

Bethel/Sedgwick Sensitivity Analysis

PM Peak Hour

Intersection	Movement		Existing	Background	Annual	Build Alt A
			2017		Growth	2040
			Volumes	Growth	Volumes	Volumes
1 Lincoln Ave Bethel Rd		L	0	56	2	56
	EB	T	0	10	0	10
		R	0	151	7	151
		L	77	182	8	259
	WB	T	0	11	0	11
		R	34	4	0	38
		L	0	170	7	170
	NB	T	458	92	4	550
		R	5	-3	0	2
		L	31	-20	-1	11
	SB	T	529	130	6	659
		R	0	63	3	63
			1,134	846	37	1,980
2 Lund Ave Bethel Rd		L	305	-67	-3	238
	EB	T	645	155	7	800
		R	245	237	10	482
		L	125	29	1	154
	WB	T	320	237	10	557
		R	85	32	1	117
		U	0	16	1	16
		L	250	146	6	396
	NB	T	295	373	16	668
		R	130	127	6	257
		L	120	25	1	145
	SB	T	390	346	15	736
		R	225	46	2	271
			3,135	1,702	74	4,599
3 WalMart Driveway Bethel Rd		L	0	0	0	0
	EB	T	0	0	0	0
		R	0	0	0	0
		L	109	31	1	140
	WB	T	0	0	0	0
		R	219	-53	-2	166
		L	0	0	0	0
	NB	T	558	668	29	1,226
		R	96	-22	-1	74
		L	145	20	1	165
	SB	T	622	608	26	1,230
		R	0	0	0	0
			1,749	1,252	54	3,001

Bethel/Sedgwick Sensitivity Analysis

PM Peak Hour

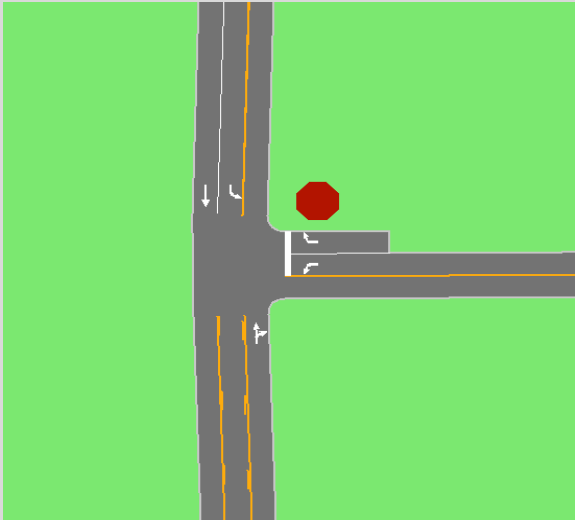
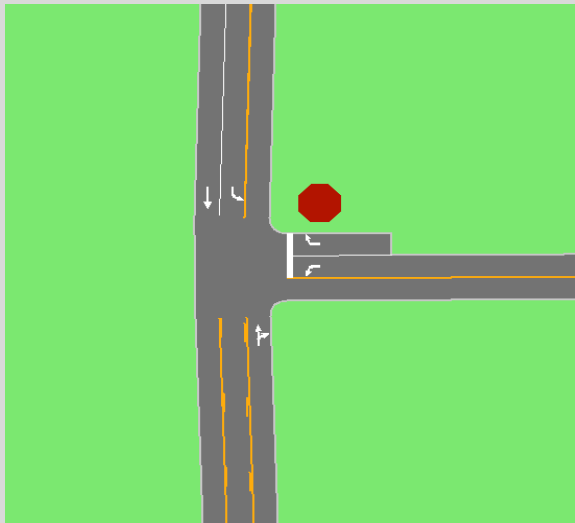
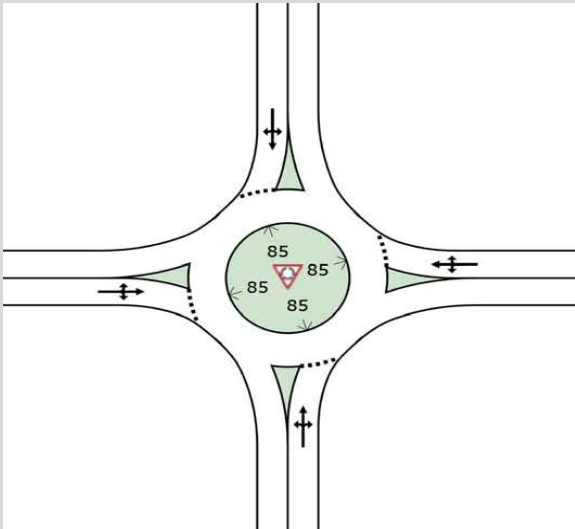
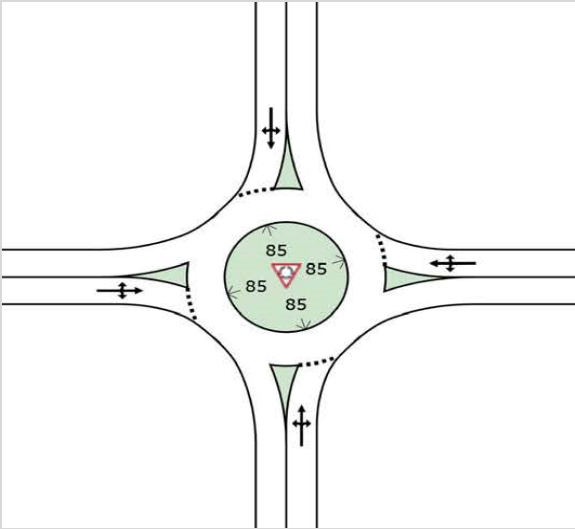
Intersection	Movement		Existing	Background	Annual	Build Alt A
			2017		Growth	2040
			Volumes	Growth	Volumes	Volumes
4 Salmonberry Rd Bethel Rd		L	6	281	12	287
	EB	T	1	30	1	31
		R	8	2	0	10
		L	35	178	8	213
	WB	T	6	12	1	18
		R	62	14	1	76
		L	4	1	0	5
	NB	T	598	265	12	863
		R	77	61	3	138
		U	0	25	1	25
		L	39	181	8	220
	SB	T	710	206	9	916
		R	20	216	9	236
			1,566	1,472	64	2,751
5 Blueberry Bethel Rd		L	50	22	1	72
	EB	T	0	0	0	0
		R	10	4	0	14
		L	0	0	0	0
	WB	T	0	0	0	0
		R	0	0	0	0
		L	5	17	1	22
	NB	T	630	401	17	1,031
		R	0	0	0	0
		L	0	0	0	0
	SB	T	705	483	21	1,188
		R	48	-22	-1	26
			1,448	905	39	2,353
6 Sedgwick Rd Bethel Rd		L	290	225	10	515
	EB	T	670	188	8	858
		R	160	146	6	306
		L	75	23	1	98
	WB	T	385	38	2	423
		R	70	97	4	167
		L	185	99	4	284
	NB	T	275	187	8	462
		R	110	-2	0	108
		U	0	15	1	15
		L	200	79	3	279
	SB	T	290	239	10	529
		R	225	186	8	411
			2,935	1,520	66	3,940

Bethel/Sedgwick Sensitivity Analysis

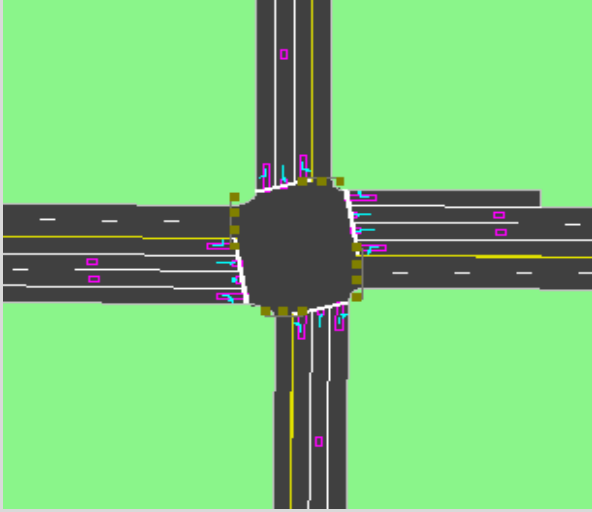
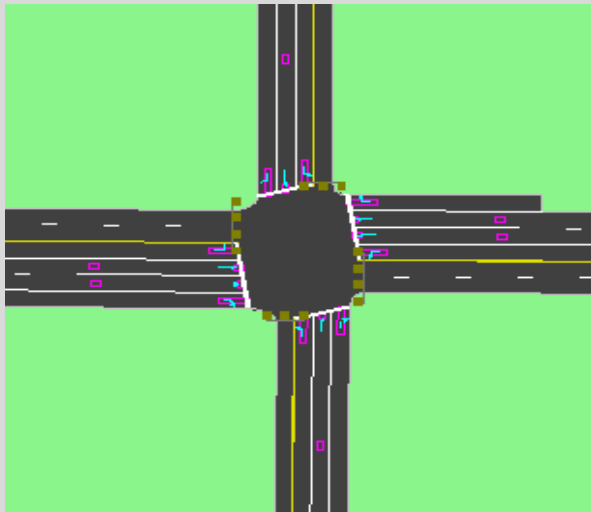
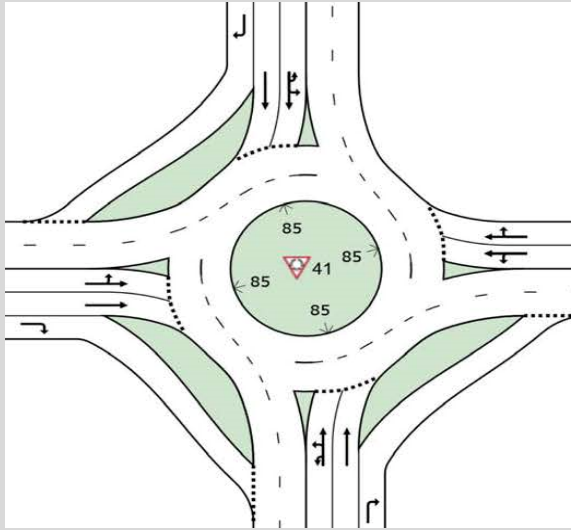
PM Peak Hour

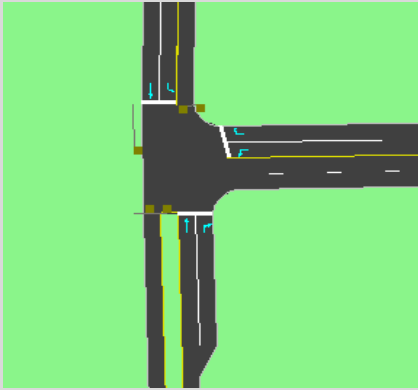
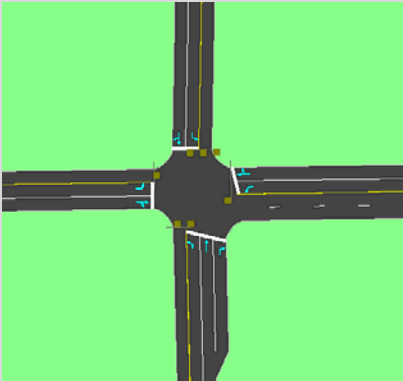
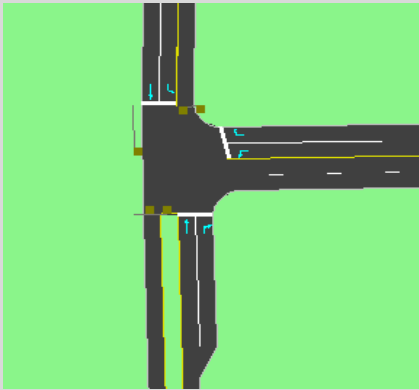
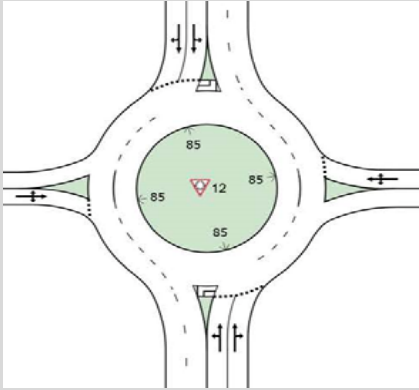
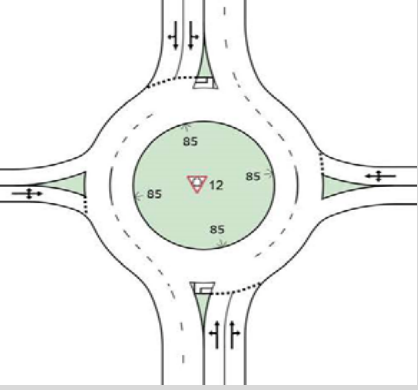
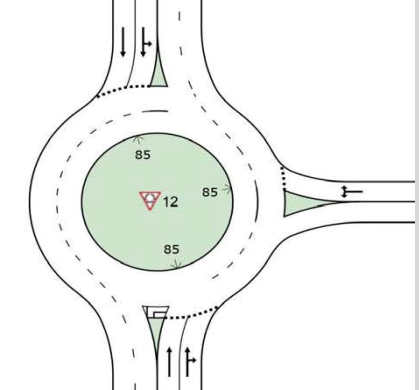
Intersection	Movement		Existing	Background	Annual	Build Alt A
			2017		Growth	2040
			Volumes	Growth	Volumes	Volumes
7 Sedgwick Rd NW Connector		L	20	200	9	220
	EB	T	1,100	185	8	1,285
		R	0	0	0	0
		L	1	114	5	115
	WB	T	775	125	5	900
		R	10	8	0	18
		L	5	182	8	187
	NB	T	0	8	0	8
		R	5	303	13	308
		L	25	-2	0	23
	SB	T	0	11	0	11
		R	5	63	3	68
			1,946	1,197	52	3,143
8 Sedgwick Rd Bravo Terrace		L	0	0	0	0
	EB	T	1,110	338	15	1,448
		R	40	111	5	151
		L	25	110	5	135
	WB	T	800	316	14	1,116
		R	0	0	0	0
		L	25	57	2	82
	NB	T	0	0	0	0
		R	25	64	3	89
		L	0	0	0	0
	SB	T	0	0	0	0
		R	0	0	0	0
			2,025	996	43	3,021

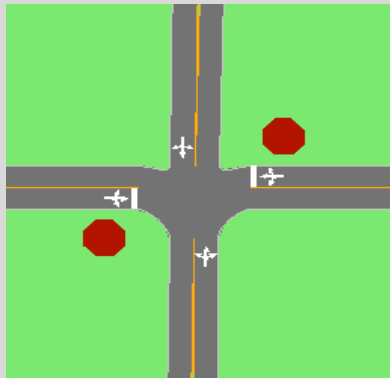
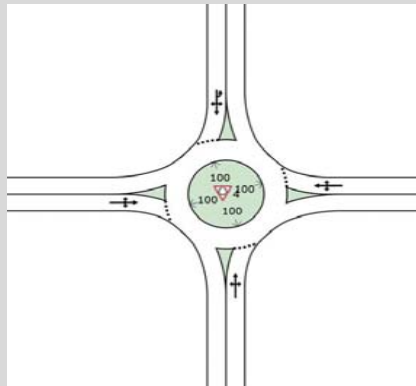
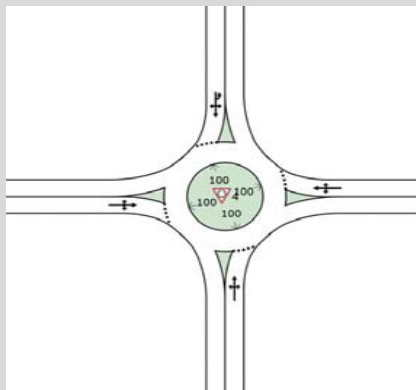


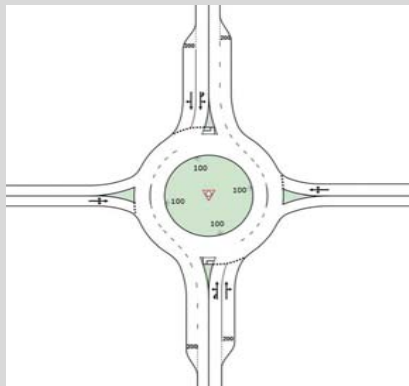
Lincoln Avenue at Bethel Road

	2017 Existing Configuration	2034 Existing Configuration - Does not meet LOS standards	2034 Configuration 3 - Single Lane Roundabout	2040 Configuration 3 - Single Lane Roundabout
	Total Entering Volume: 1,135 	Total Entering Volume: 1,760 	Total Entering Volume: 1,760 	Total Entering Volume: 1,980 
Level of Service (LOS)	Westbound = C Northbound = A Southbound = A Intersection Avg = A	Westbound = E Northbound = A Southbound = A Intersection Avg = A	Eastbound = B Westbound = B Northbound = A Southbound = A Intersection Avg = A	Eastbound = B Westbound = B Northbound = A Southbound = B Intersection Avg = B
Degree of Saturation (v/c)	Westbound = 0.22 Northbound = 0.00 Southbound = 0.03	Westbound = 0.75 Northbound = 0.00 Southbound = 0.02	Eastbound = 0.25 Westbound = 0.32 Northbound = 0.50 Southbound = 0.66	Eastbound = 0.41 Westbound = 0.43 Northbound = 0.57 Southbound = 0.77
Intersection Delay (sec)	Westbound = 17.9 Northbound = 0.0 Southbound = 8.5 Intersection Avg = 1.8	Westbound = 45.6 Northbound = 0.0 Southbound = 8.8 Intersection Avg = 7.0	Eastbound = 11.0 Westbound = 12.6 Northbound = 5.5 Southbound = 7.9 Intersection Avg = 8.0	Eastbound = 13.3 Westbound = 14.6 Northbound = 5.9 Southbound = 11.5 Intersection Avg = 10.1
Intersection Queue (ft)	Westbound = 75 (3.0 vehicles) Northbound = 5 (0.2 vehicles) Southbound = 35 (1.4 vehicles)	Westbound = 460 (18.4 vehicles) Northbound = 5 (0.2 vehicles) Southbound = 25 (1.0 vehicles)	Eastbound = 45 (1.8 vehicles) Westbound = 50 (2.0 vehicles) Northbound = 105 (4.2 vehicles) Southbound = 165 (6.6 vehicles)	Eastbound = 80 (3.2 vehicles) Westbound = 80 (3.2 vehicles) Northbound = 135 (5.4 vehicles) Southbound = 260 (10.4 vehicles)

*Analysis assumes one-way NB Mitchel Rd conversion

Lund Avenue at Bethel Road			
	2017 Existing Configuration 1 Total Entering Volume: 3,135 	2031 Existing Configuration 1- Does not meet LOS standards Total Entering Volume: 3,905 	2040 Configuration 2 - Multi-lane Roundabout Total Entering Volume: 4,600 
Level of Service (LOS)	Eastbound = C Westbound = D Northbound = C Southbound = D Intersection Avg = C	Eastbound = E Westbound = D Northbound = D Southbound = E Intersection Avg = E	Eastbound = B Westbound = C Northbound = B Southbound = A Intersection Avg = B
Degree of Saturation (v/c)	Eastbound = 0.74 Westbound = 0.64 Northbound = 0.45 Southbound = 0.76	Eastbound = 0.91 Westbound = 0.75 Northbound = 0.69 Southbound = 1.04	Eastbound = 0.63 Westbound = 0.79 Northbound = 0.82 Southbound = 0.67
Intersection Delay (sec)	Eastbound = 33.1 Westbound = 35.2 Northbound = 31.7 Southbound = 35.5 Intersection Avg = 33.7	Eastbound = 59.2 Westbound = 50.4 Northbound = 48.7 Southbound = 67.9 Intersection Avg = 56.9	Eastbound = 10.0 Westbound = 21.4 Northbound = 10.8 Southbound = 9.1 Intersection Avg = 12.1
Intersection Queue (ft)	Eastbound = 295 (11.8 vehicles) Westbound = 150 (6.0 vehicles) Northbound = 485 (19.4 vehicles) Southbound = 640 (25.6 vehicles)	Eastbound = 560 (22.4 vehicles) Westbound = 370 (14.8 vehicles) Northbound = 1150 (46.0 vehicles) Southbound = 4380 (175.2 vehicles)	Eastbound = 150 (6.0 vehicles) Westbound = 210 (8.4 vehicles) Northbound = 215 (8.6 vehicles) Southbound = 155 (6.2 vehicles)

WalMart Driveway at Bethel Road						
	2017 Existing Configuration 1	2036 Configuration 2 - Construction of Connector	2037 Existing Configuration 1- Does not meet Queue Standards	2037 Configuration 3 - Multi-lane Roundabout with Connector	2040 Configuration 3 - Multi-lane Roundabout with Connector	2040 Configuration 4 - Multi-lane Roundabout without Connector
	Total Entering Volume: 1,750 	Total Entering Volume: 2,785 	Total Entering Volume: 2,840 	Total Entering Volume: 2,840 	Total Entering Volume: 3,000 	Total Entering Volume: 3,000 
Level of Service (LOS)	Westbound = C Northbound = B Southbound = A Intersection Avg = B	Eastbound = C Westbound = D Northbound = C Southbound = C Intersection Avg = C	Westbound = D Northbound = D Southbound = C Intersection Avg = C	Eastbound = B Westbound = B Northbound = A Southbound = A Intersection Avg = A	Eastbound = B Westbound = B Northbound = A Southbound = A Intersection Avg = A	Westbound = B Northbound = A Southbound = A Intersection Avg = A
Degree of Saturation (v/c)	Westbound = 0.78 Northbound = 0.62 Southbound = 0.53	Eastbound = 0.45 Westbound = 0.69 Northbound = 0.96 Southbound = 0.89	Westbound = 0.83 Northbound = 1.00 Southbound = 0.86	Eastbound = 0.30 Westbound = 0.54 Northbound = 0.66 Southbound = 0.71	Eastbound = 0.34 Westbound = 0.59 Northbound = 0.71 Southbound = 0.76	Westbound = 0.60 Northbound = 0.67 Southbound = 0.82
Intersection Delay (sec)	Westbound = 23.6 Northbound = 11.4 Southbound = 6.5 Intersection Avg = 11.5	Eastbound = 34.4 Westbound = 44.3 Northbound = 31.0 Southbound = 25.8 Intersection Avg = 30.5	Westbound = 43.9 Northbound = 38.3 Southbound = 20.8 Intersection Avg = 30.8	Eastbound = 12.7 Westbound = 13.7 Northbound = 5.5 Southbound = 6.1 Intersection Avg = 6.9	Eastbound = 14.7 Westbound = 15.4 Northbound = 6.4 Southbound = 5.6 Intersection Avg = 7.3	Westbound = 15.9 Northbound = 5.3 Southbound = 6.3 Intersection Avg = 6.8
Intersection Queue (ft)	Westbound = 105 (4.2 vehicles) Northbound = 225 (9.0 vehicles) Southbound = 180 (7.2 vehicles)	Eastbound = 115 (4.6 vehicles) Westbound = 180 (7.2 vehicles) Northbound = 1810 (72.4 vehicles) Southbound = 500 (20.0 vehicles)	Westbound = 140 (5.6 vehicles) Northbound = 1880 (75.2 vehicles) Southbound = 1010 (40.4 vehicles)	Eastbound = 40 (1.6 vehicles) Westbound = 90 (3.6 vehicles) Northbound = 160 (6.4 vehicles) Southbound = 190 (7.6 vehicles)	Eastbound = 50 (2.0 vehicles) Westbound = 100 (4.0 vehicles) Northbound = 190 (7.6 vehicles) Southbound = 235 (9.4 vehicles)	Westbound = 105 (4.2 vehicles) Northbound = 175 (7.0 vehicles) Southbound = 275 (11.0 vehicles)

	Salmonberry Road at Bethel Road					
	2017 Existing Configuration 1 Total Entering Volume: 1,565 	2017 Configuration 1 - Single Lane Roundabout Total Entering Volume: 1,565 	2031 Configuration 1 - Does not meet LOS standards Total Entering Volume: 2,285 	2031 Configuration 2 - SB right turn lane Total Entering Volume: 2,285 	2035 Configuration 2 - Does not meet LOS standards Total Entering Volume: 2,490 	2040 Configuration 3 - 2nd NB and SB through lane Total Entering Volume: 2,750 
Level of Service (LOS)	Eastbound = D Westbound = E Northbound = A Southbound = A Intersection Avg = A	Eastbound = B Westbound = A Northbound = A Southbound = A Intersection Avg = A	Eastbound = D Westbound = B Northbound = B Southbound = C Intersection Avg = C	Eastbound = C Westbound = B Northbound = B Southbound = A Intersection Avg = B	Eastbound = F Westbound = C Northbound = D Southbound = A Intersection Avg = C	Eastbound = F Westbound = C Northbound = B Southbound = A Intersection Avg = B
Degree of Saturation (v/c)	Eastbound = 0.11 Westbound = 0.58 Northbound = 0.01 Southbound = 0.05	Eastbound = 0.04 Westbound = 0.16 Northbound = 0.64 Southbound = 0.50	Eastbound = 0.66 Westbound = 0.50 Northbound = 0.88 Southbound = 1.01	Eastbound = 0.55 Westbound = 0.50 Northbound = 0.88 Southbound = 0.73	Eastbound = 0.91 Westbound = 0.66 Northbound = 1.01 Southbound = 0.80	Eastbound = 1.03 Westbound = 0.65 Northbound = 0.73 Southbound = 0.79
Intersection Delay (sec)	Eastbound = 34.4 Westbound = 48.8 Northbound = 9.2 Southbound = 9.2 Intersection Avg = 3.8	Eastbound = 9.1 Westbound = 9.8 Northbound = 6.0 Southbound = 6.1 Intersection Avg = 6.4	Eastbound = 36.5 Westbound = 18.7 Northbound = 14.1 Southbound = 24.5 Intersection Avg = 21.2	Eastbound = 29.7 Westbound = 18.7 Northbound = 14.2 Southbound = 5.8 Intersection Avg = 12.0	Eastbound = 84.8 Westbound = 29.1 Northbound = 36.0 Southbound = 6.7 Intersection Avg = 26.4	Eastbound = 86.8 Westbound = 20.3 Northbound = 10.0 Southbound = 8.2 Intersection Avg = 18.4
Intersection Queue (ft)	Eastbound = 10 (0.4 vehicles) Westbound = 80 (3.1 vehicles) Northbound = 0 Southbound = 0	Eastbound = 5 (0.2 vehicles) Westbound = 25 (1.0 vehicles) Northbound = 140 (5.6 vehicles) Southbound = 105 (4.1 vehicles)	Eastbound = 175 (7.0 vehicles) Westbound = 115 (4.5 vehicles) Northbound = 430 (16.8 vehicles) Southbound = 1105 (43.4 vehicles)	Eastbound = 135 (5.3 vehicles) Westbound = 115 (4.5 vehicles) Northbound = 430 (16.8 vehicles) Southbound = 220 (8.6 vehicles)	Eastbound = 390 (15.4 vehicles) Westbound = 185 (7.2 vehicles) Northbound = 885 (34.8 vehicles) Southbound = 290 (11.4 vehicles)	Eastbound = 490 (19.5 vehicles) Westbound = 130 (5.2 vehicles) Northbound = 240 (9.6 vehicles) Southbound = 290 (11.5 vehicles)

*Meets Peak Hour Signal Warrants

TRAFFIC SIGNAL WARRANT ANALYSIS

Salmonberry Road at Bethel Road

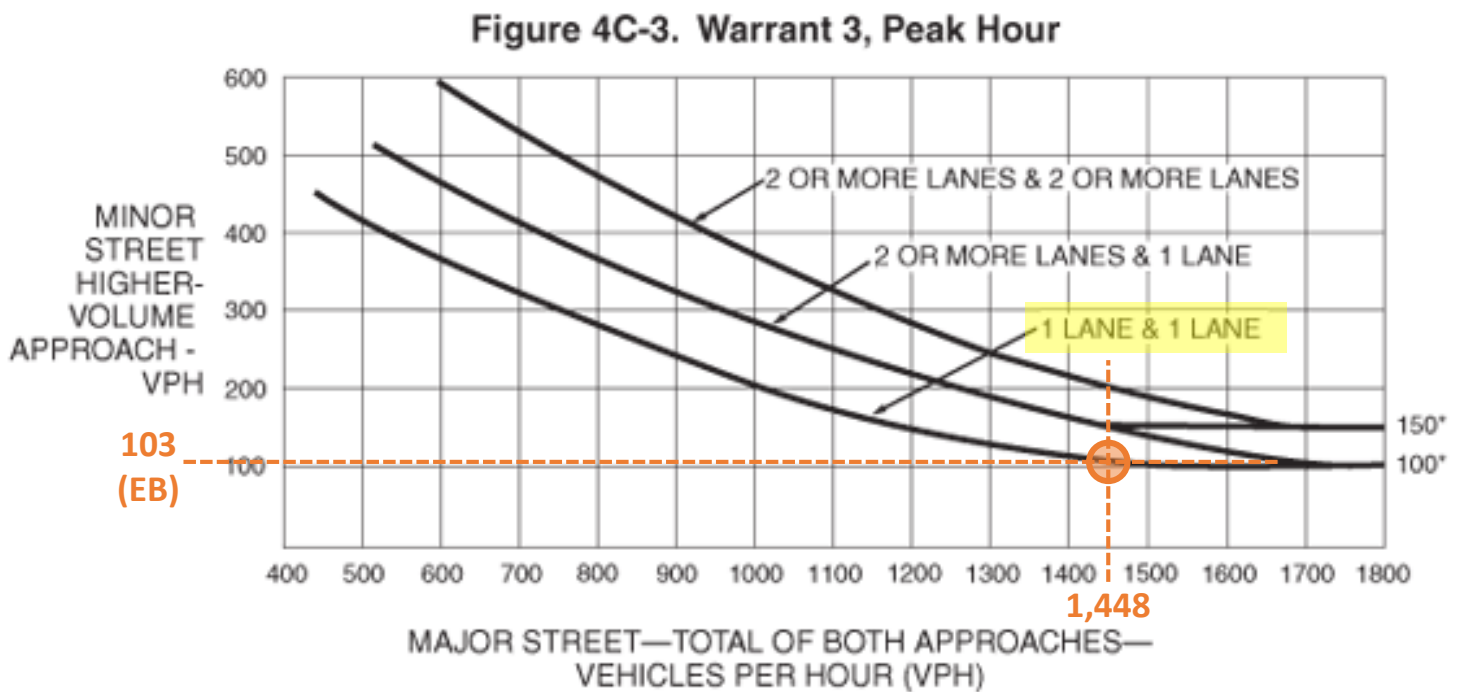
Existing Volumes (2017)

A preliminary traffic signal warrant was prepared for the Salmonberry Road and Bethel Road intersection using existing volumes. The analysis was based on criteria identified in the FHWA Manual on Uniform Traffic Control Devices (MUTCD) which states:

Warrant 3 – Peak Hour Vehicular Volume

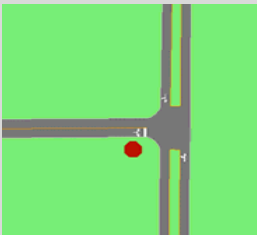
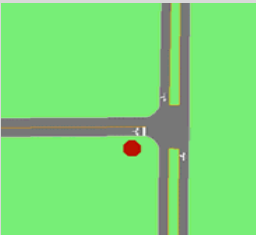
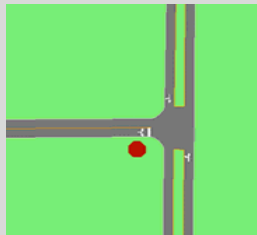
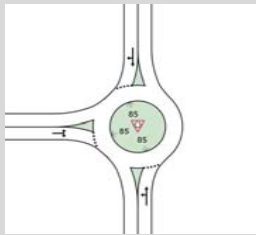

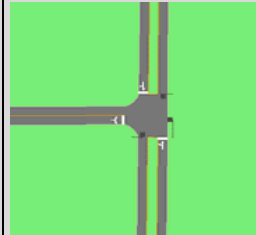
“The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.”

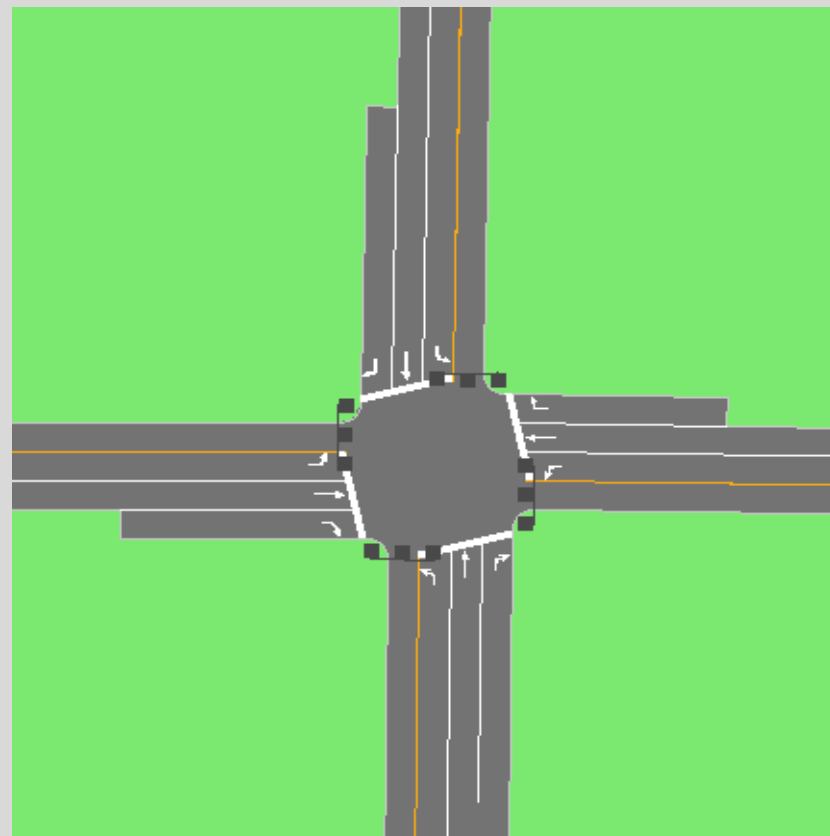
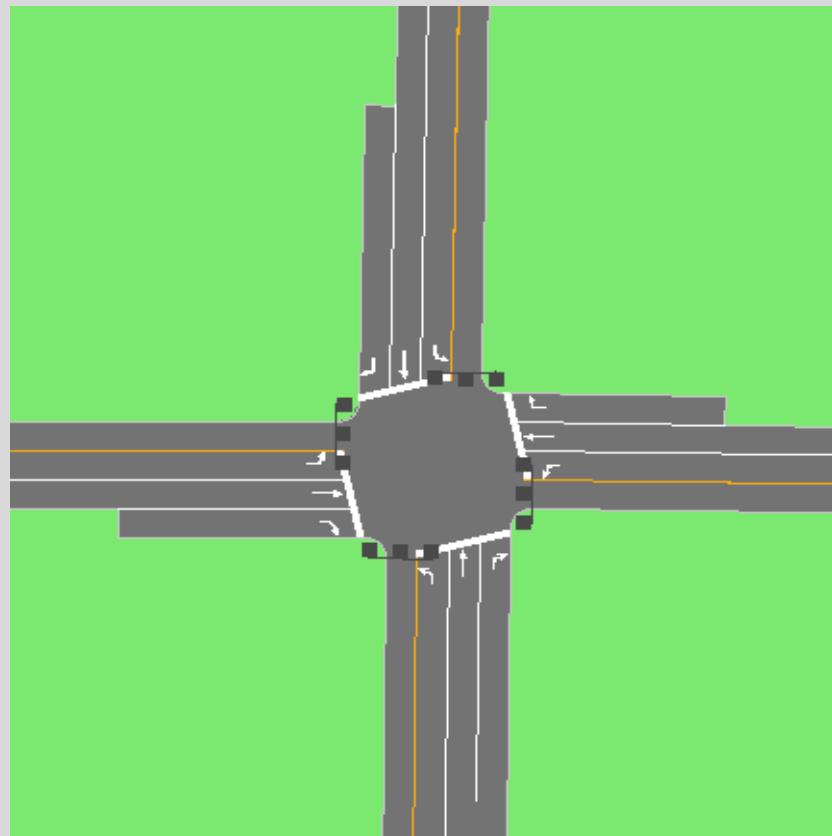
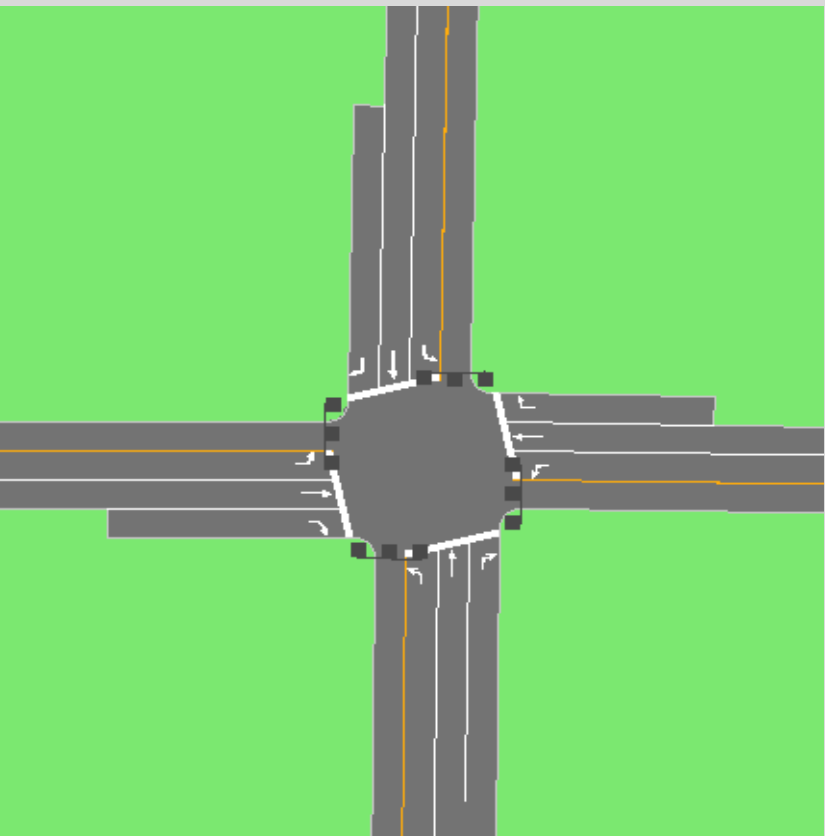
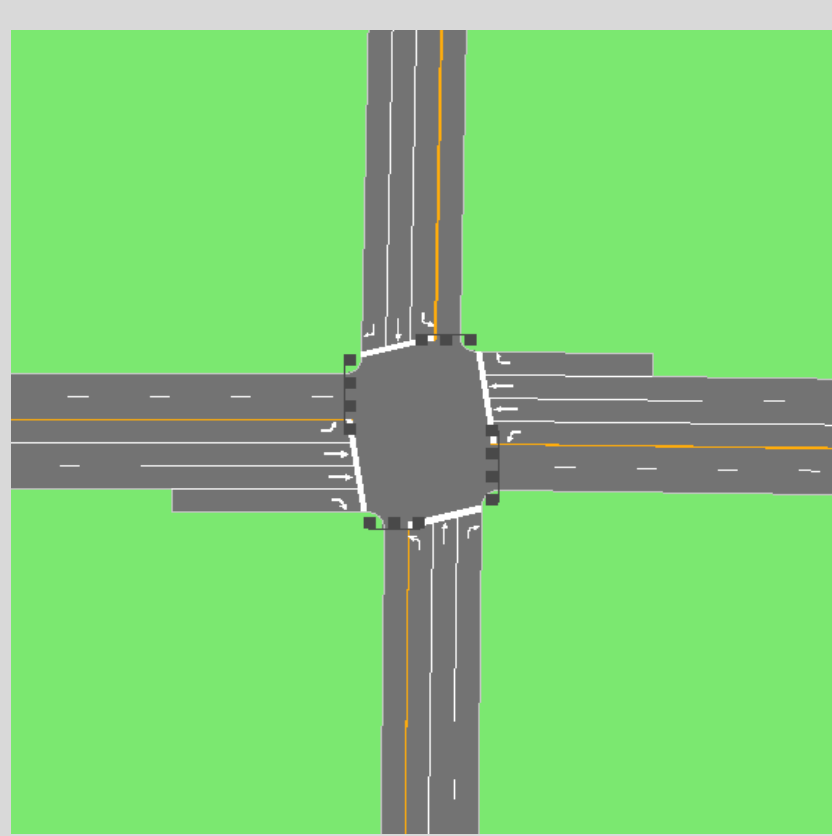
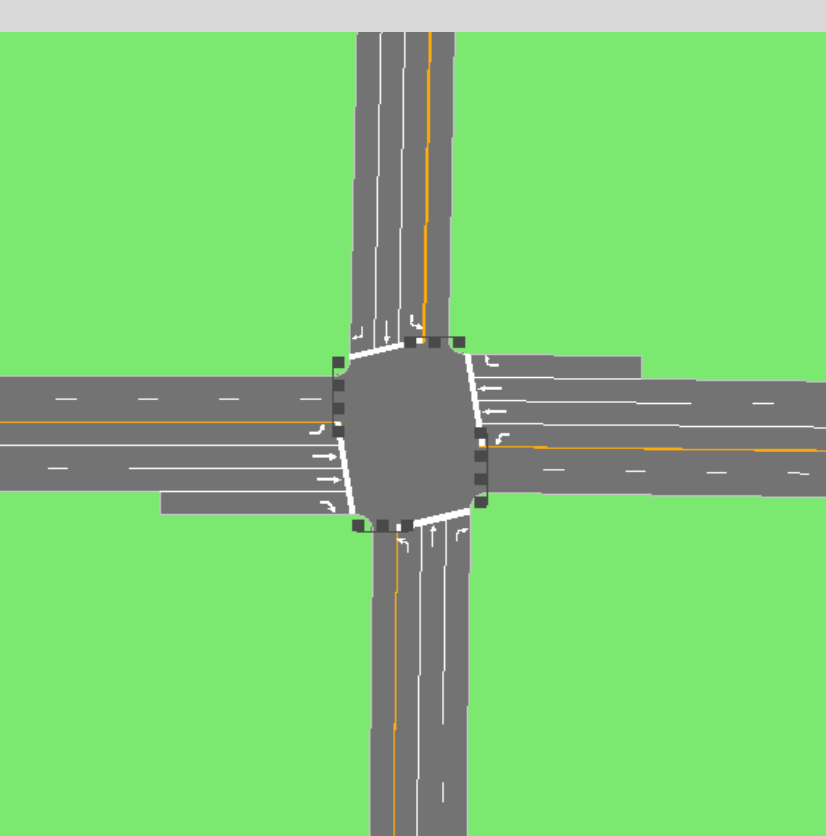
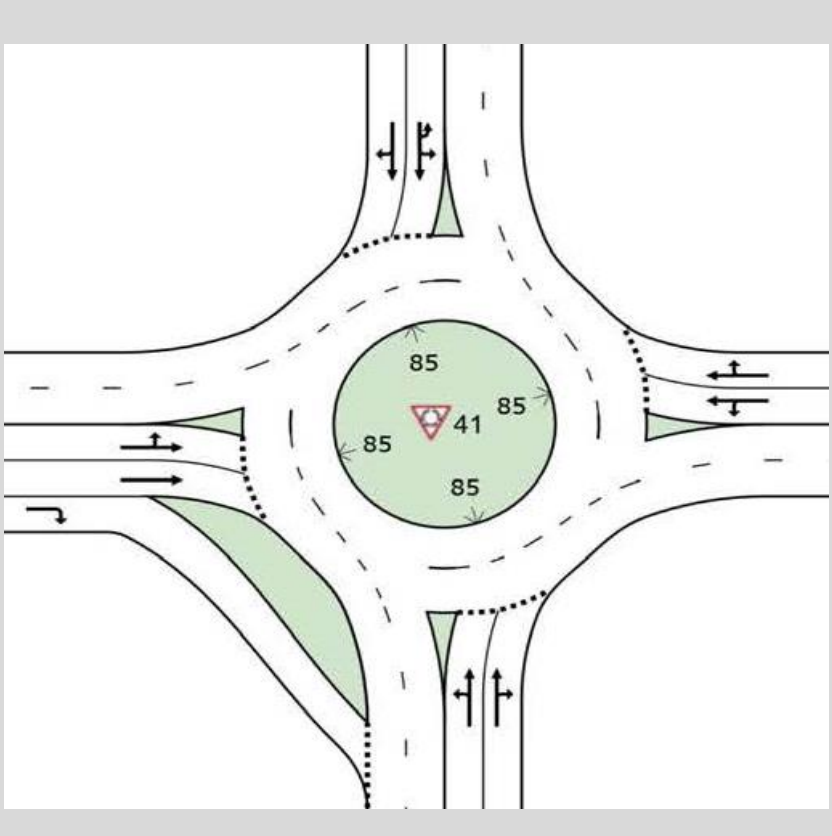
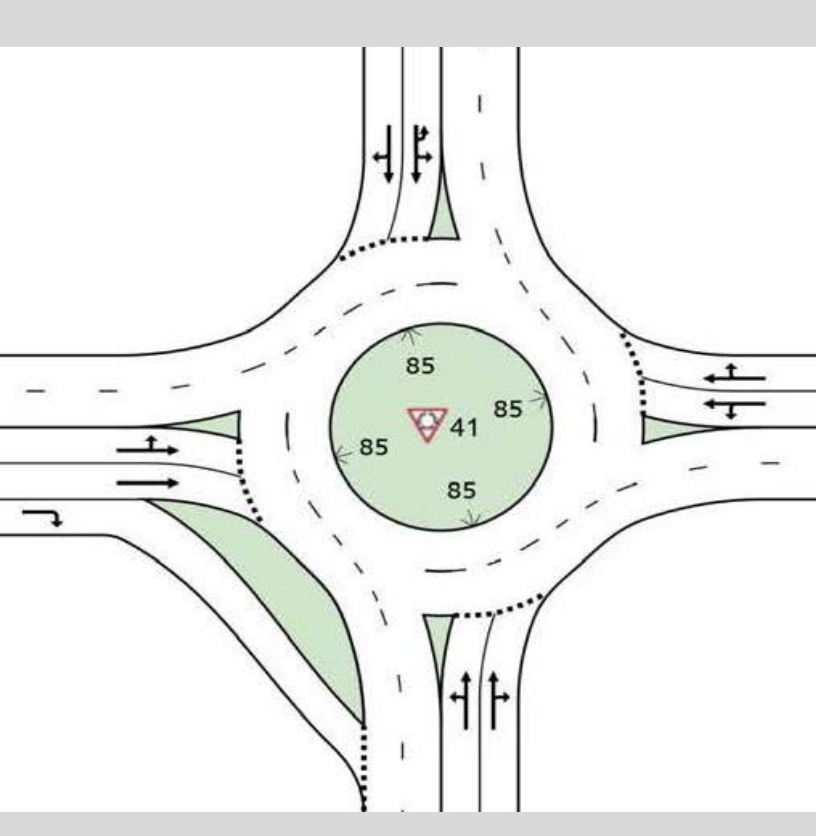
Using the existing 2017 PM peak hour volumes at the intersection of Salmonberry Road and Bethel Road, Warrant 3 is nearly met based upon the criteria in Table 4C-3. It is expected that within a year or two, the intersection of Salmonberry Road and Bethel Road will satisfy Warrant 3.



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Blueberry Road at Bethel Road

	2017 Existing Configuration Total Entering Volume: 1,450	2018 Existing Configuration - LOS F Total Entering Volume: 1,485	2027 Existing Configuration - V/C over 1.0 Total Entering Volume: 1,840	2018 Configuration 1 - Single Lane Roundabout Total Entering Volume: 1,485	2040 Configuration 1 - Single Lane Roundabout Total Entering Volume: 2,355	2040 Configuration 2 - Traffic Signal Total Entering Volume: 2,355
						
Level of Service (LOS)	Eastbound = E Northbound = A Southbound = A Intersection Avg = A	Eastbound = F Northbound = A Southbound = A Intersection Avg = A	Eastbound = F Northbound = B Southbound = A Intersection Avg = A	Eastbound = B Northbound = A Southbound = A Intersection Avg = A	Eastbound = C Northbound = A Southbound = A Intersection Avg = A	Eastbound = C Northbound = A Southbound = A Intersection Avg = A
Degree of Saturation (v/c)	Eastbound = 0.46 Northbound = 0.01 Southbound = 0.00	Eastbound = 0.49 Northbound = 0.01 Southbound = 0.00	Eastbound = 1.02 Northbound = 0.02 Southbound = 0.00	Eastbound = 0.12 Northbound = 0.68 Southbound = 0.76	Eastbound = 0.25 Northbound = 0.83 Southbound = 0.91	Eastbound = 0.76 Northbound = 0.66 Southbound = 0.79
Intersection Delay (sec)	Eastbound = 49.9 Northbound = 9.6 Southbound = 0.0 Intersection Avg = 2.1	Eastbound = 54.6 Northbound = 9.6 Southbound = 0.0 Intersection Avg = 2.3	Eastbound = 205.4 Northbound = 10.6 Southbound = 0.0 Intersection Avg = 7.9	Eastbound = 15.7 Northbound = 4.8 Southbound = 4.2 Intersection Avg = 4.9	Eastbound = 21.0 Northbound = 5.3 Southbound = 4.7 Intersection Avg = 5.6	Eastbound = 28.0 Northbound = 3.1 Southbound = 4.3 Intersection Avg = 4.7
Intersection Queue (ft)	Eastbound = 70 (2.8 vehicles) Northbound = 30 (1.2 vehicles) Southbound = 45 (1.8 vehicles)	Eastbound = 65 (2.6 vehicles) Northbound = 95 (3.8 vehicles) Southbound = 0 (0.0 vehicles)	Eastbound = 85 (3.4 vehicles) Northbound = 105 (4.2 vehicles) Southbound = 5 (0.2 vehicles)	Eastbound = 20 (0.8 vehicles) Northbound = 205 (8.2 vehicles) Southbound = 290 (11.6 vehicles)	Eastbound = 45 (7.0 vehicles) Northbound = 385 (15.4 vehicles) Southbound = 855 (34.2 vehicles)	Eastbound = 75 (3.0 vehicles) Northbound = 265 (10.6 vehicles) Southbound = 270 (10.8 vehicles)

	Sedgwick Road at Bethel Road						
	2017 Existing Configuration - Traffic Signal	2020 Existing Configuration - Traffic Signal: EB queue reaches interchange	2024 Existing Configuration - Traffic Signal: Does not meet LOS standards	2024 Configuration 1 - Traffic Signal with Sedgwick Widened	2031 Configuration 1 - Traffic Signal with Sedgwick Widened: Does not meet queue standards	2031 Configuration 2 - Two-Lane RAB	2040 Configuration 2 - Two-Lane RAB
	Total Entering Volume: 2,935 	Total Entering Volume: 2,815 	Total Entering Volume: 3,040 	Total Entering Volume: 3,040 	Total Entering Volume: 3,435 	Total Entering Volume: 3,435 	Total Entering Volume: 3,940 
Level of Service (LOS)	Eastbound = D Westbound = D Northbound = D Southbound = D Intersection Avg = D	Eastbound = D Westbound = D Northbound = D Southbound = D Intersection Avg = D	Eastbound = E Westbound = E Northbound = E Southbound = E Intersection Avg = E	Eastbound = D Westbound = D Northbound = E Southbound = C Intersection Avg = D	Eastbound = D Westbound = D Northbound = F Southbound = D Intersection Avg = D	Eastbound = A Westbound = B Northbound = B Southbound = A Intersection Avg = B	Eastbound = B Westbound = B Northbound = C Southbound = B Intersection Avg = B
Degree of Saturation (v/c)	Eastbound = 0.93 Westbound = 0.81 Northbound = 0.85 Southbound = 0.71	Eastbound = 0.93 Westbound = 0.88 Northbound = 0.87 Southbound = 0.77	Eastbound = 0.98 Westbound = 0.90 Northbound = 0.89 Southbound = 0.91	Eastbound = 0.63 Westbound = 0.82 Northbound = 0.91 Southbound = 0.68	Eastbound = 0.70 Westbound = 0.83 Northbound = 1.02 Southbound = 0.82	Eastbound = 0.61 Westbound = 0.48 Northbound = 0.70 Southbound = 0.63	Eastbound = 0.78 Westbound = 0.64 Northbound = 0.97 Southbound = 0.79
Intersection Delay (sec)	Eastbound = 46.9 Westbound = 45.4 Northbound = 51.4 Southbound = 37.1 Intersection Avg = 45.4	Eastbound = 44.0 Westbound = 54.7 Northbound = 54.6 Southbound = 42.6 Intersection Avg = 47.6	Eastbound = 55.6 Westbound = 56.1 Northbound = 63.8 Southbound = 56.5 Intersection Avg = 57.5	Eastbound = 35.3 Westbound = 49.4 Northbound = 62.2 Southbound = 34.4 Intersection Avg = 42.5	Eastbound = 44.0 Westbound = 49.9 Northbound = 90.6 Southbound = 40.4 Intersection Avg = 53.3	Eastbound = 9.0 Westbound = 11.0 Northbound = 13.9 Southbound = 9.9 Intersection Avg = 10.5	Eastbound = 11.5 Westbound = 16..6 Northbound = 30.7 Southbound = 12.7 Intersection Avg = 16.3
Intersection Queue (ft)	Eastbound = 2735 (109.4 vehicles) Westbound = 465 (18.6 vehicles) Northbound = 320 (12.8 vehicles) Southbound = 525 (21.0 vehicles)	Eastbound = 4015 (160.6 vehicles) Westbound = 770 (30.8 vehicles) Northbound = 405 (16.2 vehicles) Southbound = 1740 (69.6 vehicles)	Eastbound = 5755 (230.2 vehicles) Westbound = 1095 (43.8 vehicles) Northbound = 410 (16.4 vehicles) Southbound = 3670 (146.8 vehicles)	Eastbound = 300 (12.0 vehicles) Westbound = 200 (8.0 vehicles) Northbound = 520 (20.8 vehicles) Southbound = 495 (19.8 vehicles)	Eastbound = 425 (17.0 vehicles) Westbound = 230 (9.2 vehicles) Northbound = 1875 (75.0 vehicles) Southbound = 1770 (70.8 vehicles)	Eastbound = 125 (5.0 vehicles) Westbound = 85 (3.4 vehicles) Northbound = 135 (5.4 vehicles) Southbound = 120 (4.8 vehicles)	Eastbound = 215 (8.6 vehicles) Westbound = 145 (5.8 vehicles) Northbound = 355 (14.2 vehicles) Southbound = 210 (8.4 vehicles)

Roundabout Operations Analysis Summary

SEDGWICK ROAD

Sedgwick (SR 160) and Bravo Terrace

		2040 Forecasted Volume	Single-lane Roundabout			Two-lane Roundabout		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
EB	L	1	1.35	166.1	F	0.45	5.2	A
	T	1508						
	R	157						
WB	L	141	1.01	15.3	B	0.59	5.1	A
	T	1163						
	R	1						
NB	L	85	0.50	22.3	C	0.28	10.3	B
	T	1						
	R	93						
SB	L	1	0.01	25.1	C	0.00	8.5	A
	T	1						
	R	1						
Intersection		3,153		95.4	F		5.5	A

Sedgwick (SR 160) and New Connector

		2040 Forecasted Volume	Single-lane Roundabout			Two-lane Roundabout		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
EB	L	232	1.29	139.9	F	0.57	5.9	A
	T	1353						
	R	1						
WB	L	121	0.97	21.9	C	0.48	7.1	A
	T	947						
	R	19						
NB	L	197	1.90	441.8	F	0.87	21.0	C
	T	8						
	R	324						
SB	L	24	0.31	16.4	B	0.16	8.2	A
	T	12						
	R	72						
Intersection		3,310		145.4	F		8.8	A

Sedgwick (SR 160) and Bethel Road

		2040 Forecasted Volume	Single-lane Roundabout			Two-lane Roundabout		
			V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS
EB	L	542				0.78	11.5	B
	T	903						
	R	322						
WB	L	103				0.64	16.6	B
	T	445						
	R	176						
NB	L	299				0.97	30.7	C
	T	486						
	R	114						
SB	L	309				0.79	12.7	B
	T	557						
	R	433						
Intersection		4,690					16.3	B