periods of the day. Total must equal $100 \%$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Peak | 30.0\% |  |  |  |  |  |  |  |
| Shoulder | 35.0\% | $\left.\begin{array}{r} 35.0 \% \\ 35.0 \% \\ 100.0 \% \end{array} \right\rvert\,$ |  |  |  |  |  |  |
| Low | 35.0\% |  |  |  |  |  |  |  |
| Total | 100.0\% |  |  |  |  |  |  |  |
| Auto Speed (km/hr) |  |  | Representative average speeds in peak and shoulder periods are usually not much lower than speeds in |  |  |  |  |  |
| Peak | 86 | 94 |  |  |  |  |  |  |
| Shoulder | 86 | 9494 |  |  |  |  |  |  |
| Low | 100 |  | the low period unless demand is exceeding $80 \%$ of capacity. |  |  |  |  |  |
| Truck Speed (km/hr) |  |  |  |  |  |  |  |  |
| Peak | 86 | 9494 |  |  |  |  |  |  |
| Shoulder | 86 |  |  |  |  |  |  |  |
| Avg, Control Delay (sec/veh) | 94 | 94 | LOS for Signalized I/S (sec/veh) |  |  |  |  |  |
| Peak | 6 |  | LOS | A | B | C | D | E |
| Shoulder | 6 |  | Max Delay | 10 | 20 | 35 | 55 | 80 |
| Low | 3 |  | \% Vehicles Stopping during each period should be 0 |  |  |  |  |  |
| \% of Vehicles Stopping |  |  |  |  |  |  |  |  |
| Peak | 0\% | 0\%\% | if control delay is 0 . Values are used for fuel calculatons only. They do not impact delay calculations. |  |  |  |  |  |
| Shoulder | 0\% |  |  |  |  |  |  |  |
| Low | 0\% | 0\% |  |  |  |  |  |  |
| Passenger Veh Occupancy | 1.2 | 1.2 |  |  |  |  |  |  |
| Value of Time (\$/occupant) | \$15.94 | $\begin{aligned} & \$ 15.94 \\ & \$ 19.13 \end{aligned}$ | Use the same for base and proposed. |  |  |  |  |  |
| Car (\$/veh) | \$19.13 |  |  |  |  |  |  |  |
| Truck Driver (\$/veh) | \$29.16 | $\begin{aligned} & \$ 19.13 \\ & \$ 29.16 \end{aligned}$ | Assumes occupancy 1.0 |  |  |  |  |  |
| Travel Time (veh-hrs) in Year 1 |  |  | Excludes cross street delay. |  |  |  |  |  |
| Car | 33,664 | 30,790 |  |  |  |  |  |  |
| Truck | 8,578 | 7,698 |  |  |  |  |  |  |
| Present Value of Time Costs (\$mill) for Benefit Period |  |  |  |  |  |  |  |  |
| Car | \$10.905 | \$9.974 |  |  |  |  |  |  |
| Truck Total | $\$ 4.236$ $\$ 15.141$ | $\$ 3.801$ $\$ 13.776$ |  |  |  |  |  |  |



| SHORTBEN.XLS | Required Inputs in Yellow |  |  |
| :---: | :---: | :---: | :---: |
| Version 7 Feb 2013Intended for use as a screening tool prior to more complete benefit cost analysis |  |  |  |
|  |  |  |  |
| Make an original copy before using. | NB Passing Lane South of Inga Lake Road |  |  |
| Alaska Hwy Traffic Study | Base | Proposed | Notes |
| General Information |  |  |  |
| Segment Length (km) | 2.00 | 2.00 | Important to show any differences between base \& prop. |
| AADT | 3,200 | 3,200 | Base \& Proposed AADT should normally be the same. |
| Annual Traffic Growth (\%) | 3.0\% | 3.0\% | Compound growth |
| \% Trucks | 20\% | 20\% |  |
| Base Year | 2015 | 2015 | Should be same for base and proposed. |
| Benefit Period (yrs) | 24 | 24 | Assumes 1 yr of construction prior to benefits starting. |
| Discount Rate | 6\% | 6\% |  |
| Financial Account |  |  |  |
| Property (\$) | \$0 | \$0 |  |
| Engineering (\$) | \$0 | \$208,181.82 | Typical $10 \%$ to $20 \%$ of Construction |
| Construction (\$) | \$0 | \$2,081,818.18 |  |
| Total (\$) | \$0 | \$2,290,000.00 |  |
| Maintenance (\$/km/yr) | \$20,000 | \$30,000 | Typical \$3,839/Ln-km |
| Resurfacing Cost (\$/km) | \$300,000 | \$450,000 | Typical \$60,000/Ln-km |
| Resurfacing Years | 2015 | 2030 | Typical Pavement life is 15 yrs from the last resurfacing |
|  | 2030 | 2045 | 2nd resurf yr is ignored if 0 or $>$ (base yr + benefit period) |
| Salvage Value (\$) in Horizon Yr | $\begin{array}{r} \$ 60,000 \\ \$ 1,309,978 \end{array}$ | \$1,755,455 | Typical is $100 \%$ of prpty $+80 \%$ of Const. + resurf. Residual |


| \% of AADT |  | 30.0\% | \% of AADT occurring in each period. For example a 3 hr peak period with $10 \%$ of AADT per $\mathrm{hr}=30 \%$ of AADT These splits are used to differentiate speed, delay and veh. Op. costs during different periods of the day. Total must equal $100 \%$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Peak | 30.0\% |  |  |  |  |  |  |  |
| Shoulder | 35.0\% | $\begin{aligned} & 35.0 \% \\ & 35.0 \% \end{aligned}$ |  |  |  |  |  |  |
| Low | 35.0\% |  |  |  |  |  |  |  |
| Total | 100.0\% | 100.0\% |  |  |  |  |  |  |
| Auto Speed (km/hr) |  |  |  |  |  |  |  |  |
| Peak | 86 | 9191 | Representative average speeds in peak and shoulder |  |  |  |  |  |
| Shoulder | 86 |  | periods are us | not | low | an | ds in |  |
| Low | 91 |  | the low period unless demand is exceeding $80 \%$ of capacity. |  |  |  |  |  |
| Truck Speed (km/hr) |  |  |  |  |  |  |  |  |
| Peak | 86 | 9191 | 1 |  |  |  |  |  |
| Shoulder | 86 |  |  |  |  |  |  |  |
| Low <br> Avg, Control Delay (sec/veh) | 91 | 91 | LOS for Signalized I/S (sec/veh) |  |  |  |  |  |
| Peak | 8 | $\begin{aligned} & 0 \\ & 0 \\ & 0 \end{aligned}$ | LOS | A | B | C | D | E |
| Shoulder | 8 |  | Max Delay | 10 | 20 | 35 | 55 | 80 |
| Low | 4 |  |  |  |  |  |  |  |
| \% of Vehicles Stopping |  |  | \% Vehicles Stopping during each period should be 0 |  |  |  |  |  |
| Peak | 0\% | 0\% | if control delay is 0 . Values are used for fuel calculatons only They do not impact delay calculations. |  |  |  |  |  |
| Shoulder | 0\% |  |  |  |  |  |  |  |
| Low | 0\% | 0\% | They do not impact delay calculations. |  |  |  |  |  |
| Passenger Veh Occupancy | 1.2 | 1.2 |  |  |  |  |  |  |
| Value of Time (\$/occupant) | \$15.94 | \$15.94 | Use the same for base and proposed. |  |  |  |  |  |
| Car (\$/veh) | \$19.13 | \$19.13 | Assumes occupancy 1.0 |  |  |  |  |  |
| Truck Driver (\$/veh) | \$29.16 | \$29.16 |  |  |  |  |  |  |
| Travel Time (veh-hrs) in Year 1 |  |  | Excludes cross street delay. |  |  |  |  |  |
| Car | 23,025 | 20,536 | 硣 |  |  |  |  |  |
|  | 5,756 | 5,134 |  |  |  |  |  |  |
| Present Value of Time Costs (\$mill) for Benefit Period |  |  |  |  |  |  |  |  |
| Car | \$7.459 |  | \$6.653 |  |  |  |  |  |  |
| Truck | \$2.843 | \$2.535 |  |  |  |  |  |  |
| Total | \$10.302 | \$9.188 |  |  |  |  |  |  |



| SHORTBEN.XLS | Required Inputs in Yellow |  |  |
| :---: | :---: | :---: | :---: |
| Version 7 Feb 2013Intended for use as a screening tool prior to more complete benefit cost analysis |  |  |  |
|  |  |  |  |
| Make an original copy before using. | NB Passing Lane South of Tommy Lake |  |  |
| Alaska Hwy Traffic Study | Base | Proposed | Notes |
| General Information |  |  |  |
| Segment Length (km) | 2.20 | 2.20 | Important to show any differences between base \& prop. |
| AADT | 2,460 | 2,460 | Base \& Proposed AADT should normally be the same. |
| Annual Traffic Growth (\%) | 3.0\% | 3.0\% | Compound growth |
| \% Trucks | 20\% | 20\% |  |
| Base Year | 2015 | 2015 | Should be same for base and proposed. |
| Benefit Period (yrs) | 24 |  | Assumes 1 yr of construction prior to benefits starting. |
| Discount Rate | 6\% | 6\% |  |
| Financial Account |  |  |  |
| Property (\$) | \$0 | \$0 |  |
| Engineering (\$) | \$0 | \$224,545.45 | Typical 10\% to 20\% of Construction |
| Construction (\$) | \$0 | \$2,245,454.55 |  |
| Total (\$) | \$0 | \$2,470,000.00 |  |
| Maintenance (\$/km/yr) | \$22,000 | \$33,000 | Typical \$3,839/Ln-km |
| Resurfacing Cost (\$/km) | \$330,000 | \$495,000 | Typical \$60,000/Ln-km |
| Resurfacing Years | 2015 | 2030 | Typical Pavement life is 15 yrs from the last resurfacing |
|  | 2030 | 2045 | 2nd resurf yr is ignored if 0 or $>$ (base $\mathrm{yr}+$ benefit period) |
| Salvage Value (\$) in Horizon Yr Present Value | \$72,600 | \$1,905,264 | Typical is $100 \%$ of prpty $+80 \%$ of Const. resurf. Residual |
| Present Value | \$1,585,073 | \$3,200,248 | Present Value of capital + maint.+ resurf. - salvage |




| SHORTBEN.XLS Required Inputs in Yellow | Required Inputs in Yellow |  |  |
| :---: | :---: | :---: | :---: |
| Intended for use as a screening tool prior to more complete benefit cost analysis |  |  |  |
|  |  |  |  |
| Make an original copy before using. NB Passing L |  | ane 248 Road |  |
| Alaska Hwy Traffic Study Base Proposed  <br> General Information    |  |  |  |
|  |  |  |  |
| Segment Length (km) | 2.00 | 2.00 | Important to show any differences between base \& prop. |
| AADT | 5,450 | 5,450 | Base \& Proposed AADT should normally be the same. |
| Annual Traffic Growth (\%) | 3.0\% | 3.0\% | Compound growth |
| \% Trucks | 15\% | 15\% |  |
| Base Year | 2015 | 2015 | Should be same for base and proposed. |
| Benefit Period (yrs) | 24 | 24 | Assumes 1 yr of construction prior to benefits starting. |
| Discount Rate | 6\% | 6\% |  |
| Financial Account |  |  |  |
| Property (\$) | \$0 | \$0 |  |
| Engineering (\$) | \$0 | \$208,181.82 | Typical $10 \%$ to $20 \%$ of Construction |
| Construction (\$) | \$0 | \$2,081,818.18 |  |
| Total (\$) | \$0 | \$2,290,000.00 |  |
| Maintenance (\$/km/yr) | \$20,000 | \$30,000 | Typical \$3,839/Ln-km |
| Resurfacing Cost (\$/km) | \$300,000 | \$450,000 | Typical \$60,000/Ln-km |
| Resurfacing Years | 2015 | 2030 | Typical Pavement life is 15 yrs from the last resurfacing |
|  | 2030 | 2045 | 2nd resurf yr is ignored if 0 or >(base yr + benefit period) |
| Salvage Value (\$) in Horizon Yr Present Value | $\begin{array}{r} \$ 60,000 \\ \$ 1,309,978 \end{array}$ | $\begin{aligned} & \$ 1,755,455 \\ & \$ 2,837,295 \end{aligned}$ | Typical is $100 \%$ of prpty $+80 \%$ of Const.+ resurf. Residual Present Value of capital + maint.+ resurf. - salvage |




| SHORTBEN.XLS | Required Inputs in Yellow |  |  |
| :---: | :---: | :---: | :---: |
| Version 7 Feb $2013 \quad$ Optional Inputs in GreenIntended for use as a screening tool prior to more complete benefit cost analysis |  |  |  |
|  |  |  |  |
| Make an original copy before using. | NB Passing Lane Becker Hill Road |  |  |
| Alaska Hwy Traffic Study | Base | Proposed | Notes |
| General Information |  |  |  |
| Segment Length (km) | 2.00 | 2.00 | Important to show any differences between base \& prop. |
| AADT | 3,970 | 3,970 | Base \& Proposed AADT should normally be the same. |
| Annual Traffic Growth (\%) | 3.0\% | 3.0\% | Compound growth |
| \% Trucks | 20\% | 20\% |  |
| Base Year | 2015 | 2015 | Should be same for base and proposed. |
| Benefit Period (yrs) | 24 |  | Assumes 1 yr of construction prior to benefits starting. |
| Discount Rate | 6\% | 6\% |  |
| Financial Account |  |  |  |
| Property (\$) | \$0 | \$0 |  |
| Engineering (\$) | \$0 | \$188,181.82 | Typical $10 \%$ to $20 \%$ of Construction |
| Construction (\$) | \$0 | \$1,881,818.18 |  |
| Total (\$) | \$0 | \$2,070,000.00 |  |
| Maintenance (\$/km/yr) | \$20,000 | \$30,000 | Typical \$3,839/Ln-km |
| Resurfacing Cost (\$/km) | \$300,000 | \$450,000 | Typical \$60,000/Ln-km |
| Resurfacing Years | 2015 | 2030 | Typical Pavement life is 15 yrs from the last resurfacing |
|  | 2030 | 2045 | 2nd resurf yr is ignored if 0 or $>$ (base $\mathrm{yr}+$ benefit period) |
| Salvage Value (\$) in Horizon Yr Present Value | $\begin{array}{r} \$ 60,000 \\ \$ 1,309,978 \end{array}$ | $\begin{aligned} & \$ 1,595,455 \\ & \$ 2,667,028 \end{aligned}$ | Typical is $100 \%$ of prpty $+80 \%$ of Const.+ resurf. Residual <br> Present Value of capital + maint.+ resurf. - salvage |




| SHORTBEN.XLS | Required Inputs in Yellow |  |  |
| :---: | :---: | :---: | :---: |
| Version 7 Feb $2013 \quad$ Optional Inputs in GreenIntended for use as a screening tool prior to more complete benefit cost analysis |  |  |  |
|  |  |  |  |
| Make an original copy before using. | NB Passing Lane South of Aitken Creek Road |  |  |
| Alaska Hwy Traffic Study | Base | Proposed | Notes |
| General Information |  |  |  |
| Segment Length (km) | 2.50 | 2.50 | Important to show any differences between base \& prop. |
| AADT | 3,200 | 3,200 | Base \& Proposed AADT should normally be the same. |
| Annual Traffic Growth (\%) | 3.0\% | 3.0\% | Compound growth |
| \% Trucks | 20\% | 20\% |  |
| Base Year | 2015 | 2015 | Should be same for base and proposed. |
| Benefit Period (yrs) | 24 |  | Assumes 1 yr of construction prior to benefits starting. |
| Discount Rate | 6\% | 6\% |  |
| Financial Account |  |  |  |
| Property (\$) | \$0 | \$0 |  |
| Engineering (\$) | \$0 | \$232,727.27 | Typical 10\% to 20\% of Construction |
| Construction (\$) | \$0 | \$2,327,272.73 |  |
| Total (\$) | \$0 | \$2,560,000.00 |  |
| Maintenance (\$/km/yr) | \$25,000 | \$37,500 | Typical \$3,839/Ln-km |
| Resurfacing Cost (\$/km) | \$375,000 | \$562,500 | Typical \$60,000/Ln-km |
| Resurfacing Years | 2015 | 2030 | Typical Pavement life is 15 yrs from the last resurfacing |
|  | 2030 | 2045 | 2nd resurf yr is ignored if 0 or $>$ (base yr + benefit period) |
| Salvage Value (\$) in Horizon Yr | \$93,750 | \$2,002,443 | Typical is $100 \%$ of prpty $+80 \%$ of Const. + resurf. Residual |
| Present Value | \$2,046,840 | \$3,645,303 | Present Value of capital + maint. + resurf. - salvage |


| \% of AADTPeakShoulderLowTotalAuto Speed (km/hr)PeakShoulderLowTruck Speed (km/hr)PeakShoulderLowAvg, Control Delay (sec/veh)PeakShoulderLow\% of Vehicles StoppingPeakShoulderLowValue of Travel TimePassenger Veh OccupancyValue of Time (\$/occupant)Car (\$/veh)Truck Driver (\$/veh)Travel Time (veh-hrs) in Year 1Car |  |  | $\%$ of AADT occurring in each period. For example a 3 hr peak period with $10 \%$ of AADT per $\mathrm{hr}=30 \%$ of AADT These splits are used to differentiate speed, delay and veh. Op. costs during different periods of the day. Total must equal 100\% |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & 30.0 \% \\ & 35.0 \% \\ & 35.0 \% \end{aligned}$ |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  | $100.0 \%$ | \|r| $\left\|\begin{array}{r}30.0 \% \\ 35.0 \% \\ 35.0 \% \\ 100.0 \%\end{array}\right\|$ |  |  |  |  |  |  |
|  | 86 | 919191919191 | Representative average speeds in peak and shoulder periods are usually not much lower than speeds in the low period unless demand is exceeding $80 \%$ of capacity. |  |  |  |  |  |
|  | 86 |  |  |  |  |  |  |  |
|  | 91 |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  | 86 |  |  |  |  |  |  |  |
|  | 86 |  |  |  |  |  |  |  |
|  | 91 |  |  | S | Signal | I/S | /veh) |  |
|  | 8 | 0 | LOS | A | B | C | D | E |
|  |  |  | Max Delay | 10 | 20 | 35 | 55 | 80 |
|  | 4 |  |  |  |  |  |  |  |
|  |  |  | \% Vehicles S | dur | each | iod | Id be |  |
|  | 0\% | 0\% | if control dela | Valu | are us | for fu | alcul | ns only. |
|  | 0\% | 0\% | They do not | dela | alcula |  |  |  |
|  | 0\% | 0\% |  |  |  |  |  |  |
|  | 1.2 | 1.2 | Use the same | se | propo |  |  |  |
|  | \$15.94 | \$15.94 |  |  |  |  |  |  |
|  | \$19.13 | \$19.13 |  |  |  |  |  |  |
|  | \$29.16 | \$29.16 | Assumes occ |  |  |  |  |  |
|  |  |  | Excludes cros | de |  |  |  |  |
|  | 28,353 | 25,670 |  |  |  |  |  |  |
| Truck | 7,088 | 6,418 |  |  |  |  |  |  |
| Present Value of Time Costs (\$mill) |  |  |  |  |  |  |  |  |
| for Benefit Period |  |  |  |  |  |  |  |  |
| Car | \$9.185 | \$8.316 |  |  |  |  |  |  |
| $\underbrace{\substack{\text { Truck } \\ \text { Total }}}_{\text {Tract }}$ | $\$ 3.501$ $\$ 12.685$ | $\begin{array}{r} \$ 3.169 \\ \$ 11.485 \end{array}$ |  |  |  |  |  |  |



| SHORTBEN XIS Required inots in Yellow | Required Inputs in Yellow |  |  |
| :---: | :---: | :---: | :---: |
| Version 7 Feb $2013 \quad$ Optional Inputs in GreenIntended for use as a screening tool prior to more complete benefit cost analysis |  |  |  |
|  |  |  |  |
| Make an original copy before using. NB Passing L |  | ane South of J | edney Road |
| Alaska Hwy Traffic Study Base Proposed Notes <br> General Information    |  |  |  |
|  |  |  |  |
| Segment Length (km) | 2.50 | 2.50 | Important to show any differences between base \& prop. |
| AADT | 2,460 | 2,460 | Base \& Proposed AADT should normally be the same. |
| Annual Traffic Growth (\%) | 3.0\% | 3.0\% | Compound growth |
| \% Trucks | 20\% | 20\% |  |
| Base Year | 2015 | 2015 | Should be same for base and proposed. |
| Benefit Period (yrs) | 24 |  | Assumes 1 yr of construction prior to benefits starting. |
| Discount Rate | 6\% | 6\% |  |
| Financial Account |  |  |  |
| Property (\$) \$0 <br> 10  |  |  |  |
| Engineering (\$) | \$0 | \$271,818.18 | Typical 10\% to 20\% of Construction |
| Construction (\$)Total (\$) | \$0 | \$2,718,181.82 |  |
|  | \$0 | \$2,990,000.00 |  |
| Maintenance (\$/km/yr) | \$25,000 | \$37,500 | Typical \$3,839/Ln-km |
|  | \$375,000 | \$562,500 | Typical \$60,000/Ln-km |
| Resurfacing Years | 2015 | 2030 | Typical Pavement life is 15 yrs from the last resurfacing |
|  | 2030 | 2045 | 2nd resurf yr is ignored if 0 or $>$ (base $\mathrm{yr}+$ benefit period) |
| Salvage Value (\$) in Horizon Yr | \$93,750 | \$2,315,170 | Typical is $100 \%$ of prpty $+80 \%$ of Const. + resurf. Residual |
| Present Value | \$2,046,840 | \$3,978,098 | Present Value of capital + maint.+ resurf. - salvage |




