

MEMORANDUM

TO: Trevor Walter, PE
City of Baxter Engineer

FROM: Justin Anibas, PE (MN), PTOE, RSP1

DATE: September 20, 2026

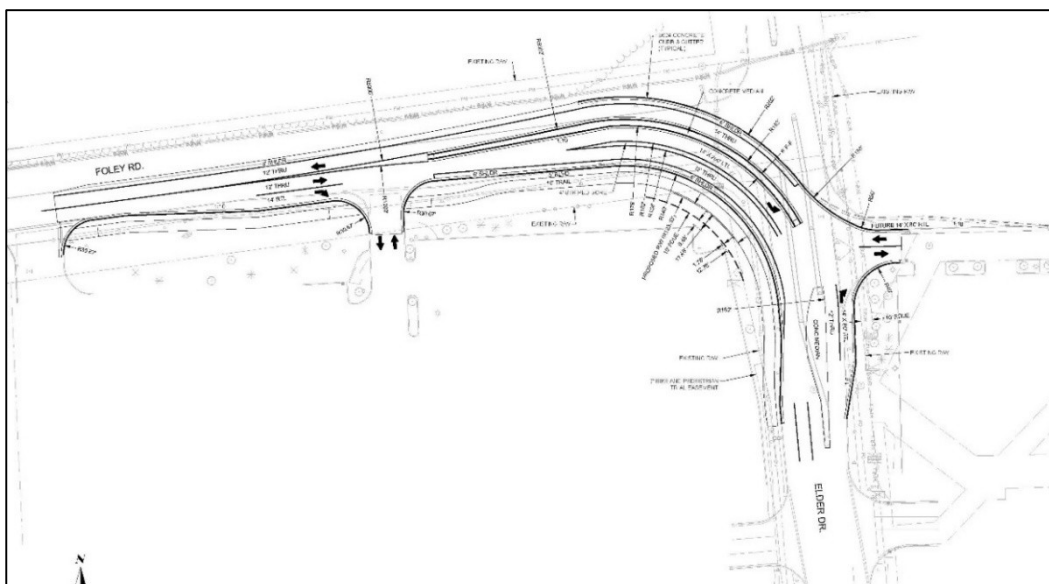
RE: Elder Drive and North Costco Access Intersection Control Evaluation (ICE)
SAP No. 230-118-001 & 230-121-003
SEH No. BAXTE 190670

INTRODUCTION

As part of the 2028 Minnesota Department of Transportation (MnDOT) Trunk Highway (TH) 371 and TH 210 Interchange Project, the existing access to TH 210 at Elder Drive will be closed and the TH 210 access will be shifted approximately $\frac{1}{4}$ mile west to connect to Forthun Road, which is in the process of being renamed Isle Drive. The closure of the Elder Drive access will significantly change traffic patterns in the commercial area on the south side of TH 210.

With the closure of the Elder Drive access to TH 210, Elder Drive will be closed between Foley Road and TH 210. With the closure of Elder Drive, the City of Baxter is planning to construct a roadway curve to connect Foley Road and Elder Drive in 2028, as shown in **Figure 1**. Due to the proximity of the North Costco Access to the curve, the access will need to be reconstructed as part of the roadway project. The intent of this intersection control evaluation (ICE) study is to determine the appropriate intersection geometry and traffic control at the intersection of Elder Drive and the North Costco Access.

Figure 1 Foley Road/Elder Drive Curve Preliminary Layout



This memorandum summarizes the ICE process for the intersection of Elder Drive and the North Costco Access in Baxter, Minnesota. The MnDOT ICE is an objective process used to investigate and determine the optimal traffic control that should be provided at an intersection to serve the existing conditions and future needs. This memorandum was prepared for the City of Baxter, by SEH Inc.

The location of the study intersection for this ICE analysis is shown in **Figure 2**. The intersection control and geometry for the intersection of Elder Drive and the North Costco Access was analyzed based on safety, warrant analysis, access spacing, and traffic operations. For this intersection, only minor stop control was analyzed, with potential geometric improvement and access reduction considered.

In addition to the intersection of Elder Drive and the North Costco Access, the below intersections were also included in all applicable traffic analysis and traffic models to better understand the interaction between the intersections along Elder Drive in the study area.

- TH 210 and Elder Drive (existing conditions only)
- Elder Drive and Foley Road
- Elder Drive and the South Costco Access

The scope and content of this ICE memorandum was reviewed and agreed to by City and MnDOT State Aid prior to the layout and ICE submittal process. The document summarizes the ICE process and recommendations for the Elder Drive and the North Costco Access intersection based on a Phase I analysis from the guidance in the 2025 MnDOT ICE Manual.

APPROVAL

I hereby certify that this memorandum was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.



Justin Anibas, PE, PTOE, RSP1 – MN License No. 59411

9/20/2026

Date

Approved By:

MnDOT District 3 State Aid Engineer

Date

City of Baxter Engineer

Date

Path: X:\AEB\BAXTE\190670\5-final-dsgn\51-drawings\90-GIS\Foley_Forthun_Traffic\Foley_Isle_Elder_Traffic.aprx



		Project: BAXTE 190670 Print Date: 8/27/2026	PROJECT LOCATION Elder Dr and North Costco Access ICE Study Baxter, MN	Figure 2
		Map by: jdanibas Projection: Crow Wing Co. Coords. Source: ESRI		

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

EXISTING CONDITIONS

Elder Drive is a north-south major collector that extends from TH 210 to Glory Road, serving as the primary access routes for the commercial area on the south side of TH 210 between Isle Drive and TH 371, which includes several high-traffic generating businesses, such as Costco, Home Depot, Walmart, and other large retailers. In the study area, Elder Drive is a 2-lane divided roadway with turn lanes at major access points. The posted speed limit on Elder Drive is 40 mph.

The North Costco Access is one of three access points for the existing Costco Site, with two being on Elder Drive and one on Forthun Road. The access locations serve the Costco warehouse, Costco gas station, and Wings Credit Union. The access will also be used by the Panera Bread, which is currently under construction. There is no posted speed limit on the access roadway.

Intersection Characteristics

The existing intersection currently operates under minor street yield control as a right-in/right-out only intersection. On Elder Drive, there is a median separating the northbound through and left turn lanes for the intersection of Elder Drive and Foley Road, located approximately 125 feet north of the North Costco Access. The existing median between the through and left turn lanes on Elder Drive means that vehicles exiting the North Costco Access are prohibited from making the immediate northbound left turn onto Foley Road, they are only able to access eastbound TH 210.

The existing lane geometrics are described below and shown in **Figure 3**.

- **Northbound Elder Drive:** A single through lane and the left turn lane for the Elder Drive and Foley Road intersection, which is separated from the through lane by a median.
- **Southbound Elder Drive:** A single through lane
- **Westbound North Costco Access:** A channelized right turn only lane.

Figure 3 Existing Intersection



Traffic Volumes

24-hour turning movement counts were collected at the below intersections in May 2026 for use in determining the existing and future traffic volumes at the intersection of Elder Drive and the North Costco Access. The counts along Elder Drive and at the intersection of Foley Road and Isle Drive were utilized to reroute traffic in the area with the planned Isle Drive connection to TH 210, as part of the MnDOT TH 371/TH210 interchange design project, and the Foley Road/Elder Drive roadway curve project.

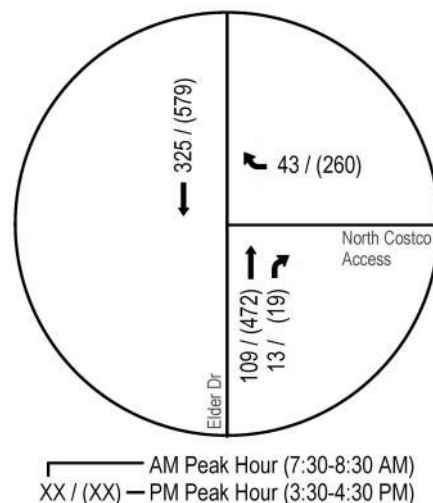
- Elder Drive and Foley Road/North Costco Access
- TH 210 and Elder Drive
- Foley Road and Isle Drive

Based on the traffic counts, the AM peak hour was determined to be 7:30 to 8:30 AM and the PM peak hour was determined to be 3:30 to 4:30 PM. Based on the traffic counts, the commercial area along Elder Drive serves approximately 0.5% heavy trucks throughout the day. Overall, traffic volumes in the southwest corner of the TH 371 and TH 210 intersection grow during the morning hours then remain steady from 11 AM to 6 PM during peak commercial/retail business hours. As a result, the traffic volumes in the PM peak hour are significantly higher than those in the AM peak hour.

Traffic volumes for the intersection of Elder Drive and the South Costco Access were estimated based on the June 2011 Costco Wholesale Traffic Impact Study for use in the traffic modeling for this ICE study to analyze the impact of the closely spaced access points.

Figure 4 shows the existing 2026 AM and PM peak hour traffic volumes at the intersection of Elder Drive and the North Costco Access. **Appendix A** includes the raw count data at each of the three intersections counted.

Figure 4 2026 Existing Traffic Volumes



Crash History

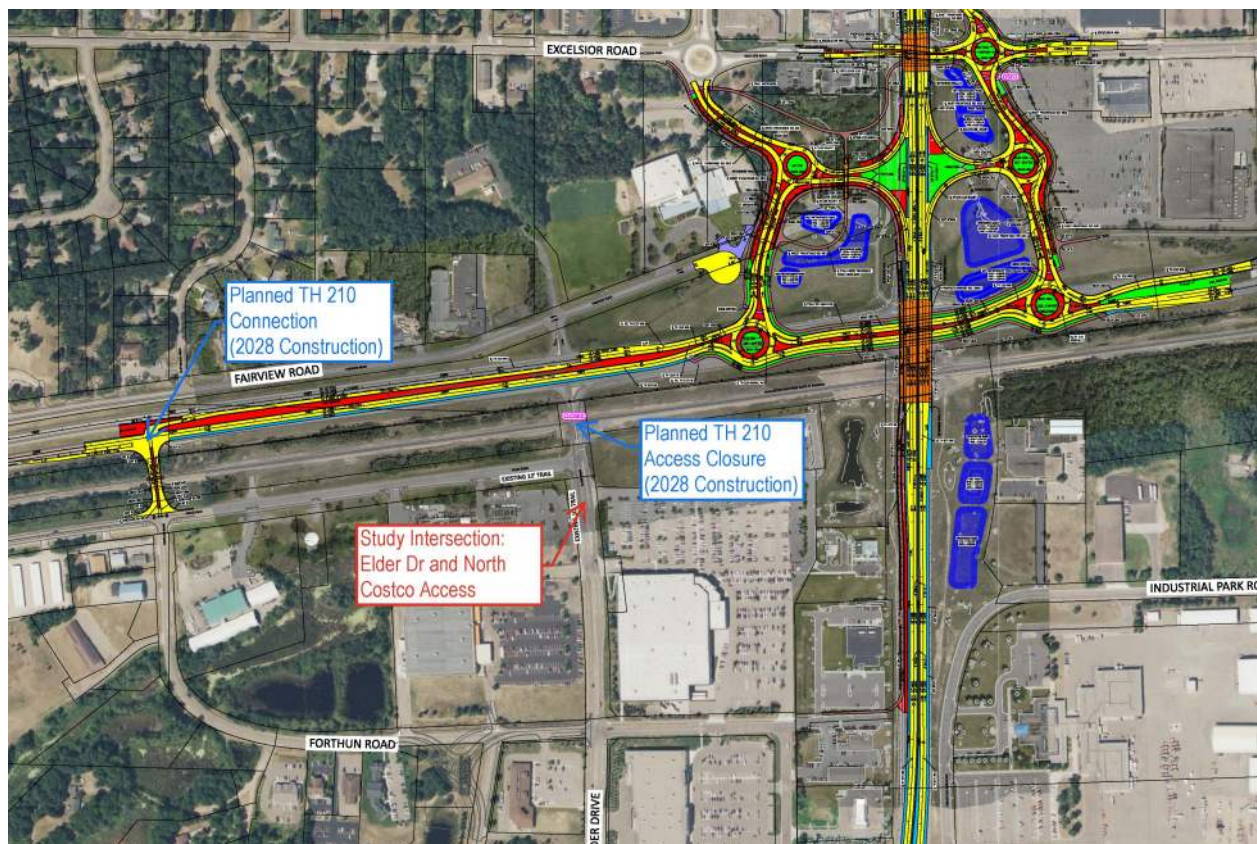
The most recent 10.5 years of crash data from January 1, 2016 through June 30, 2026 was obtained from the MnDOT Crash Mapping Analysis Tool (MnCMAT2). Based on the crash data, there have been no reported crashes at the intersection of Elder Drive and the North Costco Access in the last 10.5 years.

PROPOSED CONDITIONS

As was mentioned previously, Elder Drive will be closed north of Foley Road as part of the 2028 MnDOT TH 371 and TH 210 Interchange Project, as shown in **Figure 5**. With the closure of Elder Drive, the City of Baxter is planning to construct a roadway curve to connect Foley Road and Elder Drive in 2028, as shown in the previous **Figure 1**. Due to the proximity of the North Costco Access to the curve, the access will need to be reconstructed. Below is the baseline planned geometry for the reconstructed intersection of Elder Drive and the North Costco Access. Potential modifications to the planned geometry were studied as part of this ICE analysis.

- **Northbound Elder Drive:** A through lane and a dedicated right turn lane.
- **Southbound Elder Drive:** A through lane and a dedicated left turn lane.
- **Westbound North Costco Access:** A single lane for left and right turns.

Figure 5 TH 371 and TH 210 Interchange Design



Future Traffic Volumes

Moving the TH 210 access from Elder Drive to Isle Drive will shift traffic patterns within the commercial area on the south side of TH 210 between Isle Drive and TH 210, which includes several high-traffic generating businesses, such as Costco, Home Depot, Walmart, and other large retailers. Drivers that currently use Elder Drive to enter/exit the area will need to reroute to either Isle Drive or Foley Road to enter/exit the area once construction is complete. This will significantly change traffic volumes on the planned roadway curve connecting Foley Road and Elder Drive and at the study intersection.

The 2026 traffic counts collected along Elder Drive at TH 210, Foley Road, and the north Costco Access were used to estimate the rerouted traffic volumes that would use Foley Road and Isle Drive to access TH 210 once construction is complete. In general, it is expected that most traffic destined to/from commercial land uses north of Forthun Road will use Foley Road to access TH 210 and the businesses south of Forthun Road will split between Isle Drive and Foley Road.

In addition to rerouting trips for the TH 210 access change, traffic growth for the 2030 and 2050 scenarios were developed based on the forecasts from the MnDOT TH 371 and TH 210 Intersection Improvement Traffic Study and a 2011 Traffic Impact Study for the Costco area within the commercial development.

For background traffic growth, a 0.5% per year annual growth rate was used for Elder Drive, which is the same background growth rate that was used in the MnDOT TH 371 and TH 210 Intersection Improvement Traffic Study. The MnDOT traffic study also assumed some traffic pattern changes on TH 210 as part of the access change, including a 20% reduction in westbound left turns, which are expected to go south on TH 371 to take a southbound right turn at Glory Road, accessing businesses like Costco and Home Depot from the south instead of the north.

The trip generation estimates from the June 2011 Costco Wholesale Traffic Impact Study for the three undeveloped parcels surrounding the Costco site were incorporated in the future 2050 forecast scenario, which include restaurant and retail land uses. One of the sites, a Panera Bread, is currently under construction and is expected to open in Fall 2026. Below is a summary of the trip generation estimates for the three remaining undeveloped parcels:

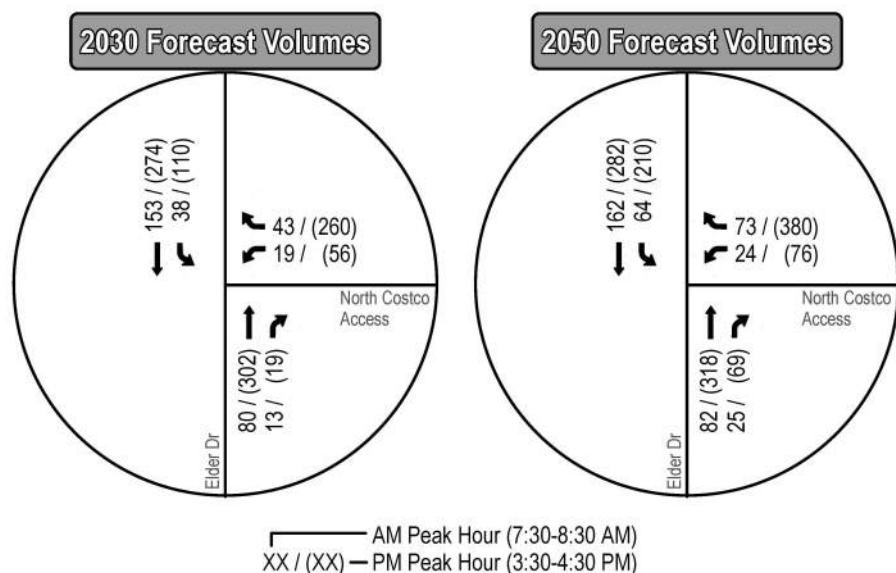
- 4,320 Daily Trips – 2,160 enter and 2,160 exit
- 75 AM peak hour trips – 40 enter and 35 exit; these were not included in the 2011 study report, but were estimated based on daily traffic distributions
- 290 PM peak hour trips – 150 enter and 140 exit

Table 1 compares the existing 2026, future 2030, and future 2050 daily approach volumes at the study intersection. Traffic volumes on Elder Drive are expected to be lower than existing conditions as Elder Drive will no longer provide direct access to TH 210 and more traffic is expected to use Forthun Road and Isle Drive to access TH 210. Traffic volumes on the North Costco Access roadway are expected to nearly double when the remaining open parcels are developed. **Figure 6** shows the AM and PM peak hour volumes at the study intersection for 2030 and 2050.

Table 1 Daily Approach Volume Comparison

Approach		2026 Existing	2030	2050
Northbound	Volume (vpd)	4,970	3,240	3,950
	% Difference		-35%	-21%
Southbound	Volume (vpd)	7,000	4,340	5,580
	% Difference		-38%	-20%
Westbound	Volume (vpd)	2,400	2,950	4,540
	% Difference		23%	89%
Intersection Total	Volume (vpd)	14,370	10,530	14,070
	% Difference		-27%	-2%

Figure 6 2030 and 2050 Forecast Traffic Volumes



TRAFFIC OPERATIONS

Evaluation of the intersection operations were conducted using the Synchro/SimTraffic (Version 11) software package. The intersection was analyzed under 2026 existing conditions as well as 2030 and 2050 future conditions with three different access/geometric configurations:

- Full Access with a single westbound approach lane
- Full Access with separate left and right turn lanes
- $\frac{3}{4}$ Access with westbound left turns prohibited
 - Westbound left turns would need to route through the Costco parking lot to access the intersection of Elder Drive and the South Costco Access

As was mentioned previously, the intersection of Elder Drive and the South Costco Access was included in all traffic models to better analyze the relationship between the two closely spaced access points. Under all scenarios, the eastbound and westbound approaches at the South Costco Access are expected to operate at LOS B or better, even with additional traffic demands under the $\frac{3}{4}$ access scenario for the North Access.

The average delay per vehicle and Level of Service (LOS) results for each approach and the overall intersection for each scenario are provided in **Table 2**. For this study, LOS D or better for each approach and the overall intersection was considered acceptable. More detailed traffic operational results for each intersection analyzed along 10th Avenue are provided in **Appendix B**.

As the northbound right turns into the site does not yield to oncoming vehicles, it is expected to operate at LOS A in both peak hours for all existing and future scenarios. The southbound left turns yield to northbound traffic but is also expected to operate at LOS A in both peak hours for all future scenarios.

Under existing conditions, the right-in/right-out intersection of Elder Drive and the North Costco Access operates acceptably with the westbound right turns exiting the Costco site operating at LOS A in both the AM and PM peak hours.

Under 2030 conditions with full access and a single westbound approach lane, the intersection operates acceptably with both movements exiting the site operating at LOS C or better during the AM and PM peak hours. Under 2050 conditions as the Costco site continues to develop, the AM peak hour will continue to operate acceptably. However, during the PM peak hour, westbound vehicles exiting the site will experience higher delays, operating at LOS E, which could result in safety issues as vehicles attempt to make turns in smaller gaps in Elder Drive traffic.

Under 2030 conditions with full access and separate westbound left and right turn lanes, the intersection operates acceptably with both movements exiting the site operating at LOS B or better during the AM and PM peak hours. Under 2050 conditions as the Costco site continues to develop, exiting delays are expected to continue to be acceptable at LOS D or better for the left turns and LOS A for the right turns.

The $\frac{3}{4}$ access at Elder Drive and the North Costco Access would be expected to operate acceptably through 2050 with the turns entering and exiting the Costco site operating at LOS A during both the AM and PM peak hours. If the intersection of Elder Drive and the North Costco Access were constructed as a $\frac{3}{4}$ access, westbound left turning vehicles would need to route through the Costco parking lot to access the South Costco Access. In 2030, the westbound left turn delay at the South Costco Access would be expected to increase by approximately 1 to 2 seconds but would operate at LOS B or better during both the AM and PM peak hours. In 2050, the westbound left turn delay at the South Costco Access would be expected to increase by approximately 2 to 3 seconds but would continue to operate at LOS B or better during both the AM and PM peak hours.

Table 2 Traffic Operations Summary

Year	Scenario	Peak Hour	Approach Delay (sec/veh / LOS)			Intersection Delay (sec/veh / LOS)
			Northbound	Southbound	Westbound	
2026	Existing Conditions	AM	0.7 / A	0.4 / A	1.5 / A	0.6 / A
		PM	1.4 / A	0.7 / A	3.9 / A	1.6 / A
2030	Full Access w/ Single WB Lane	AM	0.5 / A	0.5 / A	4.3 / A	1.2 / A
		PM	1.0 / A	1.2 / A	11.2 / B	4.3 / A
	Full Access w/ WB Right Turn Lane	AM	0.5 / A	0.5 / A	4.1 / A	1.2 / A
		PM	0.9 / A	1.4 / A	8.0 / A	3.3 / A
	$\frac{3}{4}$ Access	AM	1.4 / A	0.6 / A	3.5 / A	1.2 / A
		PM	1.0 / A	1.2 / A	7.0 / A	2.7 / A
2050	Full Access w/ Single WB Lane	AM	0.5 / A	0.7 / A	4.6 / A	1.6 / A
		PM	1.1 / A	2.2 / A	38.1 / E	14.0 / B
	Full Access w/ WB Right Turn Lane	AM	0.5 / A	0.7 / A	4.3 / A	1.5 / A
		PM	1.2 / A	2.4 / A	12.5 / B	5.4 / A
	$\frac{3}{4}$ Access	AM	1.6 / A	0.8 / A	3.9 / A	1.6 / A
		PM	1.1 / A	2.0 / A	9.0 / A	3.8 / A

ACCESS CONSIDERATIONS

The City of Baxter's 2015 Comprehensive Plan provides access management guidelines for providing adequate access while maintaining traffic flow and safety along roadways. The access spacing guidelines depend on the type of roadway and type of access as well as other factors such as roadway speed, traffic volume, sight distance, etc.

Elder Drive is classified as a major collector roadway in the City's Comprehensive Plan, which means that commercial driveway spacing should be 1/16 to 1/8 mile (330 to 660 ft) depending on speed, volume, and sight distance based on the City's access management guidelines.

The North Costco Access is located approximately 250 feet north of the South Costco/Home Depot Access and right at the end of the proposed Foley Road/Elder Drive curve, which does not meet the minimum 330 foot spacing guideline from intersections and other access points. In addition, the location near the curve could present sight distance issues, especially for vehicles making a left turn out of the site that will need to see vehicles on the curve to judge acceptable gaps. If the intersection remains full access as proposed, sight distance should be reviewed to ensure that vehicles exiting the site would have adequate sight distance along the proposed Foley Road/Elder Drive curve.

In addition to access spacing on Elder Drive, vehicle circulation within the Costco site was also considered, especially for vehicles entering and exiting the planned development in the three remaining undeveloped parcels on the north side of the site, north of the North Costco access roadway, which are shown in **Figure 7**. A Panera Bread is currently being constructed in the middle of the three parcels and is expected to open in Fall 2026.

Figure 7 Costco Site Parcel Map



If the North Costco Access were constructed as a $\frac{3}{4}$ access, all traffic destined to go south on Elder Drive would need to route through the Costco Parking lot to the South Costco Access, driving along the north side of the Costco Warehouse building. This additional traffic could present safety issues within the site due to the increase in vehicles driving near the Costco Warehouse entrance, where there is a lot of pedestrian activity with customers entering/exiting the store.

If the North Costco Access is constructed as full access as proposed, none of the future development traffic will need to cut through the Costco parking lot when entering or exiting the sites, which would improve internal circulation and safety. In addition, some of the Costco warehouse and gas station traffic that currently uses the South Costco Access could also use the North Costco Access, further reducing the number of vehicles driving directly next to the Costco warehouse building where there is the highest pedestrian activity.

RECOMMENDATION

Based on the analysis included in this memorandum, it is recommended that the Elder Drive and North Costco Access be constructed as a full access intersection with a single westbound approach lane. A northbound right turn lane and southbound left turn lane on Elder Drive should also be provided, see **Figure 1**.

As part of design of the Foley Road/Elder Drive roadway curve, sight distance should be reviewed to ensure that vehicles exiting the site would have adequate sight distance along the proposed curve. The single lane approach is expected to operate acceptably under 2030 conditions and can accommodate the additional traffic expected from the Panera Bread development currently being constructed.

When the next parcel on the north side of the Costco site is developed, it is recommended that a dedicated westbound right turn lane be added to the North Costco Access approach to Elder Drive to improve delays at the intersection as the area continues to develop and traffic volumes increase.

If safety becomes an issue at the access in the future, it is recommended that the access be converted to $\frac{3}{4}$ access, prohibiting westbound left turns out of the North Costco Access. If the access is converted to $\frac{3}{4}$ access, Costco site improvements should be considered to improve safety within the site such as circulation roadways to keep vehicles from having to cut through the parking lot and pedestrian safety or traffic calming measures to improve safety with the higher number of vehicles interacting with pedestrians entering and exiting the store.

Appendices:

- Appendix A – Intersection Turning Movement Counts
- Appendix B – Traffic Operations Results

Appendix A – Intersection Turning Movement Counts

Location: Elder Drive at Foley Road/Costco Access
Count Date: 5/19/2026
Counted By: CountCloud



TURNING MOVEMENT COUNT DATA
All Vehicles + Total Peds/Bikes

Start Time	Elder Dr				Costco Right-in/Right-out				Elder Dr				Foley Rd				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
0:00	0	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	6
0:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
0:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0:45	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
2:30	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
2:45	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
3:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
3:45	0	14	0	0	0	0	0	0	0	1	0	0	0	0	0	0	15
4:00	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6
4:15	0	2	0	0	0	0	0	0	0	2	0	0	1	0	0	0	5
4:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:45	0	10	0	0	0	0	0	0	0	1	0	0	0	0	1	0	12
5:00	0	6	1	0	0	0	0	0	0	1	0	0	0	0	0	0	8
5:15	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5
5:30	0	9	0	0	0	0	0	0	1	1	0	0	0	0	0	0	11
5:45	0	19	0	0	0	0	2	0	1	1	2	0	0	0	1	0	26
6:00	0	13	1	0	0	0	2	0	1	5	0	0	2	0	1	0	25
6:15	0	23	2	0	0	1	1	0	2	5	0	0	0	0	1	0	35
6:30	0	29	1	0	0	0	5	0	2	3	3	0	0	0	2	0	45
6:45	0	54	3	0	0	0	3	0	5	3	2	0	0	0	3	0	73
7:00	0	37	4	0	0	0	7	0	10	13	0	0	2	0	2	0	75
7:15	0	39	8	0	0	0	8	0	2	9	3	0	2	0	7	0	78
7:30	0	61	10	0	0	1	2	0	6	14	2	0	1	0	2	0	99
7:45	0	86	14	0	0	1	12	0	7	16	5	0	1	0	10	0	152
8:00	0	75	3	0	0	0	12	0	7	23	3	0	4	0	11	0	138
8:15	0	74	8	0	0	0	17	0	9	26	3	0	4	0	8	0	149
8:30	0	76	8	0	0	1	15	0	6	43	2	0	9	0	7	0	167
8:45	0	107	9	0	0	0	9	0	8	27	3	0	1	0	16	0	180
9:00	0	107	6	0	0	0	23	0	8	39	3	0	4	0	10	0	200
9:15	0	93	11	0	1	3	14	0	12	55	1	0	1	0	7	0	198
9:30	0	123	7	0	0	1	28	0	19	58	3	0	4	0	14	0	257
9:45	0	159	13	0	0	1	34	0	14	37	2	0	7	0	13	0	280
10:00	0	158	10	0	0	0	37	0	13	53	3	0	4	0	6	0	284
10:15	0	147	15	0	0	1	51	0	15	54	4	0	4	0	15	0	306
10:30	0	155	13	0	0	1	51	0	18	78	2	0	2	0	11	0	331
10:45	0	153	11	0	0	1	61	0	19	64	7	0	6	0	16	0	338
11:00	0	152	12	0	0	0	49	0	16	80	2	0	3	0	9	0	323
11:15	0	180	15	0	0	1	67	0	23	70	3	0	1	0	14	0	374
11:30	0	169	15	0	0	0	83	0	31	75	3	0	5	0	14	2	395
11:45	0	147	12	0	0	0	73	0	18	87	5	0	4	0	8	0	354
12:00	0	139	15	0	0	0	82	0	25	93	5	0	6	0	15	0	380
12:15	0	154	12	0	0	0	76	0	23	75	7	0	4	0	12	0	363
12:30	0	141	17	0	1	1	63	0	39	92	2	0	3	0	9	0	368
12:45	0	177	13	0	0	0	69	0	29	77	4	0	1	0	12	0	382
13:00	0	151	15	0	1	1	58	0	31	71	5	0	5	0	15	0	353
13:15	0	140	11	0	1	0	57	0	17	90	2	0	9	0	6	0	333
13:30	0	160	15	0	0	1	69	0	20	82	8	0	3	0	10	0	368
13:45	0	146	11	0	0	0	77	0	27	80	6	0	4	0	15	0	366

Location: Elder Drive at Foley Road/Costco Access
Count Date: 5/19/2026
Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

Start Time	Elder Dr				Costco Right-in/Right-out				Elder Dr				Foley Rd				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
14:00	0	141	17	0	0	0	53	0	34	94	6	0	7	0	14	0	366
14:15	0	124	15	0	0	2	66	0	32	70	2	0	10	0	8	0	329
14:30	0	141	13	0	0	0	51	0	27	104	2	0	6	0	14	0	358
14:45	0	120	16	0	1	0	62	0	38	74	3	0	7	0	10	0	331
15:00	0	128	5	0	0	1	54	0	27	93	8	0	5	0	20	0	341
15:15	0	130	4	0	0	2	63	0	29	74	2	0	5	0	13	0	322
15:30	0	133	11	0	0	1	68	0	26	88	4	0	5	0	12	0	348
15:45	0	146	8	0	0	0	64	0	46	71	6	0	3	0	17	0	361
16:00	0	140	10	0	0	1	57	0	38	87	3	0	6	0	12	0	354
16:15	0	114	11	0	0	1	71	0	30	87	6	0	3	0	7	0	330
16:30	0	110	11	0	0	2	41	0	45	70	0	0	5	0	14	0	298
16:45	0	114	7	0	0	1	57	0	38	77	4	0	4	0	10	0	312
17:00	0	120	4	0	0	0	44	0	49	78	3	0	2	0	13	0	313
17:15	0	122	13	0	0	0	49	0	52	56	2	0	5	0	11	0	310
17:30	0	93	3	0	0	0	46	0	31	57	2	0	2	0	10	0	244
17:45	0	103	3	0	0	1	43	0	31	62	4	0	5	0	6	0	258
18:00	0	93	4	0	0	1	40	0	33	61	4	0	2	0	6	0	244
18:15	0	70	4	0	0	1	41	0	22	62	2	0	2	0	5	0	209
18:30	0	75	2	0	0	3	46	0	29	53	0	0	0	0	12	0	220
18:45	0	71	3	0	0	2	27	0	21	43	0	0	4	0	4	0	175
19:00	0	74	0	0	0	1	30	0	24	37	0	0	0	0	6	0	172
19:15	0	73	4	0	0	1	20	0	21	50	0	0	0	0	5	0	174
19:30	0	41	3	0	0	0	15	0	24	38	1	0	1	0	4	0	127
19:45	0	50	0	0	0	1	18	0	25	40	1	0	0	0	7	0	142
20:00	0	36	5	0	0	2	19	0	20	30	6	0	2	0	3	0	123
20:15	0	34	1	0	0	2	14	0	16	28	2	0	1	0	2	0	100
20:30	0	24	4	0	0	0	9	0	13	28	1	0	1	0	3	0	83
20:45	0	17	2	0	0	1	5	0	8	21	2	0	0	0	1	0	57
21:00	0	17	0	0	0	1	4	0	7	21	0	0	2	0	0	0	52
21:15	0	18	2	0	0	0	1	0	4	17	1	0	0	0	1	0	44
21:30	0	19	2	0	0	0	2	0	5	7	0	0	0	0	5	0	40
21:45	0	18	1	0	0	1	0	0	9	11	0	0	0	0	1	0	41
22:00	0	8	3	0	0	0	1	0	9	8	0	0	0	0	1	0	30
22:15	0	6	0	0	0	0	2	0	3	1	0	0	0	0	0	0	12
22:30	0	3	0	0	0	0	1	0	3	5	0	0	0	0	0	0	12
22:45	0	1	0	0	0	0	0	0	2	5	0	0	0	0	0	0	8
23:00	0	3	0	0	0	0	0	0	0	2	0	0	0	0	1	0	6
23:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
23:30	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3
23:45	0	1	0	0	0	0	3	0	4	1	0	0	0	0	0	0	9
Total	0	6457	512	0	5	45	2405	0	1363	3427	182	0	203	0	561	2	15160
Cars+	0	6420	499	0	5	45	2403	0	1352	3398	182	0	200	0	556	2	15060
Trucks	0	37	13	0	0	0	2	0	11	29	0	0	3	0	5	0	100
% Trucks	0.0	0.6	2.5	0.0	0.0	0.0	0.1	0.0	0.8	0.8	0.0	0.0	1.5	0.0	0.9	0.0	0.7

Location: TH 210 at Elder Drive/Fairview Road
 Count Date: 5/19/2026
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA
All Vehicles + Total Peds/Bikes

Start Time	Fairview Rd				TH 210				Elder Dr				TH 210				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
0:00	0	0	0	0	1	7	0	0	0	0	2	0	0	4	2	0	16
0:15	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0	4
0:30	0	0	0	0	0	7	1	0	0	0	0	1	0	0	3	0	12
0:45	0	0	0	0	2	3	0	0	0	0	1	0	0	0	4	0	10
1:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
1:15	0	0	0	0	0	4	1	0	0	0	0	0	0	0	3	0	8
1:30	0	0	0	0	0	2	0	0	0	0	0	3	0	0	5	0	10
1:45	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	5
2:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4
2:15	0	0	0	0	0	3	0	0	0	0	0	2	0	0	9	0	14
2:30	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	0	4
2:45	0	0	0	0	2	3	0	0	0	0	0	0	0	0	4	0	9
3:00	0	0	0	0	7	4	0	0	0	0	0	0	0	0	5	0	16
3:15	0	0	0	0	0	6	0	0	0	0	0	0	0	0	5	0	11
3:30	0	0	0	0	8	6	1	0	0	0	0	0	0	0	9	3	27
3:45	0	0	0	0	11	14	0	0	0	0	1	0	0	0	10	3	39
4:00	0	0	0	0	4	11	0	0	0	0	1	0	0	0	13	1	30
4:15	0	0	0	0	2	8	0	0	0	0	3	0	0	0	15	0	28
4:30	0	0	0	0	2	7	0	0	0	0	0	0	0	0	22	2	33
4:45	0	0	0	0	8	11	1	0	0	0	1	0	0	0	24	2	47
5:00	0	0	0	0	6	13	0	0	0	0	1	0	0	0	28	2	50
5:15	0	0	0	0	2	20	1	0	0	0	1	0	0	0	45	1	70
5:30	0	0	0	0	7	33	0	0	0	0	1	0	0	0	70	2	113
5:45	0	0	0	0	18	20	1	0	0	0	0	0	2	0	70	1	112
6:00	0	0	0	0	7	35	0	0	0	0	10	0	0	0	65	6	123
6:15	0	0	0	0	19	43	3	0	0	0	6	0	0	0	83	6	160
6:30	0	0	3	0	24	47	3	0	0	0	8	0	0	0	126	6	217
6:45	0	0	3	0	47	47	4	0	0	0	6	0	2	0	158	11	278
7:00	0	0	1	0	31	75	8	0	0	0	22	0	1	0	176	9	323
7:15	0	0	1	0	34	102	19	0	0	0	18	0	8	0	195	14	391
7:30	0	0	2	0	55	116	15	0	0	0	17	0	8	0	239	15	467
7:45	0	0	2	0	75	106	19	0	0	0	30	0	10	0	300	22	564
8:00	0	0	6	0	61	122	22	0	0	0	39	0	7	0	205	17	479
8:15	0	0	3	0	64	82	17	0	0	0	47	0	7	0	154	20	394
8:30	0	0	0	0	67	68	2	0	0	0	64	0	0	0	136	15	352
8:45	0	0	0	0	101	90	5	0	0	0	39	0	0	0	120	17	372
9:00	0	0	0	0	88	84	2	0	0	0	68	0	1	0	105	22	370
9:15	0	0	2	0	89	71	2	0	0	0	70	0	0	0	110	14	358
9:30	0	0	0	0	103	52	2	0	0	0	91	0	1	0	112	29	390
9:45	0	0	1	0	145	86	6	0	0	0	74	0	0	0	126	27	465
10:00	0	0	0	0	140	92	6	0	0	0	94	0	1	0	92	26	451
10:15	0	0	2	0	140	80	4	0	0	0	110	0	0	0	89	22	447
10:30	0	0	0	0	134	86	3	0	0	0	130	0	0	0	126	33	512
10:45	0	0	6	0	146	83	9	0	0	0	131	0	0	0	112	17	504
11:00	0	0	0	0	139	78	3	0	0	0	132	0	0	0	123	28	503
11:15	0	0	0	0	167	82	6	0	0	0	136	0	0	0	101	27	519
11:30	0	0	1	0	147	78	6	0	0	0	165	0	0	0	112	32	541
11:45	0	0	0	0	142	97	7	0	0	0	160	0	1	0	100	19	526
12:00	0	0	2	0	135	116	5	0	0	0	174	0	2	0	114	22	570
12:15	0	0	2	0	143	85	6	0	0	0	156	0	0	0	91	24	507
12:30	0	0	1	0	131	98	3	0	0	0	154	0	0	0	97	24	508
12:45	0	0	0	0	170	115	3	0	0	0	147	0	0	0	101	26	562
13:00	0	0	1	0	141	97	5	0	0	0	131	0	0	0	118	19	512
13:15	0	0	0	0	128	92	6	0	0	0	161	0	0	0	90	23	500
13:30	0	0	1	0	147	86	6	0	0	0	157	0	0	0	120	26	543
13:45	0	0	1	0	137	120	4	0	0	0	162	0	0	0	119	20	563

Location: TH 210 at Elder Drive/Fairview Road
Count Date: 5/19/2026
Counted By: CountCloud



TURNING MOVEMENT COUNT DATA
All Vehicles + Total Peds/Bikes

Start Time	Fairview Rd				TH 210				Elder Dr				TH 210				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
14:00	0	0	1	0	135	100	8	0	0	0	152	0	0	86	21	0	503
14:15	0	0	2	0	120	138	10	0	0	0	142	0	0	87	20	0	519
14:30	0	0	1	0	130	113	18	0	0	0	159	0	0	98	24	0	543
14:45	0	0	14	0	122	110	18	0	0	0	146	0	0	147	12	0	569
15:00	0	0	3	0	113	152	10	0	0	0	153	0	3	117	21	0	572
15:15	0	0	2	0	108	140	6	0	0	0	143	0	1	149	24	0	573
15:30	0	0	0	0	115	155	6	0	0	0	161	0	0	163	31	0	631
15:45	0	0	1	0	128	138	5	0	0	0	138	0	3	138	28	0	579
16:00	0	0	1	0	123	156	6	0	0	0	150	0	1	123	23	0	583
16:15	0	0	2	0	108	141	15	0	0	0	160	0	1	119	15	0	561
16:30	0	0	4	0	104	150	7	0	0	0	117	0	3	132	20	0	537
16:45	0	0	3	0	98	209	12	0	0	0	137	0	3	102	21	0	585
17:00	0	0	1	0	99	186	9	0	0	0	127	0	5	112	24	0	563
17:15	0	0	1	0	116	163	7	0	0	0	110	0	1	96	16	0	510
17:30	0	0	2	0	72	132	9	0	0	0	105	0	0	103	21	0	444
17:45	0	0	3	0	92	117	2	0	0	0	109	0	0	90	15	0	428
18:00	0	0	0	0	80	134	10	0	0	0	102	0	0	57	18	0	401
18:15	0	0	4	0	60	143	18	0	0	0	104	0	4	70	17	0	420
18:30	0	0	7	0	65	87	7	0	0	0	100	0	0	87	11	0	364
18:45	0	0	0	0	62	100	2	0	0	0	76	0	0	79	13	0	332
19:00	0	0	2	0	59	94	6	0	0	0	66	0	0	64	15	0	306
19:15	0	0	0	0	60	98	3	0	0	0	72	0	1	56	15	0	305
19:30	0	0	3	0	34	92	4	0	0	0	56	0	0	52	9	0	250
19:45	0	0	1	0	37	70	4	0	0	0	58	0	4	53	13	0	240
20:00	0	0	7	0	37	57	6	0	0	0	51	0	0	48	6	0	212
20:15	0	0	1	0	28	64	4	0	0	0	43	0	0	57	5	0	202
20:30	0	0	0	0	23	74	2	0	0	0	39	0	0	30	5	0	173
20:45	0	0	0	0	16	68	1	0	0	0	26	0	0	32	3	0	146
21:00	0	0	0	0	12	52	1	0	0	0	25	0	0	28	5	0	123
21:15	0	0	0	0	14	60	2	0	0	0	20	0	1	28	6	0	131
21:30	0	0	0	0	20	32	1	0	0	0	9	0	0	19	1	0	82
21:45	0	0	0	0	13	33	2	0	0	0	11	0	0	16	6	0	81
22:00	0	0	0	0	9	18	0	0	0	0	9	0	0	14	2	0	52
22:15	0	0	1	0	4	30	3	0	0	0	3	0	0	17	2	0	60
22:30	0	0	1	0	3	27	0	0	0	0	6	0	0	11	1	0	49
22:45	0	0	0	0	1	10	0	0	0	0	6	0	1	10	0	0	28
23:00	0	0	0	0	0	13	0	0	0	0	2	0	0	13	2	0	30
23:15	0	0	0	0	0	10	0	0	0	0	0	0	0	14	0	0	24
23:30	0	0	0	0	1	21	0	0	0	0	0	0	0	7	0	0	29
23:45	0	0	0	0	1	8	1	0	0	0	4	0	0	11	0	0	25
Total	0	0	109	0	5801	6596	443	0	0	0	6026	0	83	7204	1148	2	27410
Cars+	0	0	107	0	5767	6287	437	0	0	0	5994	0	82	6888	1132	2	26694
Trucks	0	0	2	0	34	309	6	0	0	0	32	0	1	316	16	0	716
% Trucks	0.0	0.0	1.8	0.0	0.6	4.7	1.4	0.0	0.0	0.0	0.5	0.0	1.2	4.4	1.4	0.0	2.6
	1.8				2.7				0.5				3.9				

Location: Foley Road at Forthun Road
 Count Date: 5/19/2026
 Counted By: CountCloud



TURNING MOVEMENT COUNT DATA
All Vehicles + Total Peds/Bikes

Start Time	N/A				Foley Rd				Isle Drive/Forthun Rd				Foley Rd				Int. Total
	Southbound				Westbound				Northbound				Eastbound				
	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
0:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
5:30	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
5:45	0	0	0	0	0	1	0	0	1	0	0	0	0	1	3	0	6
6:00	0	0	0	0	0	1	0	0	2	0	1	0	0	2	4	0	10
6:15	0	0	0	0	0	5	0	0	2	0	0	0	0	2	2	0	11
6:30	0	0	0	0	0	3	0	0	2	0	0	0	0	1	4	0	10
6:45	0	0	0	0	0	8	0	0	3	0	0	0	0	5	5	0	21
7:00	0	0	0	0	0	13	0	0	9	0	0	0	0	5	12	0	39
7:15	0	0	0	0	1	9	0	0	3	0	0	0	0	7	12	0	32
7:30	0	0	0	0	1	15	0	0	4	0	0	0	0	2	29	0	51
7:45	0	0	0	0	2	18	0	0	10	0	0	0	0	13	31	0	74
8:00	0	0	0	0	0	6	0	0	7	0	1	0	0	19	15	0	48
8:15	0	0	0	0	2	14	0	0	9	0	2	1	0	13	17	0	57
8:30	0	0	0	0	2	10	0	0	9	0	0	0	0	15	17	0	53
8:45	0	0	0	0	0	29	0	0	14	0	1	0	0	15	6	0	65
9:00	0	0	0	0	0	12	0	0	7	0	2	0	0	17	12	0	50
9:15	0	0	0	0	1	12	0	0	7	0	0	0	0	9	12	0	41
9:30	0	0	0	0	1	26	0	0	10	0	3	0	0	14	14	0	68
9:45	0	0	0	0	0	19	0	0	10	0	4	0	0	13	20	0	66
10:00	0	0	0	0	0	21	0	0	17	0	0	0	0	10	11	0	59
10:15	0	0	0	0	1	25	0	0	20	0	0	0	0	12	8	0	66
10:30	0	0	0	0	1	19	0	0	16	0	1	0	0	9	6	0	52
10:45	0	0	0	0	0	23	0	0	16	0	0	0	0	25	9	0	73
11:00	0	0	0	0	1	21	0	0	16	0	1	0	0	12	10	0	61
11:15	0	0	0	0	2	31	0	0	13	0	0	0	0	14	12	0	72
11:30	0	0	0	0	1	30	0	0	17	0	1	0	0	14	10	0	73
11:45	0	0	0	0	3	30	0	0	20	0	0	0	0	10	9	0	72
12:00	0	0	0	0	0	34	0	0	27	0	1	0	0	15	12	0	89
12:15	0	0	0	0	1	29	0	0	22	0	0	0	0	11	9	0	72
12:30	0	0	0	0	0	43	0	0	17	0	1	0	0	13	18	0	92
12:45	0	0	0	0	2	35	0	0	21	0	1	0	0	11	17	0	87
13:00	0	0	0	0	2	37	0	0	14	0	2	0	0	13	12	0	80
13:15	0	0	0	0	2	27	0	0	24	0	2	0	0	7	12	0	74
13:30	0	0	0	0	1	26	0	0	15	0	0	0	0	16	15	0	73
13:45	0	0	0	0	0	39	0	0	25	0	0	0	0	18	11	0	93

Location: Foley Road at Forthun Road
Count Date: 5/19/2026
Counted By: CountCloud



TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	N/A				Foley Rd				Isle Drive/Forthun Rd				Foley Rd				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
14:00	0	0	0	0	1	46	0	0	21	0	2	0	0	14	12	0	96
14:15	0	0	0	0	0	44	0	0	17	0	0	1	0	11	7	0	79
14:30	0	0	0	0	1	38	0	0	19	0	0	0	0	16	21	0	95
14:45	0	0	0	0	0	39	0	0	24	0	2	0	0	15	10	0	90
15:00	0	0	0	0	0	37	0	0	29	0	0	0	0	18	9	0	93
15:15	0	0	0	0	2	35	0	0	27	0	0	0	0	18	5	0	87
15:30	0	0	0	0	1	41	0	0	27	0	2	0	0	11	9	0	91
15:45	0	0	0	0	1	51	0	0	21	0	0	0	0	17	10	0	100
16:00	0	0	0	0	0	46	0	0	22	0	3	0	0	11	12	0	94
16:15	0	0	0	0	0	37	0	0	32	0	0	0	0	12	11	0	92
16:30	0	0	0	0	0	58	0	0	36	0	1	0	0	11	8	0	114
16:45	0	0	0	0	0	49	0	0	32	0	1	0	0	13	5	0	100
17:00	0	0	0	0	1	55	0	0	26	0	1	0	0	17	9	0	109
17:15	0	0	0	0	0	59	0	0	18	0	0	0	0	15	7	0	99
17:30	0	0	0	0	0	34	0	0	20	0	2	0	0	8	6	0	70
17:45	0	0	0	0	0	41	0	0	24	0	1	0	0	9	6	0	81
18:00	0	0	0	0	0	38	0	0	16	0	0	1	0	6	7	0	67
18:15	0	0	0	0	1	24	0	0	17	0	0	1	0	6	1	0	49
18:30	0	0	0	0	0	37	0	0	8	0	0	2	0	11	3	0	59
18:45	0	0	0	0	0	29	0	0	11	0	0	0	0	9	5	0	54
19:00	0	0	0	0	0	29	0	0	16	0	0	0	0	6	0	0	51
19:15	0	0	0	0	0	23	0	0	12	0	0	0	0	4	3	0	42
19:30	0	0	0	0	0	27	0	0	5	0	0	0	0	5	1	0	38
19:45	0	0	0	0	0	29	0	0	13	0	0	1	0	7	1	0	50
20:00	0	0	0	0	0	27	0	0	17	0	0	0	0	6	5	0	55
20:15	0	0	0	0	0	23	0	0	7	0	0	1	0	2	4	0	36
20:30	0	0	0	0	0	15	0	0	10	0	0	0	0	3	0	0	28
20:45	0	0	0	0	0	12	0	0	10	0	0	0	0	1	3	0	26
21:00	0	0	0	0	0	8	0	0	6	0	0	0	0	0	0	0	14
21:15	0	0	0	0	0	9	0	0	1	0	0	0	0	1	0	0	11
21:30	0	0	0	0	1	6	0	0	3	0	0	1	0	5	2	0	17
21:45	0	0	0	1	0	9	0	0	2	0	1	0	0	0	1	0	13
22:00	0	0	0	0	0	13	0	0	4	0	0	0	0	1	0	0	18
22:15	0	0	0	0	0	3	0	0	5	0	0	0	0	0	0	0	8
22:30	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	5
22:45	0	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	4
23:00	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	3
23:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	1	36	1756	0	0	975	0	40	9	0	664	585	0	4056
Cars+	0	0	0	0	34	1741	0	0	969	0	40	5	0	654	577	0	4015
Trucks	0	0	0	1	2	15	0	0	6	0	0	4	0	10	8	0	41
% Trucks	0.0	0.0	0.0	100.0	5.6	0.9	0.0	0.0	0.6	0.0	0.0	44.4	0.0	1.5	1.4	0.0	1.0
	0.0				0.9				0.6				1.4				1.0

Appendix B – Traffic Operations Results

Table B1
Elder Dr at North Costco Access ICE Study
2026 Existing Conditions
AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours

AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours																	Vehicle Queuing Information (feet)															
Intersection		Approach	Demand Volumes				Delay (s/veh)						LOS By Approach		LOS By Intersection		Left Turn Lane				Through Lane (s)						Right Turn Lane					
			L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Thru ⁽²⁾ ----->	% Block Left ⁽²⁾ <-----	Link Length (feet)	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Right ⁽²⁾ ----->	% Block Thru ⁽²⁾ <-----	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹			
AM Peak Hour	TH 210 at Elder Dr/Fariview Rd (3/4 Access)	NB			133	133						4.9	A	4.9	A	3.0	A												330	25	54	
		SB			13	13						1.5	A	1.5	A															270	20	20
		EB	32	898	74	1,004	5.1	A	1.5	A	0.8	A	1.6	A	640			20	20			1426	20	20					315	20	20	
		WB	255	426	73	754	11.9	B	0.8	A	0.6	A	4.5	A	640			44	96			1952	20	20					315		20	
	Elder Dr at Foley Rd (Minor Street Stop)	NB	29	123		152	2.6	A	0.2	A			0.7	A	1.5	A	75	20	32													
		SB		294	35	329			1.6	A	1.3	A	1.6	A								220		20								
		EB	10		31	41	5.3	A			2.9	A	3.4	A			610	20	23										250	20	40	
		WB											0.0	A																		
	Elder Dr at Costco RIRO (Right-in/Right-out)	NB		109	13	122			0.7	A	0.3	A	0.7	A	0.6	A						177		20								
		SB		325		325			0.4	A			0.4	A																		
		EB											0.0	A																		
		WB			43	43					1.5	A	1.5	A															380	20	22	
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	25	58	30	113	1.8	A	0.4	A	0.1	A	0.6	A	1.7	A	170	20	20									170		20		
		SB	87	164	74	325	1.8	A	0.5	A	0.1	A	0.8	A			80	20	27									80		20		
		EB	31		28	59	7.1	A			3.1	A	5.4	A								369	20	35				70	20	23		
		WB	37		33	70	7.2	A			2.9	A	5.1	A								460	20	41				65	20	30		
PM Peak Hour	TH 210 at Elder Dr/Fariview Rd (3/4 Access)	NB			609	609						5.5	A	5.5	A	4.6	A												330	72	140	
		SB			4	4						2.2	A	2.2	A														270	20	20	
		EB	5	543	97	645	5.5	A	1.7	A	0.9	A	1.6	A	640			20	20			1426		20				315	20	21		
		WB	474	590	32	1,096	12.5	B	1.2	A	0.6	A	5.9	A	640			68	136			1952	20	26								
	Elder Dr at Foley Rd (Minor Street Stop)	NB	140	592		732	4.8	A	0.7	A			1.5	A	2.2	A	75	36	63			74	20	20								
		SB		531	40	571			2.0	A	1.3	A	2.0	A								220	20	20								
		EB	17		48	65	28.9	D	0.1	A	5.7	A	11.5	B			610	20	40									250	23	47		
		WB											0.0	A																		
	Elder Dr at Costco RIRO (Right-in/Right-out)	NB		472	19	491			1.4	A	0.3	A	1.4	A	1.6	A						177	20	20								
		SB		579		579			0.7	A			0.7	A																		
		EB											0.0	A																		
		WB			260	260					3.9	A	3.9	A														380	47	88		
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	39	343	90	472	2.8	A	1.4	A	0.4	A	1.3	A	6.1	A	170	20	31			555						170	20	20		
		SB	260	206	113	579	4.7	A	1.0	A	0.3	A	2.5	A			80	44	78								80		20			
		EB	48		43	91	25.8	D			5.1	A	15.7	C								369	24	54	1 %		70	20	33			
		WB	110		100	210	36.4	E			8.3	A	22.9	C								460	63	152	14 %	1 %	65	35	81			

NOTES 1. If the reported queue is greater than zero (0), but less than ft, a minimum of ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B2a
 Elder Dr at North Costco Access ICE Study
 2030 Future Conditions - Full Access w/ a Single Westbound Lane
 AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours

AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours																Vehicle Queuing Information (feet)															
Intersection		Approach	Demand Volumes				Delay (s/veh)						LOS By Approach		LOS By Intersection		Left Turn Lane				Through Lane (s)						Right Turn Lane				
			L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Thru ⁽²⁾ ----->	% Block Left ⁽²⁾ <-----	Link Length (feet)	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Right ⁽²⁾ ----->	% Block Thru ⁽²⁾ <-----	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹		
AM Peak Hour	Elder Dr at Costco North (Minor Street Stop)	NB		80	13	93			0.5	A	0.3	A	0.5	A	1.2	A	200	20	20									80		20	
		SB	38	153		191	1.5	A	0.3	A			0.5	A																	
		EB											0.0	A																	
		WB	19		43	62	5.6	A			3.8	A	4.3	A									754	25	44						
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	25	29	44	98	1.4	A	0.4	A	0.1	A	0.5	A	1.4	A	170	20	20									170		20	
		SB	35	63	74	172	1.6	A	0.5	A	0.2	A	0.6	A			80	20	20									80		20	
		EB	31		28	59	4.9	A			2.4	A	3.8	A									369	20	33				70	20	22
		WB	18		33	51	5.2	A			2.4	A	3.4	A									460	20	32				65	20	28
PM Peak Hour	Elder Dr at Costco North (Minor Street Stop)	NB		302	19	321			1.0	A	0.3	A	1.0	A	4.3	A	200	22	49									80	20	20	
		SB	110	274		384	2.9	A	0.6	A			1.2	A																	
		EB											0.0	A																	
		WB	56		260	316	16.4	C			10.1	B	11.2	B									754	77	140						
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	39	173	133	345	1.9	A	1.0	A	0.3	A	0.8	A	2.4	A	170	20	25									170		20	
		SB	107	110	113	330	3.1	A	0.8	A	0.3	A	1.4	A			80	21	48									80		20	
		EB	48		43	91	9.8	A			3.2	A	6.7	A									369	22	48				70	20	26
		WB	54		100	154	9.1	A			3.9	A	5.7	A									460	24	49				65	23	44

NOTES 1. If the reported queue is greater than zero (0), but less than ft, a minimum of ft is reported.
 2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
 3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table C2b
Elder Dr at North Costco Access ICE Study
2050 Future Conditions - Full Access w/ a Single Westbound Lane
AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours

AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours																Vehicle Queuing Information (feet)																	
Intersection		Approach	Demand Volumes				Delay (s/veh)						LOS By Approach		LOS By Intersection		Left Turn Lane				Through Lane (s)					Right Turn Lane							
			L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Thru ⁽²⁾ ----->	% Block Left ⁽²⁾ <-----	Link Length (feet)	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Right ⁽²⁾ ----->	% Block Thru ⁽²⁾ <-----	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹				
AM Peak Hour	Elder Dr at Costco North (Minor Street Stop)	NB		82	25	107			0.5	A	0.3	A	0.5	A	1.6	A																	
		SB	64	162		226	1.5	A	0.3	A			0.7	A			200	20	28														
		EB											0.0	A																			
		WB	24		73	97	6.4	A			4.0	A	4.6	A										754	32	53							
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	25	43	44	112	1.4	A	0.3	A	0.1	A	0.5	A	1.4	A	170	20	20										170		20		
		SB	35	77	74	186	1.5	A	0.5	A	0.2	A	0.6	A			80	20	20										80		20		
		EB	31		28	59	5.3	A			2.4	A	3.9	A										369	20	34				70	20	23	
		WB	18		33	51	4.9	A			2.6	A	3.4	A										460	20	31				65	20	29	
PM Peak Hour	Elder Dr at Costco North (Minor Street Stop)	NB		318	69	387			1.3	A	0.4	A	1.1	A	14.0	B							183	20	20				80	20	20		
		SB	210	282		492	4.3	A	0.7	A			2.2	A			200	38	68														
		EB											0.0	A																			
		WB	76		380	456	48.1	E			36.1	E	38.1	E										754	203	427							
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	39	239	133	411	2.5	A	1.2	A	0.4	A	1.1	A	2.8	A	170	20	29										170	20	20		
		SB	107	138	113	358	3.5	A	0.8	A	0.4	A	1.5	A			80	24	50										80	20	20		
		EB	48		43	91	11.6	B			3.4	A	7.8	A										369	21	42				70	20	26	
		WB	54		100	154	12.0	B			4.4	A	7.1	A										460	27	57	1 %			65	24	47	

NOTES 1. If the reported queue is greater than zero (0), but less than ft, a minimum of ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B3a
Elder Dr at North Costco Access ICE Study
2030 Future Conditions - Full Access w/ Westbound Right Turn Lane
AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours

AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours																Vehicle Queuing Information (feet)																
Intersection		Approach	Demand Volumes				Delay (s/veh)						LOS By Approach		LOS By Intersection			Left Turn Lane				Through Lane (s)						Right Turn Lane				
			L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Thru ⁽²⁾ ----->	% Block Left ⁽²⁾ <-----	Link Length (feet)	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Right ⁽²⁾ ----->	% Block Thru ⁽²⁾ <-----	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹			
AM Peak Hour	Elder Dr at Costco North (Minor Street Stop)	NB		80	13	93			0.5	A	0.3	A	0.5	A	1.2	A	200	20	20													
		SB	38	153		191	1.3	A	0.3	A			0.5	A																		
		EB											0.0	A																		
		WB	19		43	62	5.5	A			3.5	A	4.1	A			755	20	37									80	20	38		
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	25	29	44	98	1.4	A	0.3	A	0.1	A	0.5	A	1.4	A	170	20	20									170		20		
		SB	35	63	74	172	1.4	A	0.4	A	0.2	A	0.5	A			80	20	20									80		20		
		EB	31		28	59	5.2	A			2.4	A	3.9	A								369	20	33				70	20	23		
		WB	18		33	51	4.7	A			2.4	A	3.2	A								460	20	32				65	20	28		
PM Peak Hour	Elder Dr at Costco North (Minor Street Stop)	NB		302	19	321			0.9	A	0.3	A	0.9	A	3.3	A	200	25	53									80		20		
		SB	110	274		384	3.5	A	0.6	A			1.4	A																		
		EB											0.0	A																		
		WB	56		260	316	14.7	B			6.5	A	8.0	A			755	31	58								1 %	80	52	88		
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	39	173	133	345	2.2	A	1.0	A	0.4	A	0.9	A	2.4	A	170	20	26									170	20	20		
		SB	107	110	113	330	3.0	A	0.8	A	0.3	A	1.3	A			80	20	48									80		20		
		EB	48		43	91	10.0	B			3.1	A	6.9	A								369	22	47				70	20	26		
		WB	54		100	154	8.6	A			4.0	A	5.6	A								460	23	46				65	24	43		

NOTES 1. If the reported queue is greater than zero (0), but less than ft, a minimum of ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B3b
Elder Dr at North Costco Access ICE Study
2050 Future Conditions - Full Access w/ Westbound Right Turn Lane
AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours

AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours																Vehicle Queuing Information (feet)														
Intersection		Approach	Demand Volumes				Delay (s/veh)						LOS By Approach		LOS By Intersection		Left Turn Lane				Through Lane (s)						Right Turn Lane			
			L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Thru ⁽²⁾ ----->	% Block Left ⁽²⁾ <-----	Link Length (feet)	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Right ⁽²⁾ ----->	% Block Thru ⁽²⁾ <-----	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	
AM Peak Hour	Elder Dr at Costco North (Minor Street Stop)	NB		82	25	107			0.5	A	0.3	A	0.5	A	1.5	A	200	20	30									80		20
		SB	64	162		226	1.7	A	0.3	A			0.7	A																
		EB											0.0	A																
		WB	24		73	97	6.8	A			3.5	A	4.3	A			755	20	41									80	25	41
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	25	43	44	112	1.5	A	0.4	A	0.1	A	0.5	A	1.4	A	170	20	20									170		20
		SB	35	77	74	186	1.7	A	0.5	A	0.2	A	0.6	A			80	20	20											
		EB	31		28	59	5.1	A			2.4	A	3.8	A								369	20	35				70	20	23
		WB	18		33	51	4.8	A			2.5	A	3.3	A								460	20	31				65	20	29
PM Peak Hour	Elder Dr at Costco North (Minor Street Stop)	NB		318	69	387			1.3	A	0.5	A	1.2	A	5.4	A	200	41	76									80	20	20
		SB	210	282		492	4.9	A	0.6	A			2.4	A																
		EB											0.0	A																
		WB	76		380	456	30.7	D			8.6	A	12.5	B			755	45	91							6 %	80	74	125	
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	39	239	133	411	2.3	A	1.1	A	0.4	A	1.0	A	2.6	A	170	20	28									170	20	20
		SB	107	138	113	358	3.7	A	0.8	A	0.4	A	1.5	A			80	25	50									80		20
		EB	48		43	91	10.5	B			3.5	A	7.1	A								369	21	48				70	20	31
		WB	54		100	154	11.5	B			4.7	A	7.0	A								460	24	47				65	25	45

NOTES 1. If the reported queue is greater than zero (0), but less than ft, a minimum of ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B4a
Elder Dr at North Costco Access ICE Study
2030 Future Conditions - 3/4 Access
AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours

AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours																Vehicle Queuing Information (feet)																	
Intersection		Approach	Demand Volumes				Delay (s/veh)						LOS By Approach		LOS By Intersection		Left Turn Lane				Through Lane (s)						Right Turn Lane						
			L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Thru ⁽²⁾ ----->	% Block Left ⁽²⁾ <-----	Link Length (feet)	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Right ⁽²⁾ ----->	% Block Thru ⁽²⁾ <-----	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹				
AM Peak Hour	Elder Dr at Costco North (3/4 Access)	NB		80	13	93			1.5	A	0.9	A	1.4	A	1.2	A																	
		SB	38	153		191	1.3	A	0.4	A			0.6	A			200	20	20														
		EB											0.0	A																			
		WB			43	43					3.5	A	3.5	A															375	21	41		
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	25	29	44	98	3.3	A	7.4	A	1.7	A	3.9	A	3.6	A	170	20	34			555	20	36				170	20	29			
		SB	35	44	74	153	3.7	A	6.9	A	1.9	A	3.7	A			80	20	39			189	21	41				80	23	35			
		EB	31		28	59	4.2	A			2.4	A	3.3	A								369	20	33				70	20	23			
		WB	37		33	70	4.2	A			2.5	A	3.4	A								460	20	38				65	20	29			
PM Peak Hour	Elder Dr at Costco North (3/4 Access)	NB		302	19	321			1.0	A	0.4	A	1.0	A	2.7	A													80		20		
		SB	110	274		384	3.1	A	0.5	A			1.2	A			200	23	53														
		EB											0.0	A																			
		WB			260	260					7.0	A	7.0	A															375	58	97		
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	39	173	133	345	2.0	A	1.0	A	0.4	A	0.9	A	3.1	A	170	20	25									170	20	20			
		SB	107	54	113	274	3.1	A	0.8	A	0.2	A	1.4	A			80	22	50									80		20			
		EB	48		43	91	8.8	A			3.2	A	6.2	A								369	20	43				70	20	26			
		WB	110		100	210	10.3	B			4.3	A	7.4	A								460	37	71	2 %			65	26	52			

NOTES 1. If the reported queue is greater than zero (0), but less than ft, a minimum of ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B4b
Elder Dr at North Costco Access ICE Study
2050 Future Conditions - 3/4 Access
AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours

AM (7:30-8:30 AM) & PM (3:30-4:30 PM) Peak Hours																Vehicle Queuing Information (feet)															
Intersection		Approach	Demand Volumes				Delay (s/veh)						LOS By Approach		LOS By Intersection		Left Turn Lane				Through Lane (s)						Right Turn Lane				
			L	T	R	Total	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Thru ⁽²⁾ ----->	% Block Left ⁽²⁾ <----	Link Length (feet)	Avg. Queue (feet) ¹	95th % Queue (feet) ¹	% Block Right ⁽²⁾ ----->	% Block Thru ⁽²⁾ <----	Storage (feet) ³	Avg. Queue (feet) ¹	95th % Queue (feet) ¹		
AM Peak Hour	Elder Dr at Costco North (3/4 Access)	NB		82	25	107			1.7	A	1.2	A	1.6	A	1.6	A															
		SB	64	162		226	1.5	A	0.5	A			0.8	A			200	20	27												
		EB											0.0	A																	
		WB			73	73					3.9	A	3.9	A														375	29	50	
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	25	43	44	112	3.6	A	7.6	A	1.9	A	4.4	A	3.9	A	170	20	33			555	20	37				170	20	30	
		SB	35	53	74	162	3.8	A	7.1	A	2.0	A	4.0	A			80	20	39			189	23	41			80	24	40		
		EB	31		28	59	4.1	A			2.4	A	3.3	A								369	20	32			70	20	23		
		WB	42		33	75	4.3	A			2.4	A	3.4	A								460	20	38			65	20	28		
PM Peak Hour	Elder Dr at Costco North (3/4 Access)	NB		318	69	387			1.3	A	0.4	A	1.1	A	3.8	A												80	20	20	
		SB	210	284		494	4.2	A	0.5	A			2.0	A			200	39	67												
		EB											0.0	A																	
		WB			380	380					9.0	A	9.0	A													375	77	132		
	Elder Dr at Costco/Home Depot (Minor Street Stop)	NB	39	239	133	411	2.2	A	1.1	A	0.4	A	1.0	A	3.7	A	170	20	27									170	20	20	
		SB	107	64	113	284	3.6	A	0.8	A	0.2	A	1.6	A			80	25	54								80		20		
		EB	48		43	91	10.0	B			3.7	A	7.0	A								369	21	46			70	20	27		
		WB	130		100	230	13.8	B			4.6	A	10.0	B								460	48	89	4 %		65	25	47		

NOTES 1. If the reported queue is greater than zero (0), but less than ft, a minimum of ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.