

HERMON ROAD EXTENSION AND UPGRADE: PARKS HWY TO PALMER-WASILLA HWY (MSB)

Final Traffic Analysis

Agreement No. 25222036
Federal Project No. 0001729
Project No. CFHWY00799

March 2024

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1.0 INTRODUCTION

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) has identified the need to improve Hermon Road from the Parks Highway frontage road (Sun Mountain Avenue) to E. Zak Circle and extend Harmon Road from E. Zak Circle to the Palmer-Wasilla Highway, approximately 0.80 miles. The DOT&PF anticipates improvements to travel and turn lanes, shoulders, pedestrian and bicycle facilities, drainage and safety items, and a new intersection at the E. Palmer-Wasilla Highway intersection may be necessary to upgrade the existing roadway to minor arterial standards. This traffic analysis has been conducted to determine corridor and intersection needs. This study provides recommendations for the roadway cross section and access management, while considering operational needs, safety concerns, and non-motorized users on the corridor. A three-lane cross section consisting of single northbound/southbound lane, with a two-way left-turn lane (TWLTL) was analyzed with future 2040 traffic volumes.

1.1 Study Area Background

The Hermon Road corridor is located in northeast Wasilla, within the Matanuska-Susitna Borough (MSB), Alaska. The roadway provides connection between Parks Highway to the south with no connection to the north (north terminus). However, a new 0.45-mile three-lane roadway extension is proposed to connect Hermon Road to Palmer-Wasilla Highway. The existing roadway cross section is comprised of two lanes with no shoulders in the study area. The DOT&PF classifies Hermon Road as a minor collector¹ which the MSB intends to improve and upgrade to minor arterial status with a three-lane cross section.² One traffic signal exists within the study extents, located at the Parks Highway intersection. The Sun Mountain Avenue, Quiet Circle, Tyson Trail, and New Maney Drive intersections are all stop controlled on the east and/or west legs. The E. Whispering Woods Drive intersection is stop controlled on the south and east legs.

Figure 1 shows the study extents (0.8 miles in length) and identifies the intersections in the study area. Hermon Road is a paved road with no pedestrian facilities and does not meet current MSB local roadway standards. Within the study area, the area to the north of the roadway is generally undeveloped until the Palmer-Wasilla Highway while the area to the south and west is generally occupied by commercial land use. Additionally, the area to the east of the roadway is primarily occupied by residential land use.

¹ 2022 *Functional Classification*, Alaska Department of Transportation and Public Facilities, <https://akdot.maps.arcgis.com/home/webmap/viewer.html?webmap=8d34059bbfed4fada20a4fdc2a138aca>.

² 2035 *Long Range Transportation Plan*, Matanuska-Susitna Borough, Planning and Land Use Department.

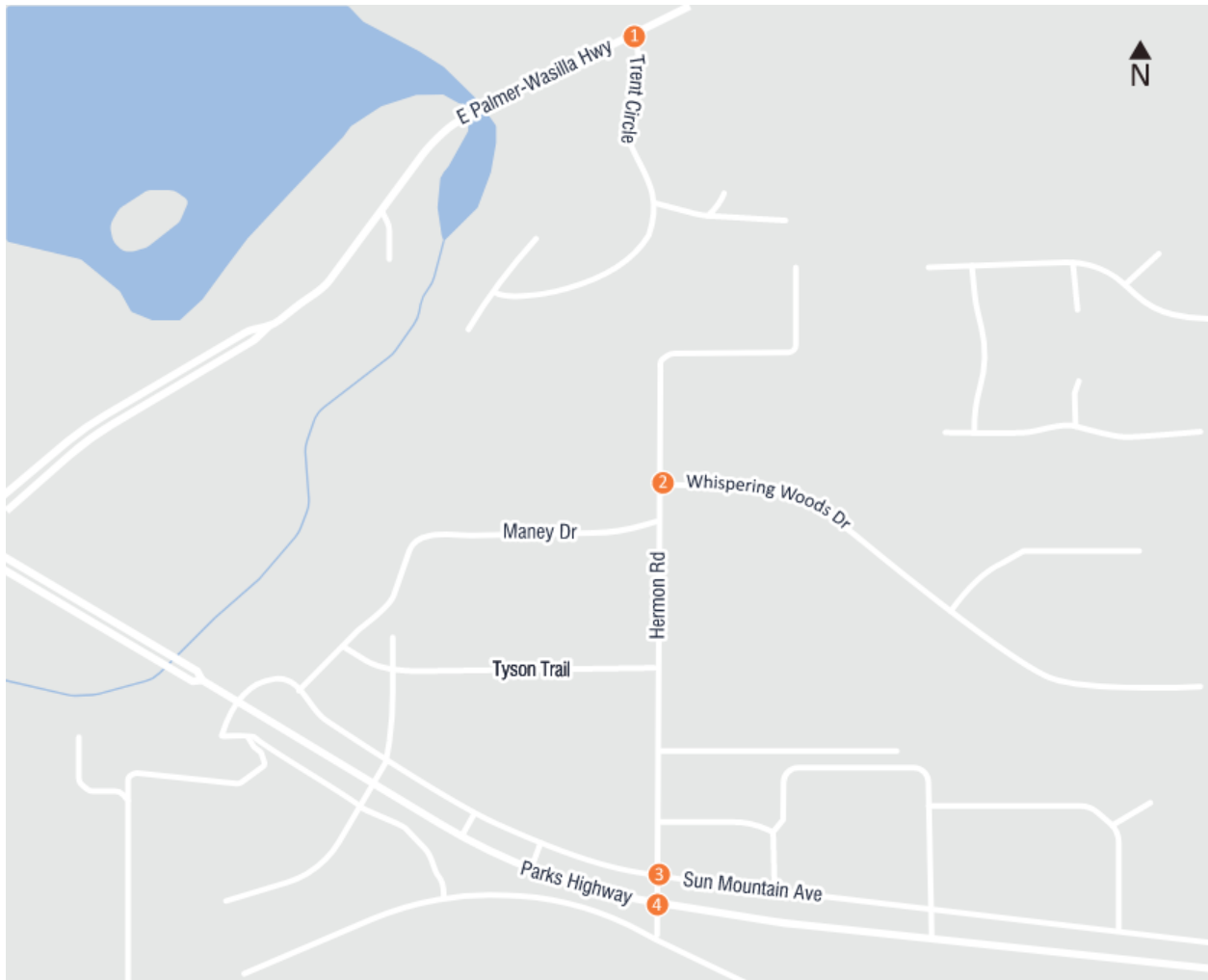


Figure 1. Study Area & Intersection Identification

2.0 EXISTING CONDITIONS

This section summarizes the existing roadway characteristics, nonmotorized facilities, transit facilities, inventory of signage, crash history, posted vehicular speed, and existing traffic operations in the study area.

2.1 Roadway Characteristics

A site visit to document the existing conditions along the proposed alignment was conducted on August 18th, 2022.³ Table 1 summarizes the roadways, functional classification, and characteristics of study area roadways.

Table 1. Study Area Roadway Facility Summary

Roadway	Functional Classification ¹	Number of Lanes	Posted Speed (mph)	Pedestrian Facilities	Bike Facilities
Parks Highway	Interstate	5	45	Partial ²	No
Palmer-Wasilla Highway	Principal Arterial	3	45	Yes	Multi-use path ³
Sun Mountain Avenue	Major Collector	2	25	Yes	Multi-use path ⁴
Hermon Road	Minor Collector	2	25	Partial ⁵	No
Trent Circle	Local	2	Not Posted	No	No
Whispering Woods Drive	Local	2	25	No	No
Tyson Trail	Local	2	Not Posted	Partial ⁶	No

¹ Classification according to DOT&PF.

² Longitudinally striped crosswalks on all legs of the Hermon Road intersection.

³ Separated shared-use path north side of Palmer-Wasilla Highway only.

⁴ Paved sidewalk on the north side of Sun Mountain Avenue only.

⁵ Continental striped crosswalk with pedestrian landings on the north leg of the Sun Mountain Drive / Hermon Road intersection.

⁶ Non-continuous sidewalks with pedestrian landings on the south side of Tyson Trail.

The existing cross section of Hermon Road is a two-lane cross section with no shoulders. The existing right-of way (ROW) is typically 37 to 65 feet wide in the study area.⁴ Upgrading the facility to a three-lane cross-section with a separated multi-use path would increase the necessary ROW to a minimum of 100 feet.

³ DOWL 2022, Site Visit Memorandum

⁴ Lounsbury & Associates (2022), Right-of-Way Basemap.

2.2 Transit Facilities

Currently, transit facilities and fixed routes are absent from Hermon Road and the adjacent local roadways.

2.3 Sign Inventory

Signs installed within the study area are listed below in Table 2 including sign group, control type, location, and count. Classification of sign group and type are designated in the AKDOT&PF 2016 Traffic Manual.⁵

Table 2. Study Area Sign Inventory

Sign Group	Control Type	Location	Count
Regulatory	Stop	Hermon Rd. / Sun Mountain Ave.	3
Regulatory	Stop	Hermon Rd. / Quiet Cir.	1
Regulatory	Stop	Hermon Rd. / Tyson Trail	1
Regulatory	Stop	Hermon Rd. / New Maney Dr.	1
Regulatory	Stop	Hermon Rd. / Whispering Woods Dr.	2
Regulatory	Stop	Hermon Rd. / E. Old Matanuska Rd.	2
Regulatory	No Commercial Vehicles	100 feet from Hermon Rd. / Quiet Cir.	1
Regulatory	Speed	100 feet from Hermon Rd. / Quiet Cir.	1
Regulatory	Keep Right	Hermon Rd. / E. Old Matanuska Rd.	1
Regulatory	Keep Right	Hermon Rd. / Parks Highway	1
Regulatory	Right Lane Must Turn Right	Hermon Rd. / Parks Highway	3
Warning	Not A Through Street	Hermon Rd. / Whispering Woods Dr.	1
Warning	Not A Through Street	Hermon Rd. / Quiet Cir.	1
Traffic Signal	Signal	Hermon Rd. / Parks Highway	4 Legs

2.4 Crash History

Nine years of crash data obtained from the DOT&PF were analyzed at study intersections (from January 1, 2013, to December 31, 2021). Table 3 shows the number of crashes and crash severity at the study intersections. It also compares the intersection crash rate to the statewide average based on intersection type and number of approaches.⁶

Table 3. Intersection Crash Severity and Crash Rate, 2013 – 2022

Intersection	Traffic	Crash Severity	Total	Crash Rate
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⁵ 2016 Alaska Traffic Manual, U.S. Department of Transportation Federal Highway Administration, Alaska Department of Transportation and Public Facilities.

⁶ Alaska Highway Safety Improvement Program Handbook, Alaska DOT&PF, January 2017.

	Control Type	<i>Fatal</i>	<i>Major Injury</i>	<i>Minor Injury</i>	<i>PDO</i> ^a	Total	Entering Volume (veh/day) ^b	Intx ^c	State Avg.
Parks Hwy. & Hermon Rd.	Signal	0	2	18	48	68	59,802	0.35	1.57
Sun Mountain Ave. & Hermon Rd.	TWSC	0	0	3	19	22	4,502	1.53	0.55
Palmer/Wasilla Hwy. & Trent Cir.	TWSC	0	0	1	5	6	15,631	0.12	0.52
Whispering Woods Dr. & Hermon Rd.	TWSC	0	0	0	1	1	1,351	0.23	0.52

^a PDO = Property damage only.

^b Daily traffic was estimated using recent traffic counts, assuming 9-25% of daily traffic occurs in the PM peak hour.

^c Crash rate for intersections = Crashes per million entering vehicles (MEV).

Intersection crash rates are lower than the statewide average at all intersections, except at Sun Mountain Avenue and Hermon Road. A detailed breakdown of the Sun Mountain Avenue and Hermon Road intersection crash types are shown in Table 4.

Table 4. High Crash Intersection Crash Types, 2013 – 2022

Intersection	Crash Type									Total
	Rear End	Head On	Side-swipe	Angle	Run Off Road	Animal-Vehicle	Roll-Over	Other	Motorcycle	
Sun Mountain Ave. & Hermon Rd.	2	0	0	19	0	0	0	1	0	22

Angle collisions were the most common crash type over the nine-year analysis period. The occurrence of this collision type is likely due to limited spacing between the Sun Mountain Drive and Parks Highway intersections and user access to businesses northeast of the intersection. Design options to reduce angle collision frequency would improve intersection safety, such as raised medians to reduce the number of conflict points at the intersection.

2.5 Vehicular Speed

Spot speed data collected in September 2022 on roadways within the study area assisted in the evaluation of existing speed limits. Data was collected for both the northbound and southbound directions. Factors listed in Alaska Statute 19.10.072 were considered in this speed analysis and speed recommendation.⁷ Table 5 shows the existing and proposed speed limits for roadways within the study area. As shown, the 85th percentile speeds on Hermon Road are higher than the posted speed. Traffic calming measures on the corridor should be planned and implemented as part of this project to address the speeding concerns.

⁷ Alaska Statute 19.10.072 Procedure for Determination of Speed Limits and Zones, Alaska 33rd Legislature, Alaska Statutes 2021.

Table 5. Study Area Roadway Speed Study Summary

Roadway	85 th Percentile Speed (mph)	Existing Posted Speed (mph)	Proposed Posted Speed (mph)
Parks Highway	55	45	45
Palmer-Wasilla Highway	50	45	45
Hermon Road	30	25	35 ¹

¹ The design speed for the project is 40 mph with a posted speed of 35 mph.

2.6 Traffic Characteristics

Alaska DOT&PF estimated data and independent traffic data were compiled to understand the traffic characteristics of Hermon Road. In 2021, the Alaska DOT&PF estimated an AADT of 800 vehicles per day on Hermon Road.⁸ DOWL collect additional speed and traffic counts in the study area at the Hermon Road / Parks Highway, Hermon Road / Whispering Woods, and Sun Mountain Avenue / Hermon Road intersections August 30, 2022, through September 7, 2022. Traffic counts were also recorded at the Palmer-Wasilla Highway / Trent Circle intersection Monday September 7, 2022, through Wednesday September 5, 2022.

The design hour volume (DHV) for Hermon Road was calculated using the intersection traffic counts mentioned above. It was assumed that the DHV is 10% of the roadway AADT on the north and south end of the roadway corridor with a travel direction split of 60% for northbound and 40% for southbound traffic. Figure 3 shows the 2022 intersection turning movement counts and segment-level DHVs on Hermon Road.

⁸ Alaska DOT&PF Online Traffic Database: <https://alaskatraficdata.drakewell.com/publicmultinodemap.asp>.

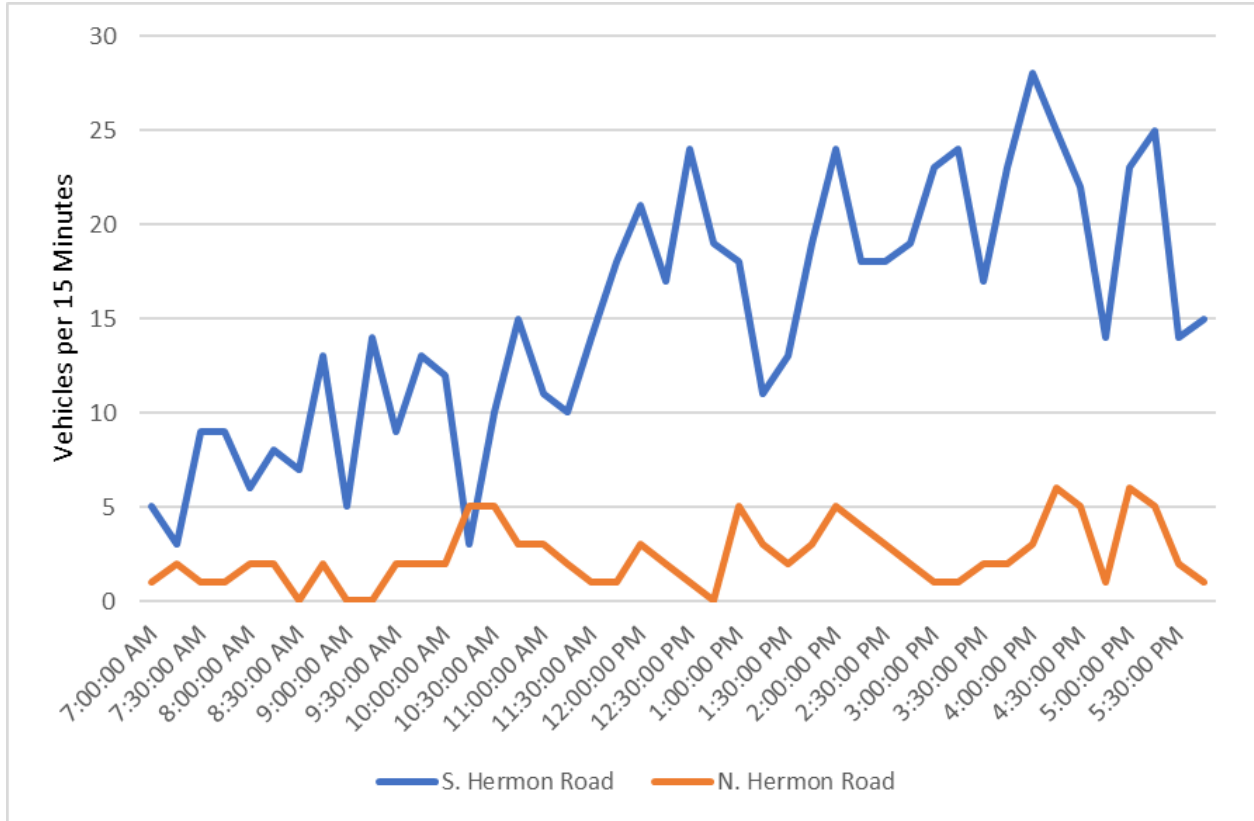


Figure 2. Existing Traffic Volume Profile on Hermon Road Corridor

There are two distinct traffic patterns for the corridor due to the land uses around the study area. Traffic volumes on the south end of the corridor show a distinct PM peak hour pattern typically associated with retail and commercial land uses. Meanwhile, traffic volumes on the north end of the corridor have no distinct pattern and are generally low-volume, which correlates with the high amount of vacant land and light-industrial land uses.

Turn movement counts were collected at the four study intersections on August 30, 2022, and September 7, 2022. The turn movement counts were collected between 6:00 a.m. and 7:00 p.m. Appendix 1 provides the raw traffic count data. The PM peak hour was identified as 3:45 to 4:45 p.m. Figure 3 shows the existing PM peak-hour turning movements at the study intersections.

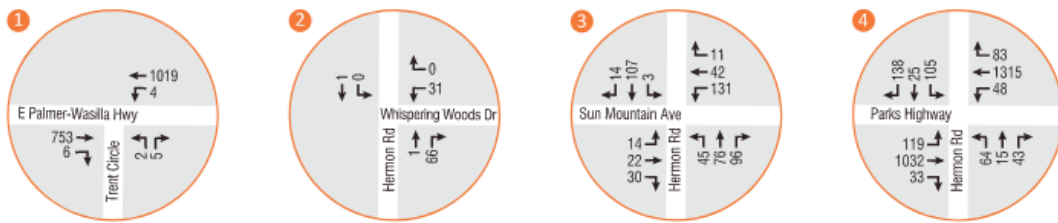
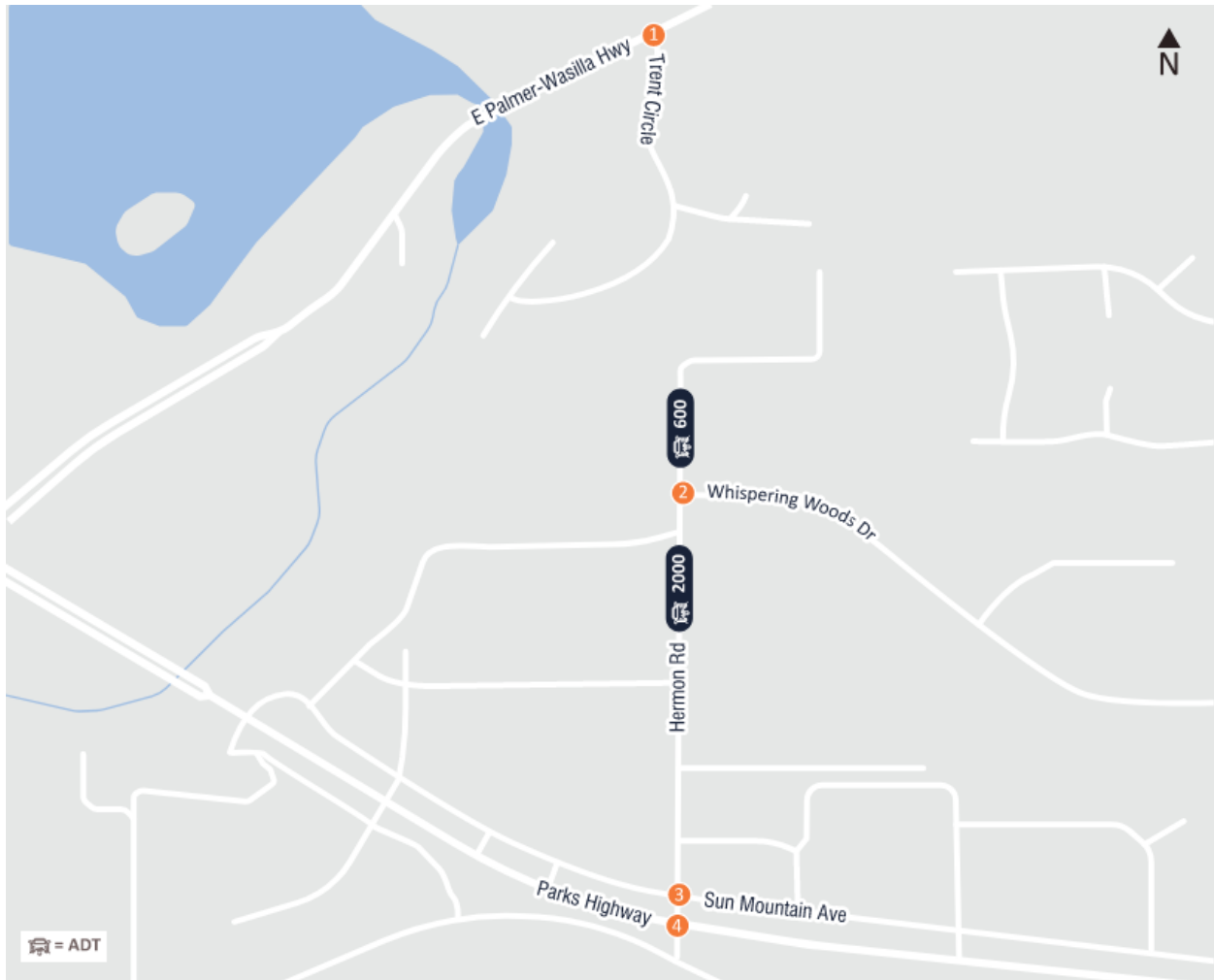


Figure 3. Existing PM Peak Hour Traffic Volumes

2.7 Intersection Performance Measures and Analysis Methods

Traffic operations were modeled in Synchro/Sim Traffic version 11. Synchro reports are provided in Appendix 3. All results were reported using the Highway Capacity Manual (HCM)⁹ 6th Edition delay methodology. Level-of-Service (LOS) is a commonly used performance measure that quantifies intersection operations by using a “report card” rating (A through F) based on the average delay (in seconds) experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays or over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive, and demand has exceeded capacity. This condition is typically evident by the presence of long queues and delays. Appendix 2 provides additional detail on LOS thresholds.

The Alaska Administrative Code (AAC)¹⁰ and the MSB 2035 LRTP establish an acceptable minimum LOS for all roadways. These code and policy documents state the following minimum acceptable LOS:

- LOS C is acceptable if the existing conditions are LOS C or better
- LOS D is acceptable if the existing conditions are LOS D
 - If the existing conditions are poorer than LOS D, a lower LOS is acceptable if the operation does not deteriorate more than ten percent (10%) in terms of delay time or any other appropriate measure of effectiveness compared with the background condition
- The MSB considers LOS D or above to be acceptable, but LOS C is preferred for principal arterials and interstate highways.

If a study intersection does not meet the applicable LOS or stay within the level of allowable deterioration, then impacts must be resolved through consultation with the MSB and DOT&PF Traffic Departments. Mitigation may include intersection or roadway improvements to achieve an acceptable LOS.

⁹ *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis*, Transportation Research Board, 2016.

¹⁰ *Section 17 Alaska Administrative Code 10.070.*

2.8 Traffic Operations

Table 6 shows the existing delay and LOS at study intersections. Delay is reported for the critical movement (or highest delay approach) at all intersections. All intersections currently operate at LOS C or better, except for the Palmer-Wasilla Highway / Trent Circle and Parks Highway / Hermon Road intersections. These intersections currently operate at a LOS D for the northbound left-turn movement.

Table 6. Intersection Operations, 2022 Existing Year

Intersection	PM Peak Hour		
	LOS	Delay	Critical Movement
Hermon Rd. / Parks Highway	C	33	—
Hermon Rd. / Sun Mountain Ave.	C	17	WB
Hermon Rd. / Whispering Woods Dr.	A	9	WB
Palmer-Wasilla Highway / Trent Cir.	D	25	NB

3.0 FUTURE 2045 CONDITIONS

This section analyzes expected 2045 future traffic volumes and operations on Hermon Road.

3.1 Future Traffic Volumes

Historical traffic AADT was obtained from the Alaska DOT&PF Online Traffic Database¹¹ and used in conjunction with Origin-Destination (O-D) data to provide insight into how much current traffic is expected to use the Hermon Road corridor once constructed. The O-D data consisted of all vehicle trips sampled that included a part of the Parks Highway from Hyer Road to Hawk Lane during May and June of 2021.¹²

The expected travel pattern analysis evaluated which O-D pairs would be most likely to use an alternative corridor based on the assumption that traffic selects the route with the shortest travel time. This quantitative approach used a simplified version of the four-step travel demand model’s trip distribution and trip assignment steps using the O-D data and scripting language Python.¹³ The completed Hermon Road trip assignment accounts for distance traveled, nodal (i.e., intersection) delay, and speeds on the study area roadways. The trip assignment modeling methodology is shown in Figure 4.

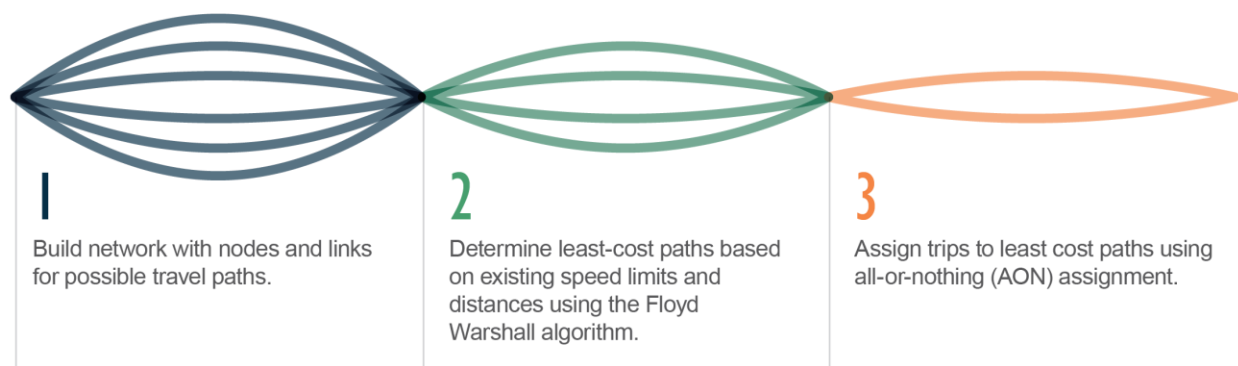


Figure 4. Overview of Trip Assignment Modeling Methodology

After re-assigning the 2021 trips to the completed Hermon Road link, the design volumes shown in Table 7 were then separated into two segments consistent with existing conditions, north and south of Whispering Woods Drive. Due to the low volumes involved in this study the allowable model error in volume estimation was coordinated with DOT&PF staff and added to the estimated volume.¹⁴ This new baseline, segment-level design hour volumes and intersection turning movement counts were then increased by an annual average growth rate of 2.0%, consistent with other recent studies in the area.¹⁵

¹¹ Alaska DOT&PF Online Traffic Database: <https://alaskatraficdata.drakewell.com/publicmultinodemap.asp>.

¹² Data provided by INRIX with an approximate 7-15% sampling rate. INRIX. Accessed 2022. <https://inrix.com/>

¹³ The four-step travel demand model process involves determination of trip generation, trip distribution, mode choice, and trip assignment for a given area or development.

¹⁴ Email confirmation from DOT&PF received March 23, 2023.

¹⁵ Kittelson & Associates 2022, Parks Highway Alternative Corridor Planning and Environmental Linkages Study, Traffic Forecast Technical Memorandum.

Table 7. 2045 Future AADT Volumes

Segment	Future Volume Forecast (AADT)		
	2022 Baseline	2022 Baseline (w/model error)	2045 Future (2% Growth)
Hermon Rd. (Palmer-Wasilla Hwy to Whispering Woods Dr)	300	600	800
Hermon Rd. (Whispering Woods Dr to Parks Highway)	1,000	2,000	2,700

3.1.1 Background Proposed Development Volumes

The forecast shown in Table 7 does not account for any traffic volumes associated with development already approved by MSB or DOT&PF within the study area. Known and approved development documentation provided by MSB and DOT&PF is limited to The Shoppes at Sun Mountain TIA written in 2021.¹⁶ Traffic volumes associated with any of these commercial spaces are considered vested trips since they contribute to current traffic volumes and should be added to the previously mentioned AADT forecasts. A total of 4,331 net new daily trips are estimated to be generated by the development, of which approximately 73% has been built and occupied. As shown in Table 8, a total of 1,158 trips are still approved but have not yet been built and added to the roadway network.

Table 8. Background Vested Trips

Development	Trip Generation Estimate		
	AM Peak Hour	PM Peak Hour	Daily
The Shoppes at Sun Mountain	261	382	4,331
<i>Less Trips for Constructed Bldgs</i>	-167	-277	-3,173
Vested Trip Total	94	105	1,158

When the vested trips are added to the future forecast volumes the resulting future design volumes and intersection turning movements are shown in Figure 5.

¹⁶ Kittelson & Associates 2021, Transportation Impact Study: The Shoppes at Sun Mountain.

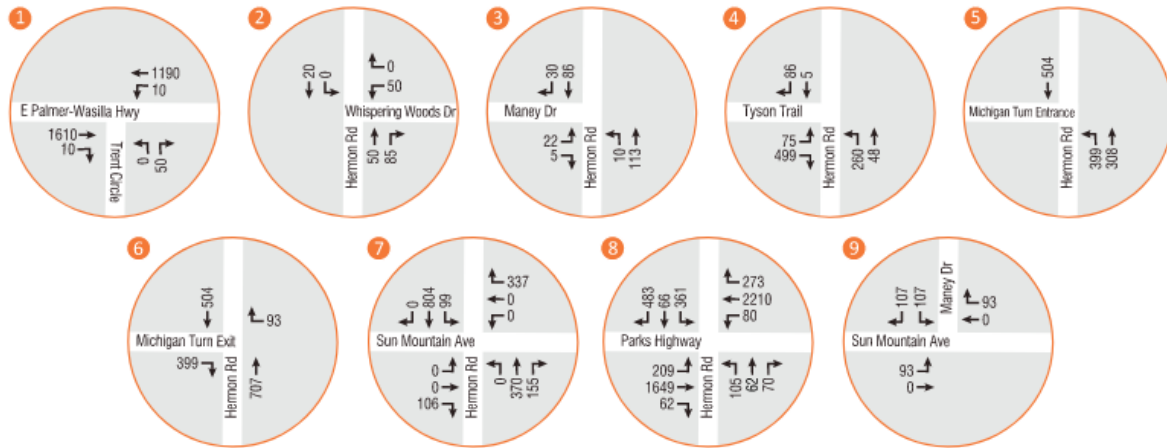
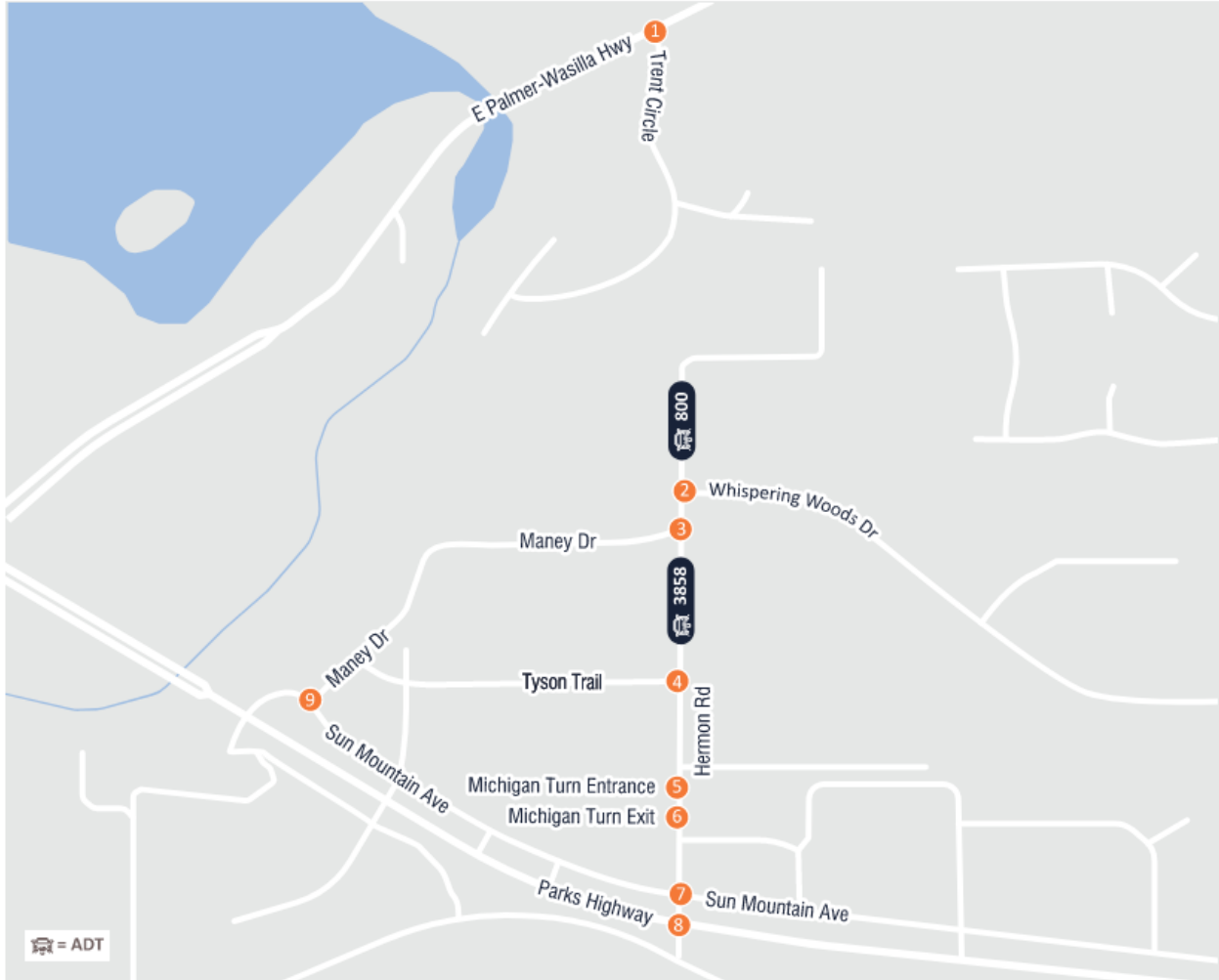


Figure 5. 2045 No-Build PM Peak Hour Traffic Volumes

3.2 Traffic Operations

This section evaluates the 2045 future traffic operations with Hermon Road as a typical two-lane road (Baseline) and an alternative scenario with improvements to the Hermon Road project to account for any failures in the Future Baseline scenario.

3.2.1 2045 Future Baseline

Traffic operations for the 2045 Future Baseline scenario assume a two-lane roadway along Hermon Road and do not include any improvements to existing intersections along the corridor. This scenario resulted in a failing LOS at several intersections and does not address existing safety concerns at Sun Mountain Avenue. Increased corridor volumes are expected to exacerbate these existing safety concerns.

Table 9. Intersection Operations, 2045 Future Baseline

Intersection	PM Peak Hour		
	LOS	Delay	Critical Movement
Hermon Rd. / Parks Highway	F	170	—
Hermon Rd. / Sun Mountain Ave.	F	83	WB
Hermon Rd. / Tyson Trail	B	10	EB
Hermon Rd. / Whispering Woods Dr.	A	9	WB
Hermon Rd. / Palmer-Wasilla Highway	F	332	NB

The Parks Highway, Sun Mountain Avenue, and Palmer-Wasilla Highway intersections experience a failing level of service under baseline operation conditions. The volumes associated with traffic entering Hermon Road from the Parks Highway do not allow for vehicles on Sun Mountain Avenue to travel across or onto Hermon Road efficiently at the Sun Mountain Avenue / Hermon Road intersection. Additionally, mitigation options at the Sun Mountain Avenue intersection are limited due to the proximity of the Parks Highway to Sun Mountain Avenue (less than 100 feet of distance). The volumes associated with traffic travelling along the Palmer-Wasilla Highway also does not allow for the efficient transition of traffic onto the Highway with two-way stop-control at the Palmer-Wasilla Highway / Hermon Road intersection. To address operational deficiencies further analysis of mitigation options was conducted at the Sun Mountain Avenue and Palmer-Wasilla Highway intersections.

3.2.2 2045 Future Alternative

Based upon the needs shown in the 2045 Future Baseline scenario, the following improvements to Hermon Road were included in the 2045 Future Alternative:

- Center turn lane added along the entire Hermon Road corridor.
- Access control median at Sun Mountain Avenue added to prevent all left-turn movements and the east-west through movement. Michigan Left-Turn added between the Sun Mountain Avenue and Tyson Trail intersections to accommodate vehicles that can no longer travel west bound on Sun Mountain Avenue.¹⁷
- Hermon Rd / Palmer-Wasilla Highway signal or roundabout intersection control added to improve side street delay for Hermon Rd.
- Sun Mountain Road to Maney Drive eight-foot-wide attached sidewalk on the west side of Hermon Road.
- Maney Drive to Palmer-Wasilla Highway 10-foot-wide separated path on the west side of Hermon Road.

As shown in Table 10, when the Hermon Road improvements in the 2045 Future Alternative scenario are implemented, an acceptable level of operation (LOS D) occurs.

Table 10. Intersection Operations, 2045 Future Alternative

Intersection	PM Peak Hour		
	LOS	Delay	Critical Movement
Hermon Rd. / Parks Highway	F	103	—
Hermon Rd. / Sun Mountain Ave.	C	21	WB
Hermon Rd. / Tyson Trail	C	19	EB
Hermon Rd. / Whispering Woods Dr.	A	10	WB
Hermon Rd. / Palmer-Wasilla Highway – Signal Option	D	51	—
Hermon Rd. / Palmer-Wasilla Highway – Roundabout Option	F	106	—

The traffic entering the north leg of the Hermon Road / Parks Highway intersection experiences a LOS F. Mitigation recommendation to improve this intersection to an acceptable LOS would likely require significant construction costs. Traffic at the Palmer-Wasilla Highway / Hermon Road intersection would experience a failing LOS if a single lane roundabout were constructed due to the high volume of traffic on the Highway. Meanwhile, traffic at this same intersection would experience a LOS D with a signal that fits within the existing Palmer-Wasilla Highway three lane cross-section.

¹⁷ Improvement added for illustrative purposes only. Implementation of access management controls should be preceded by additional detailed study and public engagement.

3.2.3 Intersection Control Recommendation

The Palmer-Wasilla Highway / Hermon Road intersection experiences a failing LOS with the existing two-way stop control in 2045. To address operational concerns at the intersection a single lane roundabout and a signal that fits within the current three lane cross-section of the Highway were analyzed. Due to the failing operational performance of a single lane roundabout the addition of a signal at this intersection is recommended.

4.0 SUMMARY AND RECOMMENDATIONS

The DOT&PF plans to improve the Hermon Road corridor to MSB minor arterial roadway standards and connect the north end of the corridor to Palmer-Wasilla Highway. Elements of the project will include the addition of a TWLTL, a separated multi-use path, roadway shoulders, and upgrades to drainage facilities. During the evaluation of the project, both safety and operational concerns led to the following recommendations:

- **Hermon Rd/Palmer-Wasilla Highway Intersection:** This intersection experiences a failing LOS under two-way stop control operations due to the high traffic volume on Palmer-Wasilla Highway. To address this operational concern the following design elements are recommended:
 - Addition of signal intersection control to improve side street delay for Hermon Road.

Additional safety and operational concerns were identified at the Hermon Road / Sun Mountain Avenue intersection, but given the extensive impact the mitigation measures would require before implementation, the following improvements are recommended for future capital improvement efforts and not included within the scope of this project:

- **Hermon Rd/Sun Mountain Ave Intersection:** A crash rate well above the state average and a failing LOS under two-way stop-control operations at the four-leg intersection occur. To address these safety and operational concerns the following mitigation elements are recommended for further study and public engagement:
 - Access control median at Sun Mountain Avenue added to prevent all left-turn movements and the east-west through movement.
 - Michigan Left-Turn added between the Sun Mountain Avenue and Tyson Trail intersections to accommodate vehicles that can no longer travel west bound on Sun Mountain Avenue.

APPENDIX 1: TRAFFIC COUNT DATA

E Palmer-Wasilla Hwy Wasilla Tuesday, August 30, 2022

Time	Southbound						Westbound E Palmer-Wasilla Hwy						Northbound Alaska						Eastbound						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	
4:00 PM	0	0	0	0	0	0	0	0	274	0	0	274	0	0	0	0	0	0	0	0	164	0	0	164	438
4:15 PM	0	0	0	0	0	0	0	0	222	0	0	222	0	0	0	0	0	0	0	0	159	0	0	159	381
4:30 PM	0	0	0	0	0	0	0	0	232	0	0	232	0	0	0	0	0	0	0	0	174	0	0	174	406
4:45 PM	0	0	0	0	0	0	0	0	247	0	0	247	0	0	0	0	0	0	0	0	158	0	0	158	405
Hourly Total	0	0	0	0	0	0	0	0	975	0	0	975	0	0	0	0	0	0	0	0	655	0	0	655	1630
5:00 PM	0	0	0	0	0	0	0	0	245	0	0	245	0	0	0	0	0	0	0	0	190	0	0	190	435
5:15 PM	0	0	0	0	0	0	0	0	251	0	0	251	0	0	0	0	0	0	0	0	186	0	0	186	437
5:30 PM	0	0	0	0	0	0	0	0	202	0	0	202	0	0	0	0	0	0	0	0	154	0	0	154	356
5:45 PM	0	0	0	0	0	0	0	0	110	0	0	110	0	0	0	0	0	0	0	0	93	0	0	93	203
Hourly Total	0	0	0	0	0	0	0	0	808	0	0	808	0	0	0	0	0	0	0	0	623	0	0	623	1431
6:00 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
6:15 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
6:30 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
6:45 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
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
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
7:15 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
7:30 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
7:45 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
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
8:00 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
8:15 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
8:30 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
8:45 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
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
9:00 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
9:15 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
9:30 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
9:45 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
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
10:00 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
10:15 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
10:30 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
10:45 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
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 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
11:15 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
11:30 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
11:45 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
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
DAILY TOTAL	0	0	0	0	0	0	0	0	1783	0	0	1783	0	0	0	0	0	0	0	0	1278	0	0	1278	3061
Cars	0	0	0	0	0	0	0	0	1739	0	0	1739	0	0	0	0	0	0	0	0	1259	0	0	1259	2998
Heavy Vehicles	0	0	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	0	0	0	19	0	0	19	63
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.47%	0.00%	0.00%	2.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.49%	0.00%	0.00%	1.49%	2.06%

E Palmer-Wasilla Hwy Wasilla Tuesday, August 30, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL						
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total							
12:00 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	0	0	0	0	0	0
12:15 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	0	0	0	0	0	0
12:30 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	0	0	0	0	0	0
12:45 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	0	0	0	0	0	0
Peak Hour 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	0	0	0	0	0	0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL						
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total							
4:30 PM	0	0	0	0	0	0	0	0	232	0	0	232	0	0	0	0	0	0	0	0	174	0	0	174	0	0	0	0	0	0	406
4:45 PM	0	0	0	0	0	0	0	0	247	0	0	247	0	0	0	0	0	0	0	0	158	0	0	158	0	0	0	0	0	0	405
5:00 PM	0	0	0	0	0	0	0	0	245	0	0	245	0	0	0	0	0	0	0	0	190	0	0	190	0	0	0	0	0	0	435
5:15 PM	0	0	0	0	0	0	0	0	251	0	0	251	0	0	0	0	0	0	0	0	186	0	0	186	0	0	0	0	0	0	437
Peak Hour Total	0	0	0	0	0	0	0	0	975	0	0	975	0	0	0	0	0	0	0	0	708	0	0	708	0	0	0	0	0	0	1683
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.971	0.000	0.000	0.971	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.932	0.000	0.000	0.932	0.000	0.000	0.000	0.000	0.000	0.000	0.963

Total Vehicles On Leg 0					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
0			0		
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0



Total Vehicles on Leg 3061	Vehicles Entering Intersection 1278	Eastbound	Cars	Heavy	Total
			0	0	0
			0	0	0
	Vehicles Exiting Intersection 1783		0	0	0
	0		1259	19	1278
	0	0	0		



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 1783	Total Vehicles on Leg 3061
0	0	0			
1739	44	1783			
0	0	0			
Vehicles Exiting Intersection 1278	0	0			
0	0	0			



Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
0			0		
Total Vehicles On Leg 0					

**E Palmer-Wasilla Hwy_Trent Cir
Wasilla
Wednesday, September 7, 2022**

Time	Southbound Trent Circle						Westbound E Palmer-Wasilla Hwy						Northbound Alaska						Eastbound -						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	
12:00 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
12:15 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
12:30 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
12:45 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
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
1:00 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
1:15 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
1:30 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
1:45 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
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
2:00 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
2:15 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
2:30 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
2:45 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
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
3:00 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
3:15 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
3:30 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
3:45 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
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
4:00 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
4:15 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
4:30 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
4:45 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
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
5:00 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
5:15 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
5:30 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
5:45 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
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
6:00 AM	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	1	0	1	0	0	36	0	0	36	60
6:15 AM	0	0	0	0	0	0	0	0	36	0	0	36	0	1	0	0	0	1	0	0	48	0	0	48	85
6:30 AM	0	0	0	0	0	0	0	1	47	0	0	48	0	0	0	0	0	0	0	54	0	0	54	102	
6:45 AM	0	0	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	0	0	66	0	0	66	115	
Hourly Total	0	0	0	0	0	0	0	1	155	0	0	156	0	1	0	1	0	2	0	0	204	0	0	204	362
7:00 AM	0	0	0	0	0	0	0	0	51	0	0	51	0	0	0	1	2	1	0	0	86	0	0	86	138
7:15 AM	0	0	0	0	0	0	0	0	77	0	0	77	0	0	0	1	0	1	0	0	118	1	0	119	197
7:30 AM	0	0	0	0	0	0	0	0	117	0	0	117	0	1	0	0	0	1	0	0	137	0	0	137	255
7:45 AM	0	0	0	0	0	0	0	1	140	0	0	141	0	0	0	0	0	0	0	0	138	0	0	138	279
Hourly Total	0	0	0	0	0	0	0	1	385	0	0	386	0	1	0	2	2	3	0	0	479	1	0	480	869

**E Palmer-Wasilla Hwy_Trent Cir
Wasilla
Wednesday, September 7, 2022**

Time	Southbound Trent Circle						Westbound E Palmer-Wasilla Hwy						Northbound Alaska						Eastbound						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	
8:00 AM	0	0	0	0	0	0	0	0	102	0	0	102	0	1	0	1	0	2	0	0	149	0	0	149	253
8:15 AM	0	0	0	0	0	0	0	0	114	0	0	114	0	0	0	1	0	1	0	0	123	1	0	124	239
8:30 AM	0	0	0	0	0	0	0	0	117	0	0	117	0	0	0	0	0	0	0	0	135	0	0	135	252
8:45 AM	0	0	0	0	0	0	0	0	114	0	0	114	0	0	0	1	0	1	0	0	143	1	0	144	259
Hourly Total	0	0	0	0	0	0	0	0	447	0	0	447	0	1	0	3	0	4	0	0	550	2	0	552	1003
9:00 AM	0	0	0	0	0	0	0	0	125	0	0	125	0	0	0	0	0	0	0	0	118	0	0	118	243
9:15 AM	0	0	0	0	0	0	0	0	171	0	0	171	0	0	0	0	0	0	0	0	113	0	0	113	284
9:30 AM	0	0	0	0	0	0	0	0	145	0	0	145	0	0	0	1	0	1	0	0	139	1	0	140	286
9:45 AM	0	0	0	0	0	0	0	0	130	0	0	130	0	1	0	0	0	1	0	0	146	1	0	147	278
Hourly Total	0	0	0	0	0	0	0	0	571	0	0	571	0	1	0	1	0	2	0	0	516	2	0	518	1091
10:00 AM	0	0	0	0	0	0	0	1	126	0	0	127	0	0	0	1	0	1	0	0	122	0	0	122	250
10:15 AM	0	0	0	0	0	0	0	1	149	0	0	150	0	1	0	1	0	2	0	0	130	2	0	132	284
10:30 AM	0	0	0	0	0	0	0	0	125	0	0	125	0	2	0	1	0	3	0	0	125	2	0	127	255
10:45 AM	0	0	0	0	0	0	0	0	140	0	0	140	0	1	0	1	0	2	0	0	140	1	0	141	283
Hourly Total	0	0	0	0	0	0	0	2	540	0	0	542	0	4	0	4	0	8	0	0	517	5	0	522	1072
11:00 AM	0	0	0	0	0	0	0	0	131	0	0	131	0	1	0	1	0	2	0	0	137	1	0	138	271
11:15 AM	0	0	0	0	0	0	0	0	153	0	0	153	0	0	0	0	0	0	0	0	133	2	0	135	288
11:30 AM	0	0	0	0	0	0	0	0	178	0	0	178	0	1	0	0	0	1	0	0	141	0	0	141	320
11:45 AM	0	0	0	0	0	0	0	0	158	0	0	158	0	1	0	0	0	1	0	0	160	0	0	160	319
Hourly Total	0	0	0	0	0	0	0	0	620	0	0	620	0	3	0	1	0	4	0	0	571	3	0	574	1198
12:00 PM	0	0	0	0	0	0	0	1	186	0	0	187	0	0	0	1	0	1	0	0	151	1	0	152	340
12:15 PM	0	0	0	0	0	0	0	0	163	0	0	163	0	0	0	1	0	1	0	0	163	1	0	164	328
12:30 PM	0	0	0	0	0	0	0	0	147	0	0	147	0	0	0	0	0	0	0	0	188	1	0	189	336
12:45 PM	0	0	0	0	0	0	0	0	184	0	0	184	0	0	0	0	0	0	0	0	196	0	0	196	380
Hourly Total	0	0	0	0	0	0	0	1	680	0	0	681	0	0	0	2	0	2	0	0	698	3	0	701	1384
1:00 PM	0	0	0	0	0	0	0	0	183	0	0	183	0	0	0	0	0	0	0	0	161	5	0	166	349
1:15 PM	0	0	0	0	0	0	0	1	168	0	0	169	0	1	0	0	0	1	0	0	184	1	0	185	355
1:30 PM	0	0	0	0	0	0	0	1	183	0	0	184	0	1	0	0	0	1	0	0	205	0	0	205	390
1:45 PM	0	0	0	0	0	0	0	0	152	0	0	152	0	1	0	1	0	2	0	0	196	1	0	197	351
Hourly Total	0	0	0	0	0	0	0	2	686	0	0	688	0	3	0	1	0	4	0	0	746	7	0	753	1445
2:00 PM	0	0	0	0	0	0	0	2	208	0	0	210	0	2	0	1	0	3	0	0	172	0	0	172	385
2:15 PM	0	0	0	0	0	0	0	0	202	0	0	202	0	1	0	3	0	4	0	0	168	0	0	168	374
2:30 PM	0	0	0	0	0	0	0	0	199	0	0	199	0	2	0	0	0	2	0	0	189	1	0	190	391
2:45 PM	0	0	0	0	0	0	0	1	185	0	0	186	0	0	0	0	1	0	0	0	186	1	0	187	373
Hourly Total	0	0	0	0	0	0	0	3	794	0	0	797	0	5	0	4	1	9	0	0	715	2	0	717	1523
3:00 PM	0	0	0	0	0	0	0	0	195	0	0	195	0	0	0	1	0	1	0	0	190	0	0	190	386
3:15 PM	0	0	0	0	0	0	0	0	188	0	0	188	0	0	0	0	0	0	0	0	176	1	0	177	365
3:30 PM	0	0	0	0	0	0	0	0	191	0	0	191	0	0	0	0	0	0	0	0	167	2	0	169	360
3:45 PM	0	0	0	0	0	0	0	1	228	0	0	229	0	0	0	1	0	1	0	0	158	0	0	158	388
Hourly Total	0	0	0	0	0	0	0	1	802	0	0	803	0	0	0	2	0	2	0	0	691	3	0	694	1499

**E Palmer-Wasilla Hwy_Trent Cir
Wasilla
Wednesday, September 7, 2022**

Time	Southbound Trent Circle						Westbound E Palmer-Wasilla Hwy						Northbound Alaska						Eastbound						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	
4:00 PM	0	0	0	0	0	0	0	1	235	0	0	236	0	1	0	1	0	2	0	0	162	0	0	162	400
4:15 PM	0	0	0	0	0	0	0	0	217	0	0	217	0	4	0	1	0	5	0	0	173	1	0	174	396
4:30 PM	0	0	0	0	0	0	0	2	265	0	0	267	0	1	0	1	0	2	0	0	176	1	0	177	446
4:45 PM	0	0	0	0	0	0	0	0	235	0	0	235	0	1	0	0	0	1	0	0	171	0	0	171	407
Hourly Total	0	0	0	0	0	0	0	3	952	0	0	955	0	7	0	3	0	10	0	0	682	2	0	684	1649
5:00 PM	0	0	0	0	0	0	0	1	234	0	0	235	0	0	0	2	1	2	0	0	182	3	0	185	422
5:15 PM	0	0	0	0	0	0	0	1	227	0	0	228	0	0	0	2	0	2	0	0	181	2	0	183	413
5:30 PM	0	0	0	0	0	0	0	2	205	0	0	207	0	0	0	0	0	0	0	0	152	0	0	152	359
5:45 PM	0	0	0	0	0	0	0	1	168	0	0	169	0	0	0	0	0	0	0	0	158	0	0	158	327
Hourly Total	0	0	0	0	0	0	0	5	834	0	0	839	0	0	0	4	1	4	0	0	673	5	0	678	1521
6:00 PM	0	0	0	0	0	0	0	0	193	0	0	193	0	0	0	0	0	0	0	0	152	1	0	153	346
6:15 PM	0	0	0	0	0	0	0	0	187	0	0	187	0	0	0	1	0	1	0	0	128	0	0	128	316
6:30 PM	0	0	0	0	0	0	0	0	147	0	0	147	0	0	0	0	0	0	0	0	119	0	0	119	266
6:45 PM	0	0	0	0	0	0	0	1	125	0	0	126	0	1	0	0	0	1	0	0	97	0	0	97	224
Hourly Total	0	0	0	0	0	0	0	1	652	0	0	653	0	1	0	1	0	2	0	0	496	1	0	497	1152
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
7:15 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
7:30 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
7:45 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
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
8:00 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
8:15 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
8:30 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
8:45 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
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
9:00 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
9:15 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
9:30 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
9:45 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
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
10:00 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
10:15 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
10:30 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
10:45 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
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 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
11:15 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
11:30 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
11:45 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
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
DAILY TOTAL	0	0	0	0	0	0	0	20	8118	0	0	8138	0	27	0	29	4	56	0	0	7538	36	0	7574	15768
Cars	0	0	0	0	0	0	0	17	7887	0	0	7904	0	25	0	24	4	49	0	0	7272	33	0	7305	15258
Heavy Vehicles	0	0	0	0	0	0	0	3	231	0	0	234	0	2	0	5	0	7	0	0	266	3	0	269	510
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	15.00%	2.85%	0.00%	0.00%	2.88%	0.00%	7.41%	0.00%	17.24%	0.00%	12.50%	0.00%	0.00%	3.53%	8.33%	0.00%	3.55%	3.23%

E Palmer-Wasilla Hwy_Trent Cir Wasilla

Wednesday, September 7, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL						
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total							
11:00 AM	0	0	0	0	0	0	0	0	131	0	0	131	0	1	0	1	0	2	0	0	137	1	0	138	0	0	133	2	0	135	271
11:15 AM	0	0	0	0	0	0	0	0	153	0	0	153	0	0	0	0	0	0	0	0	141	0	0	141	0	0	160	0	0	160	320
11:30 AM	0	0	0	0	0	0	0	0	178	0	0	178	0	1	0	0	0	1	0	0	160	0	0	160	0	0	571	3	0	574	319
11:45 AM	0	0	0	0	0	0	0	0	158	0	0	158	0	1	0	0	0	1	0	0	160	0	0	160	0	0	571	3	0	574	319
Peak Hour Total	0	0	0	0	0	0	0	0	620	0	0	620	0	3	0	1	0	4	0	0	571	3	0	574	0	0	571	3	0	574	1198
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.871	0.000	0.000	0.871	0.000	0.750	0.000	0.250	0.000	0.500	0.000	0.000	0.892	0.375	0.000	0.897	0.000	0.000	0.892	0.375	0.000	0.897	0.936

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL						
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total							
4:30 PM	0	0	0	0	0	0	0	2	265	0	0	267	0	1	0	1	0	2	0	0	176	1	0	177	0	0	171	0	0	171	446
4:45 PM	0	0	0	0	0	0	0	0	235	0	0	235	0	1	0	0	0	1	0	0	171	0	0	171	0	0	182	3	0	185	407
5:00 PM	0	0	0	0	0	0	0	1	234	0	0	235	0	0	0	2	1	2	0	0	182	3	0	185	0	0	181	2	0	183	422
5:15 PM	0	0	0	0	0	0	0	1	227	0	0	228	0	0	0	2	0	2	0	0	181	2	0	183	0	0	181	2	0	183	413
Peak Hour Total	0	0	0	0	0	0	0	4	961	0	0	965	0	2	0	5	1	7	0	0	710	6	0	716	0	0	710	6	0	716	1688
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.907	0.000	0.000	0.904	0.000	0.500	0.000	0.625	0.250	0.875	0.000	0.000	0.975	0.500	0.000	0.968	0.000	0.000	0.975	0.500	0.000	0.968	0.946

Total Vehicles On Leg 0					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
0			0		
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	0	0	0	0	0



Total Vehicles on Leg 15719	Vehicles Entering Intersection	Eastbound	Cars	Heavy	Total
	7574		0	0	0
			0	0	0
	Vehicles Exiting Intersection		7272	266	7538
	8145		33	3	36



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Total Vehicles on Leg 15705
0	0	0		8138	
7887	231	8118			
17	3	20		Vehicles Exiting Intersection	
0	0	0		7567	
0	0	0			



Cars	4	0	25	0	24
Heavy	0	0	2	0	5
Total	4	0	27	0	29
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
56			56		
Total Vehicles On Leg 112					



**N Trent Cir_Adele Cir
Wasilla
Wednesday, September 7, 2022**

Time	Southbound N Trent Circle						Westbound Adele Circle						Northbound Alaska						Eastbound N Trent Circle						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	
12:00 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
12:15 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
12:30 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
12:45 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
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
1:00 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
1:15 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
1:30 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
1:45 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
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
2:00 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
2:15 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
2:30 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
2:45 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
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
3:00 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
3:15 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
3:30 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
3:45 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
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
4:00 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
4:15 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
4:30 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
4:45 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
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
5:00 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
5:15 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
5:30 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
5:45 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
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
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2
6:15 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
6:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 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
Hourly Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
7:30 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
7:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	2	5

**N Trent Cir_Adele Cir
Wasilla
Wednesday, September 7, 2022**

Time	Southbound N Trent Circle						Westbound Adele Circle						Northbound Alaska						Eastbound N Trent Circle						TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	2
8:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
8:30 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	0
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	5
9:00 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	0
9:15 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	0
9:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
9:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
Hourly Total	0	0	0	3	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	0	1	6
10:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
10:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4
10:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	5
10:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Hourly Total	0	0	2	4	0	6	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	0	0	6	13
11:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3
11:15 AM	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
Hourly Total	0	0	1	3	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	0	1	8
12:00 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
12:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3
12:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 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	0
Hourly Total	0	0	2	2	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	0	1	7
1:00 PM	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4
1:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	3
Hourly Total	0	0	0	9	0	9	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0	3	13
2:00 PM	0	0	2	2	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	2	7
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
2:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	0	1	4
2:45 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	0
Hourly Total	0	0	3	2	0	5	0	0	0	0	0	0	0	0	3	0	0	3	0	8	0	0	0	0	8	16
3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
3:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Hourly Total	0	0	2	3	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	7

**N Trent Cir_Adele Cir
Wasilla
Wednesday, September 7, 2022**

Time	Southbound N Trent Circle						Westbound Adele Circle						Northbound Alaska						Eastbound N Trent Circle						TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total		
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	3
4:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6
4:30 PM	0	0	1	1	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Hourly Total	0	0	1	3	0	4	0	0	0	0	0	0	0	0	1	0	0	0	1	0	8	0	0	0	8	13
5:00 PM	0	0	2	1	0	3	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1	6
5:15 PM	0	0	1	2	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	5
5:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
Hourly Total	0	0	5	5	0	10	0	0	0	0	0	0	0	0	4	0	0	0	4	0	2	0	0	0	2	16
6:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
6:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	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	1
6:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Hourly Total	0	0	2	1	0	3	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1	6
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	0
7:15 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	0
7:30 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	0
7:45 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	0
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	0
8:00 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	0
8:15 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	0
8:30 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	0
8:45 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	0
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	0
9:00 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	0
9:15 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	0
9:30 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	0
9:45 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	0
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	0
10:00 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	0
10:15 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	0
10:30 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	0
10:45 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	0
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	0
11:00 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	0
11:15 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	0
11:30 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	0
11:45 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	0
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	0
DAILY TOTAL	0	0	20	38	0	58	0	0	0	0	0	0	0	0	23	0	0	23	0	37	0	0	0	37	118	
Cars	0	0	19	30	0	49	0	0	0	0	0	0	0	0	23	0	0	23	0	29	0	0	0	29	101	
Heavy Vehicles	0	0	1	8	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	17	
Heavy Vehicle %	0.00%	0.00%	5.00%	21.05%	0.00%	15.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	21.62%	0.00%	0.00%	0.00%	21.62%	14.41%	

N Trent Cir_Adele Cir Wasilla

Wednesday, September 7, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL						
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total							
9:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
10:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	4
10:30 AM	0	0	2	0	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	3	5
Peak Hour Total	0	0	2	5	0	7	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	0	0	0	6	0	0	0	6	15
PHF	0.000	0.000	0.250	0.625	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.750		

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL				
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total					
1:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	1	3
2:00 PM	0	0	2	2	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	2	0	2	7
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	5	5
2:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	0	0	1	0	1	4
Peak Hour Total	0	0	3	3	0	6	0	0	0	0	0	0	0	0	4	0	0	4	0	9	0	0	0	0	0	9	0	9	19
PHF	0.000	0.000	0.375	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.450	0.000	0.450	0.679

Total Vehicles On Leg 118					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
58			60		
Southbound					
Cars	30	19	0	0	0
Heavy	8	1	0	0	0
Total	38	20	0	0	0



Total Vehicles on Leg 75	Vehicles Entering Intersection	Eastbound	Cars	Heavy	Total
			0	0	0
			0	0	0
	Vehicles Exiting Intersection		29	8	37
			0	0	0
			0	0	0



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Total Vehicles on Leg 0
0	0	0		0	
0	0	0		0	
0	0	0		0	
0	0	0		0	
0	0	0		0	



Cars	0	0	23	0
Heavy	0	0	0	0
Total	0	0	23	0
Northbound				
Vehicles Entering Intersection			Vehicles Exiting Intersection	
23			20	
Total Vehicles On Leg 43				



**S Hermon Rd_E Parks Hwy
Wasilla
Tuesday, August 30, 2022**

Time	Southbound S Hermon Rd						Westbound E Parks Hwy						Northbound Alaska						Eastbound S Hermon Rd						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	
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
8:15 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
8:30 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
8:45 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
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
9:00 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
9:15 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
9:30 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
9:45 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
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
10:00 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
10:15 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
10:30 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
10:45 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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 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
11:30 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
11:45 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
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
12:00 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
12:15 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
12:30 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
12:45 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
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
1:00 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
1:15 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
1:30 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
1:45 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
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
2:00 PM	0	24	6	47	0	77	0	11	282	11	0	304	0	6	3	7	0	16	0	42	262	4	0	308	705
2:15 PM	0	28	5	29	0	62	0	8	283	9	0	300	0	13	0	4	0	17	0	37	264	6	0	307	686
2:30 PM	0	31	5	34	0	70	0	12	323	11	0	346	0	19	3	6	0	28	0	35	253	7	0	295	739
2:45 PM	0	22	2	36	0	60	0	9	299	15	0	323	0	6	2	8	0	16	0	22	255	7	0	284	683
Hourly Total	0	105	18	146	0	269	0	40	1187	46	0	1273	0	44	8	25	0	77	0	136	1034	24	0	1194	2813
3:00 PM	0	26	2	25	0	53	0	14	321	17	0	352	0	16	5	13	0	34	0	30	282	6	0	318	757
3:15 PM	0	26	7	32	0	65	0	6	340	24	0	370	0	16	5	11	0	32	1	29	229	12	0	271	738
3:30 PM	0	26	8	45	0	79	0	12	311	24	0	347	0	19	2	11	0	32	0	29	265	10	0	304	762
3:45 PM	0	26	8	35	0	69	0	16	330	17	0	363	0	12	3	8	0	23	0	30	246	5	0	281	736
Hourly Total	0	104	25	137	0	266	0	48	1302	82	0	1432	0	63	15	43	0	121	1	118	1022	33	0	1174	2993

**S Hermon Rd_E Parks Hwy
Wasilla
Tuesday, August 30, 2022**

Time	Southbound S Hermon Rd						Westbound E Parks Hwy						Northbound Alaska						Eastbound S Hermon Rd						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	
4:00 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
4:15 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
4:30 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
4:45 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
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
5:00 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
5:15 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
5:30 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
5:45 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
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
6:00 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
6:15 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
6:30 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
6:45 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
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
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
7:15 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
7:30 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
7:45 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
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
8:00 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
8:15 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
8:30 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
8:45 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
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
9:00 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
9:15 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
9:30 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
9:45 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
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
10:00 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
10:15 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
10:30 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
10:45 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
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 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
11:15 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
11:30 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
11:45 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
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
DAILY TOTAL	0	209	43	283	0	535	0	88	2489	128	0	2705	0	107	23	68	0	198	1	254	2056	57	0	2368	5806
Cars	0	195	42	278	0	515	0	87	2380	121	0	2588	0	105	23	67	0	195	1	249	1924	54	0	2228	5526
Heavy Vehicles	0	14	1	5	0	20	0	1	109	7	0	117	0	2	0	1	0	3	0	5	132	3	0	140	280
Heavy Vehicle %	0.00%	6.70%	2.33%	1.77%	0.00%	3.74%	0.00%	1.14%	4.38%	5.47%	0.00%	4.33%	0.00%	1.87%	0.00%	1.47%	0.00%	1.52%	0.00%	1.97%	6.42%	5.26%	0.00%	5.91%	4.82%

S Hermon Rd_E Parks Hwy Wasilla Tuesday, August 30, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL						
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total							
12:00 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	0	0	0	0	0	0
12:15 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	0	0	0	0	0	0
12:30 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	0	0	0	0	0	0
12:45 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	0	0	0	0	0	0
Peak Hour 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	0	0	0	0	0	0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	
3:00 PM	0	26	2	25	0	53	0	14	321	17	0	352	0	16	5	13	0	34	0	30	282	6	0	318	757
3:15 PM	0	26	7	32	0	65	0	6	340	24	0	370	0	16	5	11	0	32	1	29	229	12	0	271	738
3:30 PM	0	26	8	45	0	79	0	12	311	24	0	347	0	19	2	11	0	32	0	29	265	10	0	304	762
3:45 PM	0	26	8	35	0	69	0	16	330	17	0	363	0	12	3	8	0	23	0	30	246	5	0	281	736
Peak Hour Total	0	104	25	137	0	266	0	48	1302	82	0	1432	0	63	15	43	0	121	1	118	1022	33	0	1174	2993
PHF	0.000	1.000	0.781	0.761	0.000	0.842	0.000	0.750	0.957	0.854	0.000	0.968	0.000	0.829	0.750	0.827	0.000	0.890	0.250	0.983	0.906	0.688	0.000	0.923	0.982

Total Vehicles On Leg 940					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
535			405		
Southbound					
Cars	278	42	195	0	0
Heavy	5	1	14	0	0
Total	283	43	209	0	0

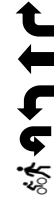


Total Vehicles on Leg 5248	Vehicles Entering Intersection 2368	Eastbound	Cars	Heavy	Total
			0	0	0
			1	0	1
	249		5	254	
	Vehicles Exiting Intersection 2880		1924	132	2056
		54	3	57	



Daily Volumes

Total Vehicles on Leg 5038	Westbound	Cars	Heavy	Total
		121	7	128
		2380	109	2489
		87	1	88
		Vehicles Entering Intersection 2705	0	0
Vehicles Exiting Intersection 2333	0	0	0	



Cars	0	0	105	23	67
Heavy	0	0	2	0	1
Total	0	0	107	23	68
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
198			188		
Total Vehicles On Leg 386					

**S Hermon Rd_E Parks Hwy
Wasilla
Wednesday, September 7, 2022**

Time	Southbound S Hermon Rd						Westbound E Parks Hwy						Northbound Alaska						Eastbound S Hermon Rd						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	
12:00 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
12:15 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
12:30 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
12:45 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
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
1:00 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
1:15 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
1:30 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
1:45 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
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
2:00 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
2:15 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
2:30 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
2:45 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
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
3:00 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
3:15 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
3:30 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
3:45 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
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
4:00 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
4:15 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
4:30 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
4:45 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
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
5:00 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
5:15 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
5:30 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
5:45 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
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
6:00 AM	0	5	1	1	0	7	0	1	83	5	0	89	0	1	0	10	0	11	0	5	261	0	0	266	373
6:15 AM	0	2	0	5	0	7	0	2	69	3	0	74	0	0	1	12	0	13	0	4	259	2	0	265	359
6:30 AM	0	8	1	1	0	10	0	2	84	6	0	92	0	3	2	10	0	15	0	10	289	1	0	300	417
6:45 AM	0	4	1	8	0	13	0	4	123	6	0	133	0	4	1	14	0	19	0	9	306	2	0	317	482
Hourly Total	0	19	3	15	0	37	0	9	359	20	0	388	0	8	4	46	0	58	0	28	1115	5	0	1148	1631
7:00 AM	0	11	1	6	0	18	0	4	106	1	0	111	0	4	3	13	0	20	0	6	291	4	0	301	450
7:15 AM	0	6	0	5	0	11	0	6	124	5	0	135	0	10	1	20	0	31	0	13	350	1	0	364	541
7:30 AM	0	11	0	8	0	19	0	7	172	4	0	183	0	6	1	13	0	20	0	14	320	5	0	339	561
7:45 AM	0	13	1	7	0	21	0	9	167	11	0	187	0	6	2	16	0	24	0	21	340	7	0	368	600
Hourly Total	0	41	2	26	0	69	0	26	569	21	0	616	0	26	7	62	0	95	0	54	1301	17	0	1372	2152

**S Hermon Rd_E Parks Hwy
Wasilla
Wednesday, September 7, 2022**

Time	Southbound S Hermon Rd						Westbound E Parks Hwy						Northbound Alaska						Eastbound S Hermon Rd						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	
8:00 AM	0	4	1	25	0	30	0	4	148	7	0	159	0	5	1	14	0	20	0	18	280	3	0	301	510
8:15 AM	0	7	0	17	0	24	0	7	161	8	0	176	0	5	0	8	0	13	0	11	231	2	0	244	457
8:30 AM	0	6	1	19	0	26	0	11	176	4	0	191	0	6	0	9	0	15	0	16	227	4	0	247	479
8:45 AM	0	12	2	10	0	24	0	11	167	8	0	186	0	6	0	17	0	23	1	27	228	7	0	263	496
Hourly Total	0	29	4	71	0	104	0	33	652	27	0	712	0	22	1	48	0	71	1	72	966	16	0	1055	1942
9:00 AM	0	14	0	16	0	30	0	5	198	19	0	222	0	9	3	9	0	21	0	31	217	3	0	251	524
9:15 AM	0	17	1	27	0	45	0	5	192	4	0	201	0	7	4	15	0	26	0	24	229	6	0	259	531
9:30 AM	0	19	2	25	0	46	0	1	203	11	0	215	0	10	4	10	0	24	0	24	268	1	0	293	578
9:45 AM	0	16	2	21	0	39	0	7	218	9	0	234	0	9	0	8	0	17	0	28	239	7	0	274	564
Hourly Total	0	66	5	89	0	160	0	18	811	43	0	872	0	35	11	42	0	88	0	107	953	17	0	1077	2197
10:00 AM	0	22	2	19	0	43	0	5	218	9	0	232	0	5	2	4	0	11	0	32	220	3	0	255	541
10:15 AM	0	25	6	30	0	61	0	2	200	20	0	222	0	10	3	6	0	19	0	30	246	5	0	281	583
10:30 AM	0	22	1	30	0	53	0	3	210	18	0	231	0	9	1	11	0	21	0	34	248	6	0	288	593
10:45 AM	0	22	2	33	0	57	0	3	255	10	0	268	0	2	0	5	0	7	0	31	257	9	0	297	629
Hourly Total	0	91	11	112	0	214	0	13	883	57	0	953	0	26	6	26	0	58	0	127	971	23	0	1121	2346
11:00 AM	0	22	4	31	0	57	0	6	219	15	0	240	0	9	7	11	0	27	0	38	234	3	0	275	599
11:15 AM	0	17	3	37	0	57	0	2	203	20	0	225	0	7	0	7	0	14	0	44	253	2	0	299	595
11:30 AM	0	29	1	31	0	61	0	3	217	18	0	238	0	8	6	9	0	23	0	40	256	5	0	301	623
11:45 AM	0	22	5	26	0	53	0	7	261	13	0	281	0	15	2	8	0	25	0	36	258	6	0	300	659
Hourly Total	0	90	13	125	0	228	0	18	900	66	0	984	0	39	15	35	0	89	0	158	1001	16	0	1175	2476
12:00 PM	0	29	7	43	0	79	0	9	238	13	0	260	0	16	4	6	0	26	0	48	267	2	0	317	682
12:15 PM	0	23	4	43	0	70	0	6	266	14	0	286	0	2	4	8	0	14	0	47	271	5	0	323	693
12:30 PM	0	37	1	38	0	76	0	4	248	17	0	269	0	12	3	9	0	24	0	48	267	6	0	321	690
12:45 PM	0	27	6	34	0	67	0	2	243	12	0	257	0	12	5	7	0	24	0	40	289	10	0	339	687
Hourly Total	0	116	18	158	0	292	0	21	995	56	0	1072	0	42	16	30	0	88	0	183	1094	23	0	1300	2752
1:00 PM	0	26	7	39	0	72	0	9	248	10	0	267	0	10	3	15	0	28	0	32	250	7	0	289	656
1:15 PM	0	29	3	42	0	74	0	9	272	10	0	291	0	16	6	6	0	28	0	29	273	9	0	311	704
1:30 PM	0	30	3	41	0	74	0	6	276	16	0	298	0	15	5	15	0	35	0	39	280	9	0	328	735
1:45 PM	0	25	3	38	0	66	0	4	285	12	0	301	0	18	1	15	0	34	0	33	241	6	0	280	681
Hourly Total	0	110	16	160	0	286	0	28	1081	48	0	1157	0	59	15	51	0	125	0	133	1044	31	0	1208	2776
2:00 PM	0	21	2	33	0	56	0	10	255	10	0	275	0	16	3	10	0	29	0	30	263	4	0	297	657
2:15 PM	0	33	4	53	0	90	1	7	258	16	0	282	0	9	5	4	0	18	0	21	234	6	0	261	651
2:30 PM	0	34	6	36	0	76	0	8	313	13	0	334	0	8	2	17	0	27	1	41	271	6	0	319	756
2:45 PM	0	28	3	30	0	61	0	16	324	19	0	359	0	16	8	9	0	33	0	26	261	7	0	294	747
Hourly Total	0	116	15	152	0	283	1	41	1150	58	0	1250	0	49	18	40	0	107	1	118	1029	23	0	1171	2811
3:00 PM	0	44	9	41	0	94	0	10	290	11	0	311	0	18	3	9	0	30	0	31	296	10	0	337	772
3:15 PM	0	34	2	33	0	69	0	10	308	24	0	342	0	13	4	10	0	27	0	19	234	10	0	263	701
3:30 PM	0	20	7	39	0	66	0	7	314	15	0	336	0	10	8	16	0	34	0	33	241	8	0	282	718
3:45 PM	0	27	14	32	0	73	0	11	339	20	0	370	0	11	7	11	0	29	0	34	274	6	0	314	786
Hourly Total	0	125	32	145	0	302	0	38	1251	70	0	1359	0	52	22	46	0	120	0	117	1045	34	0	1196	2977

**S Hermon Rd_E Parks Hwy
Wasilla
Wednesday, September 7, 2022**

Time	Southbound S Hermon Rd						Westbound E Parks Hwy						Northbound Alaska						Eastbound S Hermon Rd						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	
4:00 PM	0	24	3	27	0	54	0	26	360	25	0	411	0	23	3	7	0	33	0	30	278	13	0	321	819
4:15 PM	0	44	7	25	0	76	0	10	362	18	0	390	0	16	3	8	0	27	0	23	263	9	0	295	788
4:30 PM	0	31	2	31	0	64	0	13	370	17	0	400	0	17	6	12	0	35	0	30	270	6	0	306	805
4:45 PM	0	29	12	26	0	67	0	16	331	16	0	363	0	12	2	8	0	22	0	33	259	8	0	300	752
Hourly Total	0	128	24	109	0	261	0	65	1423	76	0	1564	0	68	14	35	0	117	0	116	1070	36	0	1222	3164
5:00 PM	0	31	12	40	0	83	0	13	358	17	0	388	0	16	5	11	0	32	0	19	285	8	0	312	815
5:15 PM	0	38	2	23	0	63	0	16	363	25	0	404	0	11	4	10	0	25	0	22	279	8	0	309	801
5:30 PM	0	33	4	29	0	66	0	6	310	24	0	340	0	8	4	11	0	23	0	24	270	20	0	314	743
5:45 PM	0	20	7	30	0	57	0	10	266	9	0	285	0	10	5	2	0	17	0	28	243	6	0	277	636
Hourly Total	0	122	25	122	0	269	0	45	1297	75	0	1417	0	45	18	34	0	97	0	93	1077	42	0	1212	2995
6:00 PM	0	31	4	31	0	66	0	17	321	17	0	355	0	15	1	8	0	24	0	22	219	8	0	249	694
6:15 PM	0	30	5	26	0	61	0	12	366	12	0	390	0	8	1	7	0	16	0	21	183	6	0	210	677
6:30 PM	0	26	8	32	0	66	0	14	303	14	0	331	0	12	0	6	0	18	0	25	190	17	0	232	647
6:45 PM	0	26	5	35	0	66	0	13	294	8	0	315	0	11	6	2	0	19	0	16	160	7	0	183	583
Hourly Total	0	113	22	124	0	259	0	56	1284	51	0	1391	0	46	8	23	0	77	0	84	752	38	0	874	2601
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
7:15 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
7:30 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
7:45 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
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
8:00 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
8:15 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
8:30 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
8:45 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
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
9:00 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
9:15 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
9:30 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
9:45 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
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
10:00 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
10:15 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
10:30 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
10:45 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
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 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
11:15 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
11:30 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
11:45 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
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
DAILY TOTAL	0	1166	190	1408	0	2764	1	411	12655	668	0	13735	0	517	155	518	0	1190	2	1390	13418	321	0	15131	32820
Cars	0	1116	183	1378	0	2677	1	398	11991	649	0	13039	0	496	152	495	0	1143	2	1368	12835	311	0	14516	31375
Heavy Vehicles	0	50	7	30	0	87	0	13	664	19	0	696	0	21	3	23	0	47	0	22	583	10	0	615	1445
Heavy Vehicle %	0.00%	4.29%	3.68%	2.13%	0.00%	3.15%	0.00%	3.16%	5.25%	2.84%	0.00%	5.07%	0.00%	4.06%	1.94%	4.44%	0.00%	3.95%	0.00%	1.58%	4.34%	3.12%	0.00%	4.06%	4.40%

S Hermon Rd_E Parks Hwy Wasilla Wednesday, September 7, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	
11:00 AM	0	22	4	31	0	57	0	6	219	15	0	240	0	9	7	11	0	27	0	38	234	3	0	275	599
11:15 AM	0	17	3	37	0	57	0	2	203	20	0	225	0	7	0	7	0	14	0	44	253	2	0	299	595
11:30 AM	0	29	1	31	0	61	0	3	217	18	0	238	0	8	6	9	0	23	0	40	256	5	0	301	623
11:45 AM	0	22	5	26	0	53	0	7	261	13	0	281	0	15	2	8	0	25	0	36	258	6	0	300	659
Peak Hour Total	0	90	13	125	0	228	0	18	900	66	0	984	0	39	15	35	0	89	0	158	1001	16	0	1175	2476
PHF	0.000	0.776	0.650	0.845	0.000	0.934	0.000	0.643	0.862	0.825	0.000	0.875	0.000	0.650	0.536	0.795	0.000	0.824	0.000	0.898	0.970	0.667	0.000	0.976	0.939

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	
3:45 PM	0	27	14	32	0	73	0	11	339	20	0	370	0	11	7	11	0	29	0	34	274	6	0	314	786
4:00 PM	0	24	3	27	0	54	0	26	360	25	0	411	0	23	3	7	0	33	0	30	278	13	0	321	819
4:15 PM	0	44	7	25	0	76	0	10	362	18	0	390	0	16	3	8	0	27	0	23	263	9	0	295	788
4:30 PM	0	31	2	31	0	64	0	13	370	17	0	400	0	17	6	12	0	35	0	30	270	6	0	306	805
Peak Hour Total	0	126	26	115	0	267	0	60	1431	80	0	1571	0	67	19	38	0	124	0	117	1085	34	0	1236	3198
PHF	0.000	0.716	0.464	0.898	0.000	0.878	0.000	0.577	0.967	0.800	0.000	0.956	0.000	0.728	0.679	0.792	0.000	0.886	0.000	0.860	0.976	0.654	0.000	0.963	0.976

Total Vehicles On Leg 4977					
Vehicles Entering Intersection 2764			Vehicles Exiting Intersection 2213		
Southbound					
Cars	1378	183	1116	0	0
Heavy	30	7	50	0	0
Total	1408	190	1166	0	0



Total Vehicles on Leg 29713	Vehicles Entering Intersection 15131	Eastbound	Cars	Heavy	Total
			0	0	0
			2	0	2
	Vehicles Exiting Intersection 14582		1368	22	1390
			12835	583	13418
		311	10	321	



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 13735	Total Vehicles on Leg 28838
649	19	668			
11991	664	12655			
398	13	411			
1	0	1			
0	0	0	Vehicles Exiting Intersection 15103		



Cars	0	0	496	152	495
Heavy	0	0	21	3	23
Total	0	0	517	155	518
Northbound					
Vehicles Entering Intersection 1190			Vehicles Exiting Intersection 922		
Total Vehicles On Leg 2112					



**S Hermon Rd_Sun Mountain Ave
Wasilla
Tuesday, August 30, 2022**

Time	Southbound S Hermon Rd						Westbound Sun Mountain Ave						Northbound Alaska						Eastbound S Hermon Rd						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	
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
8:15 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
8:30 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
8:45 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
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
9:00 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
9:15 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
9:30 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
9:45 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
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
10:00 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
10:15 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
10:30 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
10:45 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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 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
11:30 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
11:45 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
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
12:00 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
12:15 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
12:30 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
12:45 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
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
1:00 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
1:15 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
1:30 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
1:45 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
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
2:00 PM	0	0	26	2	0	28	0	34	8	4	0	46	0	9	13	35	0	57	0	1	3	16	0	20	151
2:15 PM	0	0	23	2	0	25	0	29	3	1	0	33	0	7	14	23	0	44	0	2	4	10	0	16	118
2:30 PM	0	0	34	4	0	38	0	27	15	4	0	46	0	10	11	30	0	51	0	3	3	9	0	15	150
2:45 PM	0	0	21	2	0	23	0	34	9	2	0	45	0	9	10	18	0	37	0	0	0	6	0	6	111
Hourly Total	0	0	104	10	0	114	0	124	35	11	0	170	0	35	48	106	0	189	0	6	10	41	0	57	530
3:00 PM	0	0	16	2	0	18	0	30	10	4	0	44	0	12	18	23	0	53	0	6	2	8	0	16	131
3:15 PM	0	1	25	1	0	27	0	30	15	4	0	49	0	15	18	23	0	56	0	2	7	6	0	15	147
3:30 PM	0	2	39	8	0	49	0	30	9	3	0	42	0	8	24	22	0	54	0	2	9	10	0	21	166
3:45 PM	0	0	26	3	0	29	0	40	8	0	0	48	0	10	15	27	0	52	0	4	4	6	0	14	143
Hourly Total	0	3	106	14	0	123	0	130	42	11	0	183	0	45	75	95	0	215	0	14	22	30	0	66	587

**S Hermon Rd_Sun Mountain Ave
Wasilla
Tuesday, August 30, 2022**

Time	Southbound S Hermon Rd						Westbound Sun Mountain Ave						Northbound Alaska						Eastbound S Hermon Rd						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/ Bicycles	Vehicle Approach Total	
4:00 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
4:15 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
4:30 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
4:45 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
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
5:00 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
5:15 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
5:30 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
5:45 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
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
6:00 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
6:15 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
6:30 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
6:45 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
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
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
7:15 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
7:30 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
7:45 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
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
8:00 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
8:15 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
8:30 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
8:45 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
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
9:00 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
9:15 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
9:30 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
9:45 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
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
10:00 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
10:15 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
10:30 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
10:45 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
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 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
11:15 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
11:30 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
11:45 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
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
DAILY TOTAL	0	3	210	24	0	237	0	254	77	22	0	353	0	80	123	201	0	404	0	20	32	71	0	123	1117
Cars	0	3	200	24	0	227	0	246	76	21	0	343	0	76	115	196	0	387	0	20	31	67	0	118	1075
Heavy Vehicles	0	0	10	0	0	10	0	8	1	1	0	10	0	4	8	5	0	17	0	0	1	4	0	5	42
Heavy Vehicle %	0.00%	0.00%	4.76%	0.00%	0.00%	4.22%	0.00%	3.15%	1.30%	4.55%	0.00%	2.83%	0.00%	5.00%	6.50%	2.49%	0.00%	4.21%	0.00%	0.00%	3.13%	5.63%	0.00%	4.07%	3.76%

S Hermon Rd_Sun Mountain Ave Wasilla Tuesday, August 30, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL						
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total							
12:00 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	0	0	0	0	0	0
12:15 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	0	0	0	0	0	0
12:30 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	0	0	0	0	0	0
12:45 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	0	0	0	0	0	0
Peak Hour 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	0	0	0	0	0	0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL						
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total							
3:00 PM	0	0	16	2	0	18	0	30	10	4	0	44	0	12	18	23	0	53	0	6	2	8	0	16	0	14	22	30	0	66	131
3:15 PM	0	1	25	1	0	27	0	30	15	4	0	49	0	15	18	23	0	56	0	2	7	6	0	15	0	14	22	30	0	66	147
3:30 PM	0	2	39	8	0	49	0	30	9	3	0	42	0	8	24	22	0	54	0	2	9	10	0	21	0	14	22	30	0	66	166
3:45 PM	0	0	26	3	0	29	0	40	8	0	0	48	0	10	15	27	0	52	0	4	4	6	0	14	0	14	22	30	0	66	143
Peak Hour Total	0	3	106	14	0	123	0	130	42	11	0	183	0	45	75	95	0	215	0	14	22	30	0	66	0	14	22	30	0	66	587
PHF	0.000	0.375	0.679	0.438	0.000	0.628	0.000	0.813	0.700	0.688	0.000	0.934	0.000	0.750	0.781	0.880	0.000	0.960	0.000	0.583	0.611	0.750	0.000	0.786	0.000	0.583	0.611	0.750	0.000	0.786	0.884

Total Vehicles On Leg 402					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
237			165		
Southbound					
Cars	24	200	3	0	0
Heavy	0	10	0	0	0
Total	24	210	3	0	0



Total Vehicles on Leg 304	Vehicles Entering Intersection	Eastbound	Cars	Heavy	Total
			0	0	0
	123	Eastbound	0	0	0
			20	0	20
			31	1	32
	181		67	4	71



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Total Vehicles on Leg 589
21	1	22		353	
76	1	77	Westbound	236	
246	8	254			
0	0	0			
0	0	0			



Cars	0	0	76	115	196
Heavy	0	0	4	8	5
Total	0	0	80	123	201
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
404			535		
Total Vehicles On Leg 939					



**S Hermon Rd and Whispering Dr
Wasilla
Tuesday, August 30, 2022**

Time	Southbound Hermon Rd						Westbound N/A						Northbound Alaska						Eastbound Hermon Rd						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	
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
8:15 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
8:30 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
8:45 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
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
9:00 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
9:15 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
9:30 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
9:45 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
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
10:00 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
10:15 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
10:30 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
10:45 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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 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
11:30 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
11:45 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
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
12:00 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
12:15 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
12:30 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
12:45 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
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
1:00 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
1:15 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
1:30 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
1:45 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
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
2:00 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	4	13	0	17	0	0	0	0	0	0	23
2:15 PM	0	0	1	0	0	1	0	7	0	0	0	7	0	0	0	7	0	7	0	0	0	0	0	0	15
2:30 PM	0	0	2	0	0	2	0	8	0	0	0	8	0	0	0	14	0	14	0	0	0	0	0	0	24
2:45 PM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	8	0	8	0	0	0	0	0	0	13
Hourly Total	0	0	3	0	0	3	0	26	0	0	0	26	0	0	4	42	0	46	0	0	0	0	0	0	75
3:00 PM	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	16	0	16	0	0	0	0	0	0	25
3:15 PM	0	0	1	0	0	1	0	7	0	0	0	7	0	0	0	19	0	19	0	0	0	0	0	0	27
3:30 PM	0	0	0	0	0	0	0	9	0	0	0	9	0	0	1	15	0	16	0	0	0	0	0	0	25
3:45 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	15	0	15	0	0	0	0	0	0	21
Hourly Total	0	0	1	0	0	1	0	31	0	0	0	31	0	0	1	65	0	66	0	0	0	0	0	0	98

S Hermon Rd and Whispering Dr Wasilla Tuesday, August 30, 2022

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	
12:00 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
12:15 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
12:30 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
12:45 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
Peak Hour 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
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Peds/Bicycles	Vehicle Approach Total	
3:00 PM	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	16	0	16	0	0	0	0	0	0	25
3:15 PM	0	0	1	0	0	1	0	7	0	0	0	7	0	0	0	19	0	19	0	0	0	0	0	0	27
3:30 PM	0	0	0	0	0	0	0	9	0	0	0	9	0	0	1	15	0	16	0	0	0	0	0	0	25
3:45 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	15	0	15	0	0	0	0	0	0	21
Peak Hour Total	0	0	1	0	0	1	0	31	0	0	0	31	0	0	1	65	0	66	0	0	0	0	0	0	98
PHF	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.861	0.000	0.000	0.000	0.861	0.000	0.000	0.250	0.855	0.000	0.868	0.000	0.000	0.000	0.000	0.000	0.000	0.907

Total Vehicles On Leg 9					
Vehicles Entering Intersection 4			Vehicles Exiting Intersection 5		
Southbound					
Cars	0	1	0	0	0
Heavy	0	3	0	0	0
Total	0	4	0	0	0

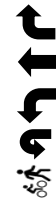


Total Vehicles on Leg 0	Vehicles Entering Intersection 0	Eastbound	Cars	Heavy	Total
			0	0	0
			0	0	0
	Vehicles Exiting Intersection 0		0	0	0
			0	0	0



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 57	Total Vehicles on Leg 164
0	0	0			
0	0	0			
52	5	57			
0	0	0			
0	0	0	Vehicles Exiting Intersection 107		



Cars	0	0	0	1	100
Heavy	0	0	0	4	7
Total	0	0	0	5	107
Northbound					
Vehicles Entering Intersection 112			Vehicles Exiting Intersection 61		
Total Vehicles On Leg 173					



APPENDIX 2: LEVEL OF SERVICE DEFINITIONS



Level of Service (LOS)

Level of service (LOS) is a qualitative measure that describes the operating conditions within an intersection or roadway section, and the perception of those conditions by the facility's users. The factors used to measure the LOS provided by any given facility, might include any or all of the following:

- User comfort
- Convenience
- Travel time
- Maneuverability
- Interruptions in traffic
- Speed
- Cost
- Number of stops
- Fuel consumption

Every type of facility (intersections, freeway, segment, arterial, or pedestrian) has different operating parameters that are used to determine its LOS. For intersections, the primary operating parameter is average control delay per vehicle defined in units of seconds per vehicle. There are six LOS defined for each facility type. Each level has a letter identification from A to F with LOS A representing the best operating conditions and LOS F the worst.

SIGNALIZED INTERSECTIONS

The delay experienced by motorists in a signalized intersection is affected by a number of factors related to geometrics, traffic, control, and incidents. The total delay is defined as the difference between the actual travel time and travel time that would result from ideal conditions. An ideal signalized intersection has 12-foot lane widths, level grade, no curb parking, only passenger cars in the traffic stream, no turning movements, green signal available all the time, and is located outside the central business district. For signalized intersections, only the portion of total delay associated with control is measured. This delay is referred to as control delay and includes the following: initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table 1 summarizes the *2000 Highway Capacity Manual's* description of the six LOS for a signalized intersection. The range of delays in each LOS is the same for the *2010 Highway Capacity Manual* and the most recent *Highway Capacity Manual, 6th Edition* (2016), though calculation methodologies have differences.

Table 1: Level of Service Criteria for Signalized Intersections

LOS	Average Delay per Vehicle
A	Very low control delay, 10 or less seconds per vehicle; progression is very favorable; most vehicles arrive during the green cycle; most vehicles do not stop. Short cycle lengths may also contribute to low delay.
B	Control delay greater than 10 and up to 20 seconds per vehicle; progression is good and/or cycle lengths are short. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle; progression is fair and/or cycle lengths are longer. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many vehicles still pass through without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle; progression is unfavorable, cycle lengths are long, or has a high flow rate to capacity ratio. Many vehicles stop, and the proportion of vehicles not stopping diminishes. Individual cycle failures are obvious.
E	Control delay greater than 55 and up to 80 seconds per vehicle; progression is poor, cycle lengths are long, and has a high flow rate to capacity ratio. Individual cycle failures are frequent occurrences.
F	Control delay greater than 80 seconds per vehicle; progression is very poor, cycle lengths are long. Many individual cycle failures. Arrival flow rates exceed the capacity of the intersection. This level is considered unacceptable to most drivers.

UNSIGNALIZED INTERSECTIONS

The two types of unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The LOS for a TWSC intersection is defined by control delay for each minor approach and major street left-turn movement rather than the overall intersection. The LOS for an AWSC intersection is defined by control delay for the intersection as a whole. The delay ranges for unsignalized intersections are different from those for signalized intersections primarily due to driver expectation. The expectation is that signalized intersections are designed to carry higher volumes of traffic and therefore higher levels of delay are acceptable. Table 2 summarizes the *2000 Highway Capacity Manual's* description of the six LOS for an unsignalized intersection. The range of delays in each LOS is the same for the *2010 Highway Capacity Manual* and the most recent *Highway Capacity Manual, 6th Edition* (2016), though calculation methodologies have differences.

Table 2: Level of Service Criteria for Unsignalized Intersections

LOS	Average Delay per Vehicle
A	Very low control delay, 10 or less seconds per vehicle. All drivers find freedom of operation. Very rarely more than one vehicle in queue.
B	Control delay greater than 10 and up to 15 seconds per vehicle. Some drivers begin to consider the delay troublesome. Seldom is there more than one vehicle in queue.
C	Control delay greater than 15 and up to 25 seconds per vehicle. Most drivers feel restricted, but tolerable so. Often there is more than one vehicle in queue.
D	Control delay greater than 25 and up to 35 seconds per vehicle. Drivers feel restricted. Most often, there is more than one vehicle in queue.
E	Control delay greater than 35 and up to 50 seconds per vehicle. Drivers find delays approaching intolerable levels. There is frequently more than one vehicle in queue. This level denotes a state in which the demand is close to or equal to the probable maximum number of vehicles that can be accommodated by the movement.
F	Control delay greater than 50 seconds per vehicle. Very constrained flow. Represents an intersection failure situation that is caused by geometry and/or operational constraints external to the intersection.

SUMMARY

The average control delay for signalized and unsignalized intersections is summarized in Table 3.

Table 3: Summary of Average Control Delay per Vehicle (in seconds) for Signalized and Unsignalized Intersections

LOS	Unsignalized Intersections	Signalized Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

APPENDIX 3: TRAFFIC ANALYSIS REPORTS

HCM 6th Signalized Intersection Summary

10: Parks HWY & Hermon Rd

01/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (veh/h)	209	1649	62	80	2210	273	105	62	70	361	66	483
Future Volume (veh/h)	209	1649	62	80	2210	273	105	62	70	361	66	483
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	1792	67	87	2402	297	114	67	76	392	72	525
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	2064	77	174	1969	1030	279	226	192	341	270	354
Arrive On Green	0.08	0.59	0.59	0.04	0.55	0.55	0.07	0.12	0.12	0.10	0.14	0.14
Sat Flow, veh/h	1781	3494	130	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	227	907	952	87	2402	297	114	67	76	392	72	525
Grp Sat Flow(s),veh/h/ln	1781	1777	1847	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	9.5	51.2	52.3	2.3	66.5	9.7	6.4	3.9	5.3	11.5	4.1	17.3
Cycle Q Clear(g_c), s	9.5	51.2	52.3	2.3	66.5	9.7	6.4	3.9	5.3	11.5	4.1	17.3
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	1050	1091	174	1969	1030	279	226	192	341	270	354
V/C Ratio(X)	1.13	0.86	0.87	0.50	1.22	0.29	0.41	0.30	0.40	1.15	0.27	1.48
Avail Cap(c_a), veh/h	201	1050	1091	174	1969	1030	279	226	192	341	270	354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	20.5	20.7	25.3	26.7	9.0	39.4	48.1	48.7	48.1	45.7	46.6
Incr Delay (d2), s/veh	102.5	9.4	9.7	9.9	103.7	0.7	4.4	3.3	6.0	96.4	2.4	232.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	21.4	22.7	1.9	53.3	3.4	3.2	2.0	2.4	13.8	2.1	33.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	143.2	29.9	30.4	35.2	130.5	9.8	43.8	51.4	54.8	144.6	48.1	278.6
LnGrp LOS	F	C	C	D	F	A	D	D	D	F	D	F
Approach Vol, veh/h		2086			2786			257			989	
Approach Delay, s/veh		42.5			114.6			49.0			208.7	
Approach LOS		D			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	75.4	16.0	19.0	14.0	71.0	13.2	21.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	70.9	11.5	14.5	9.5	66.5	8.7	17.3				
Max Q Clear Time (g_c+I1), s	4.3	54.3	13.5	7.3	11.5	68.5	8.4	19.3				
Green Ext Time (p_c), s	0.0	11.5	0.0	0.3	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	102.5
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th TWSC
7: Hermon Rd & Sun Mountain Ave

01/04/2024

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↘		↗	↖	↗
Traffic Vol, veh/h	0	0	106	0	0	337	0	370	155	99	804	0
Future Vol, veh/h	0	0	106	0	0	337	0	370	155	99	804	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	100	-	56
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	115	0	0	366	0	402	168	108	874	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	874	-	-	486	-	0	0	570	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	-	-	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	-	-	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	0	349	0	0	581	0	-	-	1002	-	-
Stage 1	0	0	-	0	0	-	0	-	-	-	-	-
Stage 2	0	0	-	0	0	-	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	349	-	-	581	-	-	-	1002	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	20.3		21.2		0			1		
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	349	581	1002	-	-
HCM Lane V/C Ratio	-	-	0.33	0.63	0.107	-	-
HCM Control Delay (s)	-	-	20.3	21.2	9	-	-
HCM Lane LOS	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	-	-	1.4	4.4	0.4	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖		↗	↖
Traffic Vol, veh/h	0	0	707	0	0	903
Future Vol, veh/h	0	0	707	0	0	903
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	25	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	768	0	0	982

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	768	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	402	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	402	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	846	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
16: Hermon Rd & Tyson Trl.

01/04/2024

Intersection						
Int Delay, s/veh	13.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	499	260	48	5	86
Future Vol, veh/h	75	499	260	48	5	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	542	283	52	5	93

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	670	52	98	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	422	1016	1495	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	342	1016	1495	-	-	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	6.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1495	-	866	-	-
HCM Lane V/C Ratio	0.189	-	0.72	-	-
HCM Control Delay (s)	8	-	19.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.7	-	6.4	-	-

HCM 6th TWSC
5: Hermon Rd/Hermon Rd. & Maney Dr.

01/04/2024

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	5	10	113	86	30
Future Vol, veh/h	22	5	10	113	86	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	5	11	123	93	33

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	255	110	126	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	145	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	734	943	1460	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	882	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	728	943	1460	-	-	-
Mov Cap-2 Maneuver	740	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	882	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1460	-	771	-	-
HCM Lane V/C Ratio	0.007	-	0.038	-	-
HCM Control Delay (s)	7.5	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			A
Traffic Vol, veh/h	50	0	50	85	0	20
Future Vol, veh/h	50	0	50	85	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	0	54	92	0	22

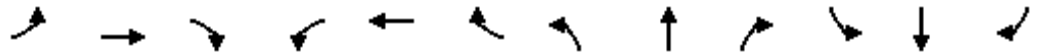
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	122	100	0	0	146	0
Stage 1	100	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	873	956	-	-	1436	-
Stage 1	924	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	873	956	-	-	1436	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	830	1436
HCM Lane V/C Ratio	-	-	0.065	-
HCM Control Delay (s)	-	-	9.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 6th Signalized Intersection Summary
 2: Hermon Road & Palmer-Wasilla HWY

01/04/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	10	1190	10	10	1610	10	10	10	40	10	10	10
Future Volume (veh/h)	10	1190	10	10	1610	10	10	10	40	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1293	11	11	1750	11	11	11	43	11	11	11
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	1553	13	239	1557	10	177	36	141	148	93	93
Arrive On Green	0.84	0.84	0.84	0.84	0.84	0.84	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	272	1852	16	422	1857	12	1390	333	1303	1350	858	858
Grp Volume(v), veh/h	11	0	1304	11	0	1761	11	0	54	11	0	22
Grp Sat Flow(s),veh/h/ln	272	0	1868	422	0	1868	1390	0	1636	1350	0	1716
Q Serve(g_s), s	0.0	0.0	63.6	2.4	0.0	143.0	1.2	0.0	5.2	1.3	0.0	2.0
Cycle Q Clear(g_c), s	143.0	0.0	63.6	66.1	0.0	143.0	3.2	0.0	5.2	6.5	0.0	2.0
Prop In Lane	1.00		0.01	1.00		0.01	1.00		0.80	1.00		0.50
Lane Grp Cap(c), veh/h	42	0	1566	239	0	1567	177	0	178	148	0	186
V/C Ratio(X)	0.26	0.00	0.83	0.05	0.00	1.12	0.06	0.00	0.30	0.07	0.00	0.12
Avail Cap(c_a), veh/h	42	0	1566	239	0	1567	177	0	178	148	0	186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	85.2	0.0	7.3	25.0	0.0	13.8	70.1	0.0	70.1	73.1	0.0	68.6
Incr Delay (d2), s/veh	14.4	0.0	5.3	0.4	0.0	64.7	0.7	0.0	4.4	1.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	19.9	0.3	0.0	67.8	0.5	0.0	2.4	0.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.6	0.0	12.7	25.4	0.0	78.5	70.8	0.0	74.4	74.0	0.0	69.9
LnGrp LOS	F	A	B	C	A	F	E	A	E	E	A	E
Approach Vol, veh/h		1315			1772			65				33
Approach Delay, s/veh		13.4			78.1			73.8				71.3
Approach LOS		B			E			E				E
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		147.5		23.0		147.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		133.5		18.5		143.0				
Max Q Clear Time (g_c+I1), s		7.2		145.0		8.5		145.0				
Green Ext Time (p_c), s		0.2		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				51.3								
HCM 6th LOS				D								

HCM 6th Roundabout
2: Hermon Road & Palmer-Wasilla HWY

01/04/2024

Intersection								
Intersection Delay, s/veh	105.8							
Intersection LOS	F							
Approach	EB		WB		NB		SB	
Entry Lanes	2		2		2		1	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	1315		1772		65		33	
Demand Flow Rate, veh/h	1341		1807		66		33	
Vehicles Circulating, veh/h	33		33		1341		1807	
Vehicles Exiting, veh/h	1807		1374		33		33	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	7.9		183.6		9.8		13.8	
Approach LOS	A		F		A		B	
Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	R	L	TR	LTR	
Assumed Moves	LT	TR	LT	R	L	TR	LTR	
RT Channelized								
Lane Util	0.470	0.530	0.994	0.006	0.167	0.833	1.000	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.328	
Entry Flow, veh/h	630	711	1796	11	11	55	33	
Cap Entry Lane, veh/h	1309	1381	1309	1381	393	454	306	
Entry HV Adj Factor	0.981	0.980	0.981	1.000	1.000	0.978	0.993	
Flow Entry, veh/h	618	697	1761	11	11	54	33	
Cap Entry, veh/h	1285	1354	1284	1381	393	444	304	
V/C Ratio	0.481	0.515	1.372	0.008	0.028	0.121	0.108	
Control Delay, s/veh	7.8	8.0	184.8	2.7	9.6	9.8	13.8	
LOS	A	A	F	A	A	A	B	
95th %tile Queue, veh	3	3	69	0	0	0	0	